IFS Aviation Maintenance

Component Repair Order and CAMO Configuration Guide for IFS Cloud

ICAM 26.2



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Introduction to configuring CAMO and CRO in IFS Cloud

This document provides the standards for defining a solution in IFS Cloud that leverages the capabilities of its real time compliance provided by the Continuing Airworthiness Management Organization (CAMO module), and the advanced shop maintenance capabilities offered by the Component Repair Order (CRO module). In broad terms, both the CAMO and CRO modules in IFS Cloud are complex areas of IFS Cloud due to the business segments they serve. Historically the CAMO and CRO modules were not originally developed to interact with each other, but starting with the release of 25R2 it is possible for certain assets tracked and maintained in the CAMO module to be inducted into the CRO module to take advantage of its many capabilities for component maintenance. The standards outlined in this document are intended to highlight where specific considerations need to be made when developing a solution to ensure assets tracked in the solution will work well with the capabilities available in 25R2 and continue to be compatible with future versions of IFS Cloud as IFS continues to evolve interactions between the CAMO and CRO modules.

This document highlights the best practices to model a solution to utilize the available functionality in IFS Cloud 25R2. It should be noted that this 25R2 is the initial release where the CAMO and CRO modules interact with each other, but this solution will continue to be developed through the next future releases. As a result, some specific pages or workflows described in this document, while accurate for 25R2 may not reflect what will entail the final solution. For example, work packages in the CAMO module UI are mentioned below since that is the best suited functionality available in 25R2 for planning CAMO tasks for a CRO visit, but there are plans in the future to move the ability to view and organize these tasks directly from within the CRO module. While in places where appropriate, this document highlights specific steps or methods to model the product, it is intended to complement our existing suite of documentation and resources.

Assumptions and Limitations - It is assumed that the audience of this document is reasonably familiar with the CAMO Module (Maintenix), the new functionality around order enhancements for aviation, and CRO solution in IFS Cloud.

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Glossary of terms

CRO: Component Repair Order

CAMO: Continuing Airworthiness Maintenance Organization. The CAMO Module in IFS Cloud was formerly branded as IFS Maintenix

ICAM: IFS Cloud for Aviation Maintenance

FAM: Fleet and Asset Management. Product area within IFS Cloud which manages some aspects of the CRO solution. Formerly branded as VIM (Vehicle Information Management)

LRU: Line Replaceable Unit. Components which can be removed from an asset outside of a shop setting

MMRL: Maintenance Material Requisition Line

SRU: Shop Replaceable Unit: Components which can only be removed and serviced in a shop

AD: Airworthiness Directive

SB: Service Bulletin

HT: Hard-time

EMM: Engine Maintenance Manual

CMM: Component Maintenance Manual

VSB: Vendor Service Bulletin

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Description of the end-to-end flow

This section describes the deviation from the standard CRO flow for ICAM in 25R2. When the component is removed from the aircraft a Work Package (WP) is automatically created in the CAMO module. The task or fault driving the removal is automatically assigned to the work scope.

The CAMO component engineer will have to navigate to the old Maintenix UI to view the assigned tasks and add more tasks and/or faults to the work scope. A repair router will decide the next actions for the removed component, unless that action was predetermined by the material controller, e.g. in an advance exchange scenario. The main starting page for the material controller will be the Maintenance Material Requisition Lines page and for the repair router it will be the Component Returns page. The next action could be an internal repair, an external repair or an exchange. For 25R2, the internal repair scenario is managed through CRO. The external repair scenario could either be managed through CRO, or directly from the MMRL. The exchange (including borrow) scenarios are only supported from the MMRL. In the future, all these scenarios will be supported through the CRO. For that reason, it is recommended to use the CRO to manage both internal and external repairs in 25R2. From their respective main pages, the material controller or repair router can initiate the next action and create the supporting objects (CRO, PO, …).

For internal repairs, the shop planner will navigate to the WP in CAMO (old UI) to view the tasks assigned by the CAMO planner. Based on that, they will determine the work scope in the CRO shop visit, by applying service types and tasks (from the FAM modifications library). It is recommended to always initiate the flow with a disposition order, unless no assessment of the part is required. In that case, it is recommended to use the repair shop order.

The standard CRO process applies to the shop visit, where operations containing work instructions, labor and material demands are added to shop orders based on the stages of the visit (disposition, repair).

At the end of the shop visit, the shop inspector or qualified technician must close the visit and certify that the component is serviceable. This process includes completing the assigned tasks

in the CAMO WP by utilizing the Complete Task button on individual tasks, or Batch Complete all Tasks button on the work package.

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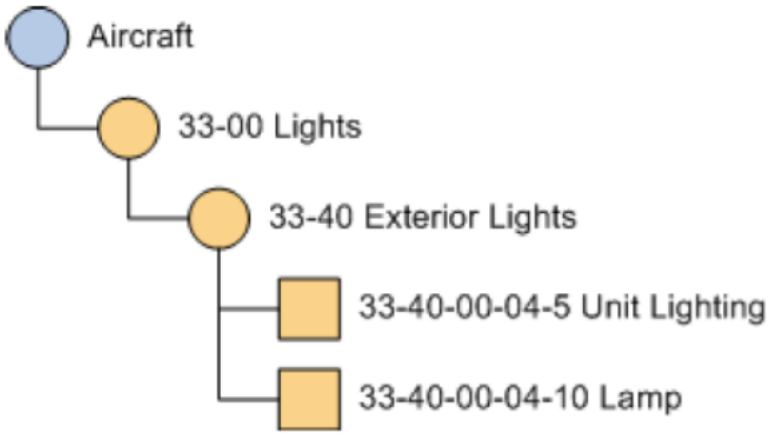
CAMO Baseline Modeling

Assemblies

An assembly represents a self-contained type of asset that performs a particular function. The CAMO module supports different assembly types, such as aircraft, engines, APUs which are modelled after assets. Assemblies can also be modelled as a collection of unrelated parts that are used for a common purpose such as common hardware or tools.

