



# Aircraft Maintenance Management Course: Continuing Airworthiness, Check Planning and AD Control

19 – 23 July 2027

Dubai - Five-star CBD venue



## Aircraft Maintenance Management Course: Continuing Airworthiness, Check Planning and AD Control

**Ref:** 1346\_22792 **Date:** 19 – 23 July 2027 **Location:** Dubai - Five-star CBD venue **Fees:** 19500 SAR

### Introduction:

Aircraft maintenance management, covering continuing airworthiness, check planning and AD control, is a 5-day course for airline engineering, CAMO, MRO planning and maintenance quality teams that ends with a Maintenance Programme Review and Check Plan for a case fleet. Operators lose aircraft availability and audit standing when task intervals go unreviewed, airworthiness directives approach their limits unnoticed, deferred defects pile up and records cannot prove part history. Nominees already plan, control or audit fleet maintenance and work through case studies built on utilisation, defect and records data. CoreConcept Training Center delivers this aircraft maintenance management course.

### Course Objectives:

- Define continuing airworthiness responsibilities between the operator, the continuing airworthiness management organisation and contracted maintenance organisations, and record them in approved procedures
  - Review an aircraft maintenance programme, its task intervals in flight hours, cycles and calendar time, and propose justified escalations or reductions
  - Plan line, A check and C check packages and a multi-year check forecast that balances aircraft availability, hangar capacity and cost
  - Control airworthiness directives, service bulletins, MEL deferred defects and technical records so that every aircraft can be shown airworthy at any time
  - Analyse component reliability data, audit findings and maintenance error reports and turn them into programme, procedure and training changes
  - Set MRO contract scope, turnaround and pricing terms and track maintenance cost per flight hour against the check budget
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## Target Audience:

- Airline engineering teams responsible for maintenance programme content, modifications and technical decisions on the fleet
- Continuing airworthiness management teams responsible for airworthiness directive control, airworthiness reviews and aircraft technical status
- MRO and maintenance planning teams that build check packages, forecast hangar input and coordinate aircraft downtime with operations
- Maintenance quality and audit teams that oversee internal procedures, contracted maintenance providers and finding closure
- Technical records and maintenance control teams that manage technical logs, deferred defects and life-limited part history
- Technical procurement and contract teams that negotiate and monitor MRO workscopes and maintenance budgets

## Course Outline:

### Day 1: Continuing Airworthiness Foundations and Fleet Technical Baseline

- Continuing Airworthiness Concept From Type Design to Release
- Operator, CAMO and Maintenance Organisation Responsibility Split
- Airworthiness Review Process and Certificate of Release to Service
- Continuing Airworthiness Exposition Structure and Approved Procedures
- Fleet Technical Status Baseline Using Utilisation and Reliability Data

### Day 2: Maintenance Programme Structure, Task Intervals and Check Philosophy

- Aircraft Maintenance Programme Sources and Amendment Approval Route
- Task Interval Units in Flight Hours, Cycles and Calendar Days
- Line, A Check and C Check Package Content
- Block Versus Equalised Check Philosophy and Task Escalation
- Structural Inspection, Corrosion Prevention and Ageing Aircraft Tasks

### Day 3: Airworthiness Directive Control, Deferred Defects and Technical Records

- Airworthiness Directive Applicability Assessment and Compliance Tracking Register
  - Service Bulletin Evaluation, Embodiment Decision and Modification Status
  - MEL Deferred Defect Control With Rectification Interval Monitoring
  - Repetitive Defect Detection Through Technical Log Review
  - Traceability Files for Life-Limited Parts and Back-to-Birth Records
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## **Day 4: Reliability, Quality Oversight, Human Factors and MRO Cost Control**

- Component Reliability Programme Alert Levels and Removal Rate Analysis
- Maintenance Organisation Quality Audit Plan and Finding Closure
- Maintenance Human Factors Error Precursors and Shift Handover Controls
- MRO Contract Scope, Turnaround Time and Workscope Pricing Models
- Maintenance Cost per Flight Hour and Check Budget Variance

## **Day 5: Case Study: Maintenance Programme Review and Check Plan for a Case Fleet**

- Case Fleet Utilisation, Defect and Reliability Data Review
- Task Interval Escalation Proposal Backed by Reliability Evidence
- Open AD, Service Bulletin and Deferred Defect Reconciliation
- Multi-Year Check Forecast With Hangar Slots and MRO Quotes
- Maintenance Programme Review and Check Plan Completion and Defence

## **Skills You Will Gain:**

- Continuing Airworthiness Oversight
- Maintenance Programme Analysis
- Check Package Planning
- Airworthiness Directive Control
- Deferred Defect Management
- Component Reliability Monitoring
- Maintenance Quality Auditing
- MRO Cost Control

## **Why Attend This Course:**

- Deliver a Maintenance Programme Review and Check Plan for a case fleet to the head of engineering and the continuing airworthiness manager for approval
  - Decide which maintenance tasks can be escalated, which checks to combine and which MRO quotes to accept, using reliability and cost evidence
  - Avoid overdue airworthiness directives, expired MEL deferrals and incomplete part records that can ground aircraft or fail an authority audit
  - Share AD tracking registers, deferral control sheets, reliability alert charts and check forecast templates with engineering and planning colleagues
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## **Conclusion:**

Back at work, the participant gives the head of engineering and the continuing airworthiness manager a Maintenance Programme Review and Check Plan that sets proposed task interval changes, the check forecast, open airworthiness directive and deferral status and the MRO sourcing approach. Management uses it to approve programme amendments, hangar slot bookings and the maintenance budget, while planners use its forecast to agree aircraft downtime with operations. After the first heavy check under the plan, the unit should review findings, turnaround time, cost against budget and reliability trends.

## **Frequently Asked Questions FAQ:**

### **What should participants know before an aircraft maintenance management course on continuing airworthiness?**

Participants should already work in airline engineering, continuing airworthiness management, maintenance planning, records or quality and understand basic aircraft maintenance documents. Bringing an extract of their maintenance programme, AD status or check forecast helps them apply the case work to their own fleet.

### **How does aircraft maintenance management differ from an aviation safety management or general maintenance planning course?**

It concentrates on keeping each aircraft airworthy: programme content, task intervals, checks, airworthiness directives, deferrals, records, reliability and MRO contracts. Safety management courses cover hazard and risk processes across the whole operation, and general planning courses cover work orders and scheduling in any industry.

### **Why does aircraft maintenance management link task interval changes to reliability data?**

Task intervals can only be escalated safely when reliability data show that failure rates, findings and removals stay within alert levels. Linking interval proposals to that evidence protects airworthiness, satisfies programme approval reviews and avoids grounding aircraft for inspections that add little value.

### **What do participants take back from the aircraft maintenance management course?**

Participants take back a Maintenance Programme Review and Check Plan for a case fleet, with task interval proposals, a multi-year check forecast, AD and deferral reconciliation sheets, reliability alert charts and an MRO cost comparison they can adapt to their own fleet.

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