



## Computerised Maintenance Control Management

**AWB** 00-020 **Issue :** 1  
**Date :** 30 January 2013

### 1. Effectivity

General guidance on Computerised Maintenance Control software utilised by Aircraft Maintenance organisations.

### 2. Purpose

There have been several reported incidents of incorrectly loaded data on various software packages which are utilised to manage the Airworthiness limitations of Australian Aircraft. The events have included High capacity and Low capacity RPT operators in recent months.

One particular situation resulted in the grounding of a fleet of helicopters by one operator. The incorrect data was discovered during transitioning from one software supplier package to another, during a process known as data cleansing.

### 3. Background

Most aircraft operators with substantial fleet sizes utilise computerised maintenance packages to track maintenance tasks, components, ADs and other airworthiness limitations required for aircraft.

Whilst CASA does not currently mandate any specific standards for this software operators and maintenance organisations should ensure that the aircraft details are correct at all times and meet the requirements of Division 10 of Part 4A of CAR 1988, CAAP 50 A/B and Regulations 42.170 and 42.900 of CASR 1998.

### 4. Recommendations

Maintenance facilities and operators are encouraged to adopt the following practices with regards to computerised maintenance programs.

- **Periodic Data Cleansing:**  
the process of detecting and correcting corrupt or inaccurate records from a record set, table, or data base.
- **Establish a Dataset relationship:**  
this refers to having the data within the maintenance software related to a master document i.e. the data is directly linked to the Airworthiness limitations section of the aircraft type, or the Maintenance planning document for the aircraft.



## Computerised Maintenance Control Management

**AWB** 00-020 **Issue :** 1  
**Date :** 30 January 2013

- **Conduct Annual Audits:**  
an annual audit of all maintenance data bases should include reference back to the master document to ensure that all inspections and time life limited components are recorded within the data set. It is recommended that this audit be conducted by a qualified external source to ensure objectivity is maintained.
- **Include all Data:**  
if an inspection or limitation listed in the master document is not applicable, this item should remain within the data set along with an explanation on the determination of its applicability.
- **Back up:**  
ensure that all data sets are backed up daily to an external off-site source to allow for retrieval in the event of hardware/software damage or failure.
- **Approval:**  
have the system approved under Regulation 50B of CAR 1988 if the software/hardware system is used to replace the CASA aircraft log book or components of the log book.
- **Security:**  
allow only appropriately appointed persons to change modify or delete critical data. Various levels of security should be a supported feature of any maintenance software package.

### 5. Reporting

Report all known overruns and exceedences to the CASA SDR system.

### 6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link e-mail address:

[AirworthinessBulletin@casa.gov.au](mailto:AirworthinessBulletin@casa.gov.au)

or in writing, to:

Airworthiness & Engineering Branch  
Civil Aviation Safety Authority  
GPO Box 2005, Canberra, ACT, 2601