

## SUGGESTED COMPONENT DATA ENTRY PROCESS

1. TURN OFF THE AUTO-CALC FROM UTILITIES > SETTINGS & PARAMETERS AS BELOW:

The screenshot shows the CAFAM System Utilities menu with 'Settings & Parameters' selected. Below it, the 'Set Various Parameters and Links' dialog box is open, displaying a list of parameters. An arrow points to the 'AUTO\_CALC' parameter, which is currently set to 'Y'.

Menu	Descr	Item	Value	Reference
COM.STORE	Last Commercial Stores Purchase Order	LAST_C_PO	98520	
COM.STORE	Make Comm Stores GRN sameas Comm Order	GRN_SAMEIN		
COM.STORE	Make Commercial O/No same as Approvd POs	C_PO=A_POIN		
ACFT RECS	Audit History Publ. Issue	Y2_PUBL	N	
ACFT RECS	Auto Daily Back-up Aircraft Records	Y2_BKUP	N	
ACFT RECS	Create Calibration History in Memo file	CALB_HIST	Y	
ACFT RECS	Create Component History w/out Stores	COMP_HISTN		
ACFT RECS	Enter Time-Card Times in Decimal Hrs	DECIML_HRN		
ACFT RECS	Forecasts-No of extra Pages/Lines	F/CPAGES	10/00	
ACFT RECS	Link Rotable Issues into Aircraft Record	LINK_STOR	Y	
ACFT RECS	Prompt 'REMOVE AT'/ACFT FIT' times	AUTO_CALC	Y	
ACFT RECS	Work-Sheet - No. of Lines	W/SLINES	14	
FLT OPS	Allow Duplicate Flt Nos on same day	DUPLC_FLT	N	
FLT OPS	Delay Minutes to trigger Delay code	DELAY_MIN	5	
FLT OPS	Increment T/Log No by suffix per day	SUFFX_TLD	N	
FLT OPS	Remove CAUTION prompt if FROM/TO is same	REMOV_CAEN		
FLT OPS	Validate Flight Nos Yes/No	VALDT_FLT	N	
FLT TIMES	[Y]=Tech Log, [F]=Flight times+M=Mins	YES2OPS	F	
TIME/JOB	Est.Hrs Over-Run by HR/%	EST_O/RUN	1/10	
TIME/JOB	Last Job Number used	LAST_JOB	041684/00	
TIME/JOB	Last W/Shop Tracking No.	WS_TRACK	10000	

2. NOW DURING COMPONENT ENTRY, HEREWITH THE EXPLANATION OF THE DATA ENTRY:

The screenshot shows the component entry screen for a propeller. Annotations explain the 'Hours' and 'Days' fields.

Regn : G-OCCD	Owner : PL001	Hrs New: 1254.9	Current at Landing: 15/12/2010
Type : DA40-D	YrManf: 2006	Cycles : 0	Fatg.Im: 0
Serial: D4-225			
P/No : MIV-6-A/187-129	Date : 12/12/2008	Owner: PL001	
Descr : PROPELLER	Job No: 000000/00	Code :	
S/n on: 1234	Positn: SE	Manf : MIV	
GRN : A34333	Condn:	ATA : -	
Source: MIV	Hours: 2400	Ldg/Cy: 0	Days: 2190
Sched Maint at	Time remaining		

This is the TBO of the propeller i.e 2,400hrs period time between

This is the calendar TBO, in our example it is 6 years or 2,190 days

3. NOW WE MOVE TO THE NEXT SCREEN:

The screenshot shows the next screen in the component entry process. An annotation explains the default values for 'Hours' and 'Days'.

