**ASD Proposal for Introduction in the**

**European Plan for Aviation Safety 2020-2024**

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| **Title**New Maintenance Concepts |
| **New task?**Yes | **Existing Task No.:** RMT.0097, RMT.0217, RMT.0252, RMT.0278, RMT.0281, RMT.0521, RMT.0586, RMT.0681, RMT.0706 |
| **Issue/Rationale**New technologies and concepts will contribute to an improvement of the level of safety, with the digitalization of some activities in the Initial & Continuing Airworthiness domains, for example. New anticipated design improvements and concepts include the transition from a paradigm based on scheduled maintenance towards one mainly based on real aircraft usage and health condition, the accomplishment and certification of maintenance remotely and autonomously, the processing on ground of raw aircraft data to define the maintenance needs, …Then, it is key to safely integrate these new technologies and concepts into the EU regulatory framework for the Initial & Continuing Airworthiness domains. This implies a review and an adaptation of the current EU regulations: Initial Airworthiness (Part-21) and Continuing Airworthiness (Part-M, Part-T, Part-CAMO, Part-145, Part-66, and Part-147).Some RMTs have been de-prioritized in the latest version of the EPAS. Some are necessary to ensure a proper baseline for the implementation of the subject new technologies and concepts. In particular, the following RMTs have been identified:* New design/systems 🡪 RMT.0586 to be considered as a pilot case / proof of concept.
* Sharing of responsibilities between AMO and CAMO, and also with new services providers 🡪 RMT.0097, RMT.0217, RMT.0281.
* Consistency of regulatory framework 🡪 RMT.0278, RMT.0521, RMT.0681, RMT.0706.

In addition, new RMT(s) will also be necessary to address new concepts (e.g. remote accomplishment and certification of maintenance) and new architecture (e.g. ground tools and services with digitalization/connectivity/blockchain). |
| **What we want to achieve**To ensure that stakeholders of the Airworthiness domains (EASA, Competent Authorities, manufacturers, operators, CAMO, AMO, AMTO) have a consistent (E2E) and common regulatory framework (*level playing field*) adapted to the new concepts & technologies at the time of their introduction (*safety & efficiency*). This to achieve the following objectives: eradication of unplanned maintenance, optimization of planned maintenance, and efficient continuing airworthiness operations (including staff appropriately trained). |
| **Category (X)** | Safety | Environment | Efficiency | Level Playing Field |
| Rulemaking | X |  | X | X |
| Safety Promotion |  |  |  |  |
| Research |  |  |  |  |
| **Related SAB subcommittee (X)** | CAS.COM | GA.COM | R.COM | C.COM |
| FS.TEC | DM.TECX | EM.TECX | ADR.TEC | ATM/ANS.TEC |

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