



MERGING AIRCRAFT FLEET MANUALS

A test of your sanity!



Delta Scenario

- AMM, FIM, AIPC – 3 manuals sets: Former NWA, TWA (ER) and Delta Mainline
- WDM/SSM – 4 manuals sets: NWA -200 and -300, TWA (ER) and Delta Mainline
- Duplicate Customer Effectivity Codes (CEC) required renumbering
- AIPC used and Configuration Control Document (CCD)
- More than 30 years of airline authored changes

Scope

- Airline content affected:
 - AIPC 5800 figures
 - AMM 4300 tasks and page blocks
 - FIM 400 tasks
 - WDM 3000 diagrams / 8000 Wire and Equipment List entries
 - SSM 1100 schematics

BENEFITS

- Single resource for Technician
- Single source for Engineering
- Single point for operator revisions (consistency)
- Reduced future OEM reconciliation effort
- Identification of past fleet inconsistencies
- Reduced subscription and maintenance costs

Challenges

- Diverse fleet origin
- Effectivity (CEC) renumbering
- Differences in past authoring policies
- Past authoring inconsistencies
- Part data used as configuration control
- Retiring aircraft
- New aircraft
- Maintaining currency during reconciliation
- Burn-out



MENTAL



JUGGLING

OVERALL STRATEGIES

- Planning
 - Allow ample time to perform work
 - Identify the OEM “Baseline” (or Go-To) manual or data set
 - Identify standardization opportunities upfront to allow the greatest amount of merged/common content
- Take small bites!
 - The reconciliation process relates well to the analogy of eating an elephant!
 - Do not try to fix all past inconsistencies and configuration issues on the first pass; note them and move on
- Use of conflict reconciliation tools or not
- Checklists and thorough quality review
- Use a logic tree to convey rules associated with merging data
- When in doubt split it out! Identify for further evaluation, if needed.

CONFIGURATION DATA (parts and wiring)

- Wiring and part data represents the approved configuration
- Configuration data must be migrated into the new data set as is
- When there are differences between the configurations, even though the OEM collocates the information, the configuration reflected in the previous data set must be reflected.

To split or not split; that is the question!!

CONFIGURATION DATA – Traps and Work Drivers

- PNRDATA
 - Due to consolidation of OEM data, operator unique edits to PNRDATA will present itself for all configurations the OEM uses the part/vendor code combination
- Diagram Page Resequencing
 - With some OEM data, operator page numbering will be impacted profoundly if CECs being added are sequenced before the CECs in the pre merged version

PROCEDURAL DATA

- Procedural data supports the allowable configuration; but does not necessarily define it
- Even though the configuration may be the same, an operator's revision should not be extended to all effectivities without proper authorization (documentation)
- Pre-authorization can be established for many types of changes; but technical changes may need Engineering approval before they are extended to additional effectivities

SUMMARY

- Get help!
- Plan sufficient time!
- Have a well defined plan and ensure it is well communicated!
- Place boundaries on standardization activities.

QUESTIONS

