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COURSE BROCHURE

Aircraft Maintenance Management Training Course for Operators

18 – 22 April 2027
Kuala Lumpur

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Registered in the United Kingdom and Saudi Arabia

Aircraft Maintenance Management Training Course for Operators

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Aircraft Maintenance Management for operators is a 1-week training course for maintenance controllers, technical records staff and continuing airworthiness and engineering managers, built around a fleet maintenance control plan that links check planning, deferred defects, spares and reliability to aircraft availability. Ageing fleets, delayed deliveries and tight parts supply make every grounded aircraft a direct schedule loss. Jupiter Prime Training designed this Aircraft Maintenance Management course for airline and charter operators.

Why Aircraft Maintenance Management Matters Now

Operators are flying older aircraft longer while engine shop slots, rotable parts and licensed engineers remain scarce. Commercial teams expect maximum aircraft availability, finance looks hard at maintenance reserves and repair station invoices, and airworthiness staff must keep records and deferrals defensible at every audit. An operator that plans checks, controls deferred defects and watches component reliability keeps aircraft flying and costs predictable; one that does not faces aircraft on ground events and rushed outsourcing. The course draws on ICAO Annex 6 Operation of Aircraft for operator maintenance responsibilities and the MSG-3 Maintenance Steering Group logic used to build scheduled maintenance tasks.

Who Gains Most from Aircraft Maintenance Management

- Controllers who track aircraft status, defects and releases around the clock
- Planners who schedule line and base checks against the flying timetable
- Records staff who keep task cards, component histories and airworthiness directive status
- Engineers who run reliability monitoring and approve task interval changes
- Staff who manage repair station contracts, spares pools and rotable exchanges

An operator sending its maintenance control, planning and records leads together gains most, since availability depends on how those three hand work between them.

Aircraft Maintenance Management Capabilities

Each outcome moves maintenance from reacting to defects towards a controlled flow of checks, parts and decisions that protects the flying schedule.

- Assess the scheduled maintenance tasks and intervals behind each check package — engineering approval
- Plan line and base checks around aircraft utilisation and hangar slots — network and fleet planners
- Apply minimum equipment list rules to defect deferral and rectification limits — maintenance control
- Specify records and airworthiness directive tracking that stand up to audit — continuing airworthiness managers
- Weigh in-house work against repair station outsourcing and rotable pooling — procurement and finance
- Calculate technical dispatch reliability, aircraft on ground time and cost per flight hour — operator management

Key Aircraft Maintenance Management Terms

- Continuing airworthiness — the processes that keep an aircraft fit to fly safely throughout its operating life.
- Minimum equipment list MEL — the operator's list of items that may be inoperative for a limited time while the aircraft still dispatches.
- Deferred defect — a fault whose rectification is postponed within MEL or approved limits and tracked until closed.
- Rotable — a repairable component removed, overhauled and returned to stock for reuse on any aircraft of the type.
- Technical dispatch reliability — the share of scheduled departures that leave without a delay or cancellation caused by technical faults.
- Aircraft on ground AOG — a status where an aircraft cannot fly until a part or repair is provided.

Aircraft Maintenance Management Day by Day

Day 1: The Operator's Maintenance System

- ICAO Annex 6 Operator Responsibilities — Maintenance Organisation and Accountability
- Maintenance Control Centre Role — Aircraft Status and Release Decisions
- Line, Base and Shop Maintenance — Where Each Task Belongs
- Fleet Utilisation and Maintenance Windows — Schedule Trade-Offs
- Maintenance Performance Baseline — Current Availability and Delay Picture

Day 2: Scheduled Maintenance and Check Planning

- MSG-3 Task Logic — How Scheduled Tasks and Intervals Are Set
- Check Packages and Task Cards — Grouping Work for Each Visit
- Long-Range Check Forecast — Hangar Slots and Lease Return Timing
- Escalation of Task Intervals — Evidence Needed for Change
- Airworthiness Directives and Service Bulletins — Embodiment Planning

Day 3: Defects, Deferrals and Records

- Minimum Equipment List Use — Deferral Categories and Dispatch Limits
- Deferred Defect Control — Rectification Intervals and Repeat Faults
- Technical Log and Task Card Records — Traceability Requirements
- Component History and Life-Limited Parts — Back-to-Birth Records
- Records Audit Preparation — Gaps, Findings and Corrective Actions

Day 4: Parts, Outsourcing and Reliability

- Spares Provisioning and Rotable Pools — Stock Levels and Exchange Options
- Repair Station Contracts — Turnaround Time, Warranty and Quality Clauses
- Power-by-the-Hour Agreements — Engine and Component Support Choices
- Reliability Monitoring — Alert Levels, Removals and Pilot Reports
- Maintenance Cost Tracking — Cost per Flight Hour and Reserves

Day 5: Practising the Fleet Maintenance Control Plan

- Check Planning Exercise — Applying Forecast, Slots and Task Packages
- Deferral Case — Applying MEL Limits and Rectification Priorities
- Outsourcing Decision Case — Applying Contract and Rotable Options
- Availability Dashboard — Dispatch Reliability, AOG Time and Cost Measures
- Fleet Maintenance Control Plan — Checks, Deferrals, Parts and Owners

Applying Aircraft Maintenance Management After the Course

- Review all open deferred defects against MEL limits and flag repeat faults for engineering investigation.
- Build a twelve-month check forecast for one fleet type and test it against hangar slots and lease return dates.

Aircraft Maintenance Management Questions FAQ

What is aircraft maintenance management for operators, and why does it matter now?

It is how an operator plans checks, controls defects, keeps records and secures parts so aircraft stay airworthy and available. It matters now because older fleets, scarce parts and limited engineering capacity make every grounded aircraft costly.

Which roles gain most from aircraft maintenance management training?

Maintenance controllers, maintenance planners, technical records staff, reliability engineers and contract staff gain most. They decide when aircraft are released, deferred or grounded and how checks, parts and repair stations are lined up.

How does aircraft maintenance management training differ from aircraft engineering licence training?

Licence training builds hands-on technical skills on systems and structures. Aircraft maintenance management training looks at the operator's side: check planning, deferrals, records, outsourcing, parts and reliability measures that decide fleet availability.

What do you bring back from aircraft maintenance management training?

You bring back a fleet maintenance control plan with a check forecast, deferral rules, records checks, parts and outsourcing choices, and availability and cost measures with clear owners.

Aircraft Maintenance Management: The Way Forward

The fleet maintenance control plan first informs when each aircraft goes to the hangar and which defects can wait. Maintenance control, planning and records staff use it daily, and engineering uses its reliability figures. After the first heavy check season, task intervals and outsourcing choices deserve a fresh look to confirm they still balance availability and cost.