



TRAINING COURSE DETAILS

EASA Part 145 Rotary Aviation Production Planning – 4 Days

Introduction

This unique course focuses on a deep understanding of the roles and responsibilities of the Rotary Production Planner, the Stakeholders, hazards and risks that challenge this mandated function within Rotorcraft Maintenance.

Whilst the responsibility for delivery of an effective Maintenance Planning process falls on the Operator the delivery of an effective Production Planning function sits firmly with the Maintenance Organization to ensure a safe, efficient and well managed Maintenance input.

The role of the Production Planner is significant and varied and can contribute to significant savings within an Organisation, if accomplished effectively.

Production Planning helps facilitate cost effective production and plays a part in delivering savings. The challenge is to identify efficient business processes that can be used to gather the data, analyze and measure the opportunities and implement and encourage continual improvement.

The need for successful project managing of every maintenance input should be considered as a requirement not just to increase profitability and safety but to enhance the reputation of the Maintenance Organisation. Developing the best Procedures and processes within Production planning that interface with Operators, Airworthiness Organisations and departments and Staff within the Maintenance Organisation can help ensure Aircraft return to Operators and Clients on time.

The importance of Managing and developing Competencies is considered as well as understanding the Quality Control and Assurance Process's in Production Planning.

The course will focus on ensuring Staff and Nominated personnel are aware of best practice and how best to develop existing processes in Production Planning

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Venue

Category

Personal Development

Price

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Who is the Course for?

This 4 day intensive course is specifically designed for people with a direct involvement in Part 145 Planning functions whether in a Management Supervisory or Administrative role.

It will also be of benefit to Quality Audit Staff and persons who normally work within the Part M CAMO environment. This Training introduces the delegate to the basics of the EASA 145 Production Planning Process and considers the elements which are involved to deliver an effective Production Planning System.

What is the Benefit of this Training - What will I learn?

- a) To achieve a detailed understanding of the regulatory environment related to EASA Part 145 Production Planning
- b) Be able to explain the roles and responsibilities related to the interface between Maintenance and Production Planning.
- c) Be able to explain and promote a comprehensive understanding of the role of Production Planning in particular to include all the fundamental activities.
- d) Be able to use the regulation to proactively manage full compliance within EASA Part 145 Aircraft Maintenance Organisation (AMO) Production Planning Environment.
- e) To achieve an understanding regarding industry best practice techniques to deliver efficiencies as well as effective Production Planning.
- f) To be able to promote an understanding the Role of Safety Management Systems both within base maintenance in general as well as in the area of Production Planning particularly
- g) Understanding the various challenges which face an organisation to optimise the Production Planning Process.
- h) Identify Specific issues which are both organisational and Industry specific.

Why Should I choose SAS for the training?

Sofema Aviation Services is a Regulatory Training and Consulting company with 45 years of commercial aviation experience and 10 years operational experience. Since the start we have provided certificates to approx 20,000 delegates and we have grown for 2 primary reasons!

The first is that we are professional and we listen to our customers.

The second reason is a combination of outstanding course fees, together with a world beating discount program which leaves our competitors way behind – please do not take our word for it, [check it out!](#)

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What Makes SAS EASA Part 145 Rotary Aviation Production Planning Training 4 Days Different?

Because our courses are written by people who have lived through the regulations, from the introduction in the early 90's as JAR145 through to the transfer to EASA 145 in 2003. EASA Part 145 is a one of the most mature regulations coming from the EASA Stable.

Our Instructors have the background experience and deep exposure within the EASA Part 145 Maintenance Environment. At Sofema Aviation Services our focus is on accepting that compliance with EASA Regulations is in fact minimum compliance. Interpreting the regulations in a way which enables the development and optimisation of our business is where we should see opportunity to drive efficiencies and cost saving

Detailed Content / Topics - The following Subjects will be addressed

Day 1

- Abbreviations
- Aircraft Maintenance Planning Introduction
- Regulatory Overview
- Continuing Airworthiness Part M – Part 145 Interface and responsibilities
- Contract & Subcontract Management
- Understanding the Quality Control Process in Production Planning
- Aviation Quality & Safety Systems Pt 145 Introduction
- Maintenance Planning overview

Day 2

- The Basics of Maintenance Planning-The Approved Maintenance Program
- Understanding the generation of the Work Package-Task Packaging
- The Basics of Production Planning – Bringing together the key elements
- Post Holder Responsibilities and Relationships
- Managing Competencies
- Optimizing the performance of the Part 145- Production Planning makes the difference
- Accidents and Incidents and the link to Safety - Human Factors and Production Planning

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Detailed Content / Topics - The following Subjects will be addressed

Day 3

- The Role of SMS in Production Planning
- 145.A.40 Equipment, tools and material
- 145.A.42 Acceptance of components
- 145.A.45 Maintenance data
- 145.A.47 Production Planning
- 145.A.48 Performance of Maintenance
- The importance of Considering AD's SB's and Mods
- Job Card & Defect Card Management

Day 4

- Service Level Agreements & Optimizing the Supply Chain
- Procedures Information and Practices
- Capacity Planning
- Task Optimization vs Package Optimization
- Man-hours Planning and Estimation
- Comparison of "Block," "Phased," and "Equalized" check philosophy.
- Aviation Maintenance Post Check Analysis and Follow up
- Production Planning Change Management Process
- Developing a Personal Action Plan

Target groups

All personnel with duties and/or responsibilities in the Production Planning environment. Quality Assurance Staff. Also of Interest to persons working in a CAMO or Part M Quality System.

Pre-requisites

General Awareness of the structure and functionality of the EASA Part 145 Process. Good understanding of EASA Part 145.A.47 an advantage.

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Learning Objectives

A detailed understanding of the regulatory environment and consideration of the interface between Maintenance and Production Planning;

To promote a comprehensive understanding of the role of Production Planning in particular all fundamental activities;

An understanding regarding industry best practice techniques to deliver effective Production Planning;

To deliver a comprehensive understanding of best practice processes to generate efficiencies in the Maintenance Planning Process;

To promote an understanding the Role of Safety Management Systems, particularly in the area of Production Planning

Understanding the various challenges which face an organisation to optimise the Production Planning Process.

Identify Specific issues which are both organisational and Industry specific.

What do People Say about Sofema Aviation Services Training?

"This training offers very good explanations of difficult topics."

"All aspect were useful, the examples were great."

"This training helped me to develop some new skills."

"The instructor is very resourceful and intelligent."

"Having a visual material helps a lot the learning process."

Duration

4 days - Each day will commence at 09.00 and finish at 17.00, with appropriate refreshment breaks

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