Configuration Slots

An assembly is comprised of configuration(config) slots, which can be used to model the overall configuration structure. Config slots are how CAMO identifies parent-child relationships between components within an assembly, and where several critical elements of the assembly structure are stored, such as allowable configuration, usage parameters, task definitions, and more.



There are different classes of configuration slots, which drive what type of parts can installed, and what capabilities within the CAMO module are available to inventory based on these config slots.

Config Slot Class	Description	Supported in CRO
ROOT	Top level part of the assembly	No
SYS	Logical slot which does not represent a physical component on the assembly	No
SUBASSY	Config slot where the top part (root) of a different assembly can be installed on this one.	No
TRK	Tracked slot used for high-value components that must be maintained and tracked for compliance	Yes

For components that will utilize the CRO solution, it is generally recommended that they are modelled as LRU components and tracked in CAMO. In general, these are parts that require some form of compliance tracking and reporting at the component level and have tasks that run against them (H/T components, AD's, SB's).

Lower level SRU components which will primarily only be removed, updated, or repaired at the shop, can be omitted from the configuration slot structure in CAMO.

Task Definitions

Task execution will not be performed within CAMO for CRO visits. As such it is recommended to define CAMO requirements as executable requirements which do not require job cards.

Only tasks that require compliance tracking at the CAMO level (aircraft maintenance program tasks such as H/T components, AD's, SB's, LLP's) should be created on the CAMO level. Their sole purpose is to track and report compliance. They do not need to contain actual work instructions, labor and material requirements, or tool requirements. The work instructions, including the labor and material requirements, as well as the tool requirements - which are based on the EMM, CMM, SB's, VSB, or other approved sources, will exist only at the CRO level.

Tasks based in the CAMO module, that were effectively completed by the work that was performed in the component shop using the CRO workflow, should be manually completed within the CAMO module by utilizing technical records functions such as Package and Complete Task, or Batch Complete tasks in the CAMO module at the end of the process.

In cases where it is appropriate, task definition codes could be aligned with matching modification codes in the FAM module, however there is no requirement to maintain equivalent task definition codes between the two modules.

For components that were repaired externally, outstanding tasks in the CAMO module which were accomplished during the shop visit should be completed as part of the incoming inspection

process, when returning to the facility. The tasks should be completed using technical records functions such as the Complete Task, Package and Complete Task(s), or Batch Complete tasks buttons which allow tasks to be completed using a provided completion date but do not require execution information to be signed off in a work capture.

For components that were repaired internally, the shop inspector should complete the tasks in the CAMO module as part of the process of certifying the part, prior to returning it to inventory.

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CRO Basic Data Setup

Site

Site-level settings determine how the CRO solution operates. The MRO Enabled option controls whether CRO functionality is available at the site and must be enabled for MRO operations. Other site options, such as automatic reporting of operations and material issues, support a simplified disposition shop order process but are optional.

Customer Setup

CRO supports third-party MROs and uses customer-owned parts in the workflows. Each customer represents the entity for which MRO services are provided and must be modeled in IFS Cloud. This also applies for CAMOs performing in-house MRO.

FAM Serial Part Information

The use of FAM Serial Parts is optional for the CRO workflow. The benefit of using them is that the solution will automatically detect which modifications (shop managed modifications) are applicable against the component when used. The disadvantage is that this requires additional data and data management. When not used, an engineer needs to manually add the modifications to the shop work scope.

Engineering parts with the After Delivery Serial Tracking option set to Serial Tracked are copied to FAM. Serial parts in FAM require specific information to ensure proper tracking and usage management. The following must be defined for each serial part:

- Life Limited – Whether the part is Life Limited or Not Life Limited.
- Operational Parameter – Parameters used to track usage for the physical items with this part number. For life limited serials, the Life Limit Tracking option should be enabled for proper stress rating handling.
- Maintenance Group – A preferred maintenance group. Maintenance groups are used to group different types of maintenance requirements. For CAMRO, customers typically set up one maintenance group and designate it as the preferred maintenance group.

- Operational Parameters per Maintenance Group – The maximum value allowed when recording usage for the physical items should be provided. This value serves as a reasonability check to help prevent incorrect or unrealistic measurement values.

Life limited parts must be tracked at the CAMO level.

Manufacturing Basic Data

Basic data must be modeled in IFS Cloud as shown below:

MRO and Fleet Operations > Repair Setup > Repair Setup Basic Data

This includes: Disposition codes Repair Codes Service Types Sales Parts Other relevant basic data Repair code structures and routings are required to perform repairs in the shop.

Reset Value after Overhaul and Value after Repair "Value after Overhaul" and "Value after Repair" can be reset during shop visit completion, based on the condition codes of the parts. Parts with the appropriate condition codes are considered during the reset.

Return Object

Once the shop visit is completed the component is returned to inventory as a final step of the certification process or the incoming inspection process.

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Limitations for 25r2

- Only internal and external repair orders are supported through CRO
- Exchange Orders and Borrow Orders are only managed directly from the MMRL (effectively bypassing the CRO)
- Condition Codes are not supported. Only one condition code will be used throughout the supply chain, UNKOWN. This means that any functionality that is driven by condition codes will not be available.

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