GRN : A34333	ATA : -		
Source: MIV	Hours: 2400	Ldg/Cy: 0	Days: 2190
Sched Maint at	Time remaining		
Next Maint			

The program will default to a full time remaining as in above, i.e 2,400hrs and 6 years. You MUST change this by typing over to whatever is the correct time remaining

4. SO YOU TYPE OVER THE CORRECT TIME REMAINING FOR THE PROPELLER AS THIS TIME:

Descr : PROPELLER	Job No: 000000/00	Code :
S/n on: 1234	Positn: SE Cond:	Manf : MTV
GRN : A34333		ATA : - -
<b>Total Info since New</b>		
Source: MTV-SB121	Hours	Ldg/CyCs
Sched Maint at	2400	0
Time remaining	1145.1	0
Next Maint		12/06/2014
	C/Up Ref	
		Hours
		Ldg/Cy
		Scrap@

Notice how I have typed over and changed it to 1,145.1hrs remaining or due on 12/06/2014. (This is a manual type over process you copy from your paper records). This is the figure(s) that the Forecast due list will use

5. CONTINUE WITH THE SCREEN TO THE NEXT PROMPTS UNTIL "TOTAL SINCE NEW IS PROMPTED"

CAFAM System		
Regn : G-OCCD	Owner : PL001	Hrs New: 1254.9 Current at
Type : DA40-D		Landing: 1174 15/12/2010
Serial: D4-225	YrManf: 2006	Cycles : 0 Fatg.Tm: 0
P/No : MTV-6-A/187-129	Date : 12/12/2008	Owner: PL001
Descr : PROPELLER	Job No: 000000/00	Code :
S/n on: 1234	Positn: SE Cond:	Manf : MTV
GRN : A34333		ATA : - -
<b>Total Info since New</b>		
Source: MTV-SB121	Hours	Ldg/CyCs
Sched Maint at	2400	0
Time remaining	1145.1	0
Next Maint	OVERHAUL	12/06/2014
	C/Up Ref	MT-MTV SB 1AD
		Track Hrs <input checked="" type="checkbox"/> Cyc/Ldg <input type="checkbox"/>
		Hours 1254.90
		Ldg/Cy Not Tracked
		Scrap@
		1st Instld
Comment:		

Here I have set "Track Hrs" to "Y" for entry of TSN (Time Since New). Notice the program will default the TSN hours to the same as aircraft hrs, 1,254.9. You type over to change it to what it should be if different

5. FOR THE PURPOSE OF THE EXAMPLE I HAVE CHANGED THE TSN TO 3,630HRS and HAVE SET A SCRAP @ TIME LIMIT OF 4,800HRS / 06/04/2015:

CAFAM System		
Regn : G-OCCD	Owner : PL001	Hrs New: 1254.9 Current at
Type : DA40-D		Landing: 1174 15/12/2010
Serial: D4-225	YrManf: 2006	Cycles : 0 Fatg.Tm: 0
P/No : MTV-6-A/187-129	Date : 12/12/2008	Owner: PL001
Descr : PROPELLER	Job No: 000000/00	Code :
S/n on: 1234	Positn: SE Cond:	Manf : MTV
GRN : A34333		ATA : - -
<b>Total Info since New</b>		
Source: MTV-SB121	Hours	Ldg/CyCs
Sched Maint at	2400	0
Time remaining	1145.1	0
Next Maint	OVERHAUL	12/06/2014
	C/Up Ref	MT-MTV SB 1AD
		Track Hrs <input checked="" type="checkbox"/> Cyc/Ldg <input type="checkbox"/>
		Hours 3630.00
		Ldg/Cy Not Tracked
		Scrap@ 4800 HRS
		1st Instld 07/04/2003
		Scrap on 06/04/2015
Comment:		

6. TO SUMMARISE, THIS MEANS THAT THIS COMPONENT INSTALLED ON AIRCRAFT G-OCCD ON 12/12/2008 HAS:

TBO (as per MTV-SB121)	2,400HRS / 6YEARS
TIME REMAINING NEXT O/H	1,145.1HRS / 12/06/2014
TOTAL TIME SINCE NEW(TSN)	3,630HRS
SCRAP DUE AT	4,800HRS
SCRAP DATE	06/04/2015

ALL OF THE DATA ENTRY WAS PERFORMED WITHOUT AUTO-CALC ASSISTANCE,  
JUST MANUAL ENTRY