AMO Quarterly Meeting – Q&A Brief

1. Hangar Rash Trends and Prevention

Question:
There has been an increase in hangar rash incidents recently. How widespread is this issue and what can be done to reduce it?

Answer:
Hangar rash is occurring more frequently than desired across the organization. While some incidents are unavoidable, most are caused by inattention, rushing, or improper aircraft handling. As operations increase, especially during the summer, the likelihood of incidents rises. Emphasis should be placed on careful ground handling, using adequate personnel, maintaining situational awareness, and slowing down during aircraft movement to prevent damage.

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2. Coordinating Logbooks and Aircraft for PlaneLogix Onboarding

Question:
How should wings manage onboarding when logbooks are centrally stored but aircraft are dispersed geographically?

Answer:
Coordination at the wing level is required to ensure all aircraft documents and logbooks are consolidated into a single Pelican case. Logbooks should not be shipped separately due to risk. Instead, aircraft and records should be brought into proximity or the Pelican case location adjusted to accommodate secure consolidation prior to shipment.

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3. Timeline for AMO Specialty Track Restart

Question:
When will the AMO specialty track be restarted?

Answer:
The specialty track is being updated to align with new maintenance regulations and systems. Release is expected around early fall, with a target timeframe near August, though final timing depends on completion and approval of updated regulations and doctrine.

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4. PlaneLogix Onboarding Throughput

Question:
How many aircraft will be onboarded per week during PlaneLogix implementation?

Answer:
The onboarding rate is planned at approximately 50 aircraft per month, equating to roughly 12–13 aircraft per week. This pace is necessary to complete fleet onboarding within a one-year timeline.

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5. Onboarding Logistics and Aircraft Downtime

Question:
How will the onboarding cycle and document handling timeline work?

Answer:
Pelican cases are typically provided about a week in advance. Units will have several days to load documents before shipping. The process varies depending on timing within the region's onboarding cycle, and some units may receive documents or cases in different sequences. Preparation and organization ahead of time are critical to minimizing aircraft downtime.

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6. Airworthiness Directive (AD) Compliance During Onboarding

Question:
What happens if required AD compliance documentation is missing during onboarding?

Answer:
If an AD cannot be verified as complied with based on logbook records, the aircraft will be grounded until compliance is confirmed or completed. Therefore, ensuring complete and accurate documentation prior to onboarding is essential.

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7. Vendor Access and Data Entry in PlaneLogix

Question:
Can maintenance vendors directly input records into PlaneLogix?

Answer:
Yes. Vendors can be trained and provided access to input maintenance actions directly into

the system. If they choose not to use the system, records can still be submitted through traditional methods and uploaded by the program office.

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8. Pre-Onboarding Document Preparation

Question:
Can units receive a document checklist prior to onboarding?

Answer:
Yes. A list of required documents will be provided in advance, and may also be made available via the program website, allowing units to prepare proactively.

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9. Handling Risk of Lost Documents

Question:
What happens if documents are lost during shipment?

Answer:
Risk mitigation measures include GPS tracking and secure containers; however, if documents are lost, they would need to be reconstructed. This risk exists regardless of transport method and is considered acceptable given safeguards in place.

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10. Onboarding Entire Wing vs. Partial Fleet

Question:
Will aircraft be onboarded incrementally or entire wings at once?

Answer:
The current plan is to onboard entire wings at once, which will temporarily ground the fleet (approximately 7–10 days). While disruptive, this approach avoids the complexity and inefficiency of operating two maintenance systems simultaneously.

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11. Electronic Logbooks and Aircraft Release

Question:
How will maintenance sign-offs and aircraft release work in PlaneLogix?

Answer:
PlaneLogix will serve as the system of record. Vendors can enter and sign off maintenance directly in the system, allowing near-immediate return to service. If records are submitted externally, additional review may delay release slightly.

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12. Weekend and After-Hours Release

Question:
Will aircraft release be delayed outside normal business hours?

Answer:
PlaneLogix provides weekend support, though after-hours actions may be delayed until the next operating period unless the vendor completes the process directly in the system, which is the fastest method.

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13. Access to Electronic Maintenance Records

Question:
Will pilots and other personnel have access to maintenance records?

Answer:
Yes. Users will have role-based access to view records in PlaneLogix, ensuring compliance with regulatory requirements for preflight review of maintenance logs. Editing permissions will be restricted based on user role.

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14. AMO Authority in PlaneLogix

Question:
Will AMOs still be able to sign off maintenance actions?

Answer:
AMOs will have limited authority. They may sign off minor items such as VOR checks, GPS updates, or aircraft washes. Major maintenance sign-offs must be completed by authorized maintenance personnel or through the system.

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15. AMO Training Timeline

Question:
When will PlaneLogix training be available?

Answer:
Training will become available approximately one month prior to onboarding. Users will also have access to a staging environment to practice using the system before full implementation.

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16. CAP Form 71 Changes

Question:
How will Form 71 processes change under PlaneLogix?

Answer:
Form 71 will be replaced by a modernized digital process with automated data population. Users will primarily input condition-based data, while inspection intervals and other routine information will be system-generated.

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17. Maintenance Vendor Credentials

Question:
Will vendor logins be per shop or per individual?

Answer:
Each shop will have a primary login with the ability to assign multiple credentialed individuals under that account for maintenance sign-offs.

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18. Paper vs. Electronic Record System

Question:
Will paper logbooks still be used?

Answer:
No. PlaneLogix will fully replace paper logbooks as the official system of record, with all entries maintained electronically.

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