



Electronic Records – Harmonising Transition Requirements

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What has been done?

Harmonization

Authorities, Lessors and Airlines work with the same content.



Acceptance (ICAO)

Authorities, Lessors and Airlines work with the same content.



Standardization (ATA)

Standards for electronic record interchange.



Significant Industry Activity Complete



What has been done?

Harmonization

Authorities, Lessors and Airlines work with the same content.



Everyone seeking the same information/content

Acceptance

Authorities, Lessors and Airlines work with the same content.



Standardization

Standards for electronic record interchange.



Harmonised Records

ICAO Record Recommendations at Transfer

- Regulatory Checklist now included in ICAO Airworthiness Manual Doc 9760, 3rd Edition
- Lessors / Operators agree on records at lease return – “**IATA Guidance Material Aircraft Leases—4th edition, Annex E**”



d.	Radio license	
e.	Current maintenance release certificate	
f.	Export certificate of airworthiness (if applicable)	
Section 4. Log Books		
a.	Aircraft logbooks	
b.	Engine logbook(s)	
c.	APU logbook (if applicable)	
d.	Propeller logbooks (if applicable)	
Section 5. Manuals		
This section should contain the following manuals and applicable supplements:		
a.	Aircraft flight manual and evidence of approval satisfactory to the state of registry of the current operator	
b.	Instructions for continuing airworthiness associated with non-type certificate holder modifications (if applicable)	
c.	Documents describing the detailed specification of the aircraft at manufacture, as provided by the type certificate holder, including systems and equipment installed.	
Section 6. Current status summaries		
a.	A summary of compliance with each AD applicable to the aircraft type, engine type, propeller type (if applicable) and fitted components as detailed in Section 3.2.3 of this Attachment D.	
b.	The summary of compliance with the current approved aircraft maintenance programme scheduled tasks, whether in block or equalised format (see note) and unscheduled tasks, indicating when the task was 'last accomplished' and is 'next due' in flight hours, flight cycles, or calendar time as appropriate. The status should provide a description of:	
i)	The action performed and, if the approved maintenance programme task numbers are different from the type certificate holder's maintenance task numbers, a cross reference should be provided	
ii)	Airworthiness Limitation Items (ALI's) and Certification Maintenance Requirements (CMR's) should be identified	
b.	Current certificate of aircraft registration	
c.	Certificate of noise limitation	
e.	The status of structural repairs and allowable damage on the aircraft including:	
i)	A reference to the type certificate holder's structural repair manual (SRM) repair or allowable damage limitations. Otherwise details of the approval authority acceptable to the state of registration.	

Framework for Aircraft and Engine Transfer



What has been done?

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Acceptance

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Equal treatment for Paper and Electronic records

Standardization

Standards for electronic record interchange.



Acceptance – ICAO Activity

Air Navigation Work Programme (AIRP.009.01.EAMR)

Provisions for electronic aircraft maintenance records (EAMR) Amendment to Airworthiness Manual ICAO Doc 9760

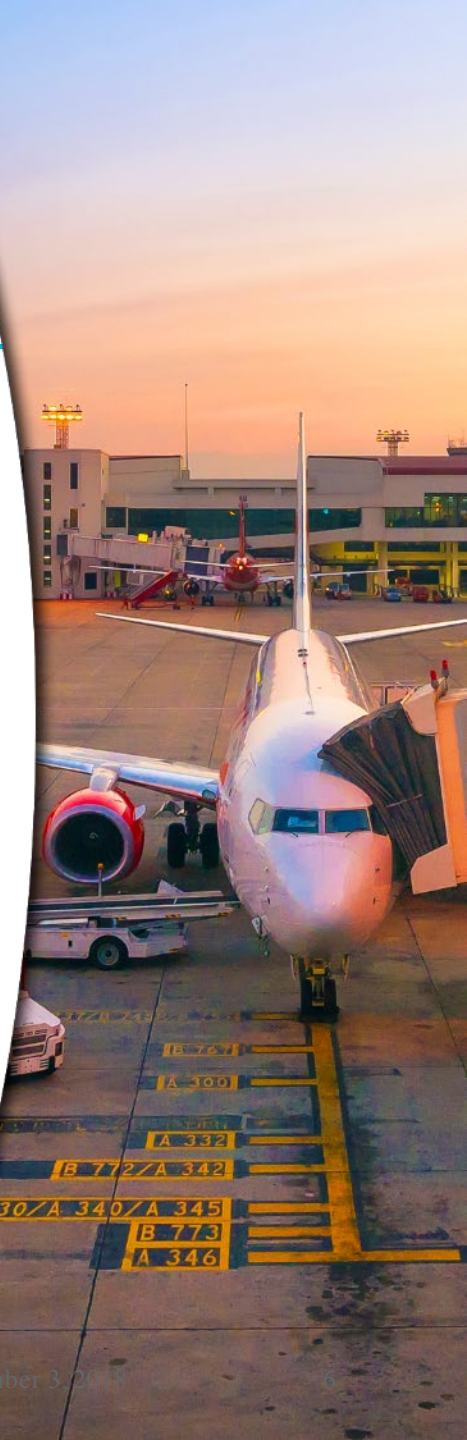
- Tasked to provide guidance to States on authorising the use of EAMRs as an alternative to paper based aircraft maintenance records

Status

- ICAO guidance material was published in early 2018 on the ICAO website (<https://www.icao.int/safety/airnavigation/OPS/airworthiness/Pages/EAMR.aspx>).



Part of a broader framework of looking at Cross Border Transferability



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Standardization

Standards for electronic record interchange.



- ICAO makes reference to International Standards
- Action – development of a standard that is universally acceptable
 - Result – ATA Spec 2500



Standardisation: ATA Spec 2500



Air Transport Association

- Spec 2500: Aircraft Transfer Records (Revision 2017.2) - available on ATA website
- Records Systems – AirVault, Stream and Flydocs have all announced implementation plans
- M&E systems: AMOS & Trax have development underway

All the Building Blocks now in place



So who will be first?



A standard is only a standard - Adoption and Use is the key



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