

SUGGESTED COMPONENT DATA ENTRY PROCESS

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

File Edit Help Browse
Zenner (Evaluation)
CAFAM System-Main Menu
Stores Acft Recs Flt Times Time/Job Billing Utilities Customenu Exit

Network: Y
JD- 31/01

Utilities
Repair Files
Archive/Prune Files
Set-up CAFAM Users
Settings & Parameters
Control Files

Set Various Parameters and Links

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_HIST	N	
ACFT RECS	Enter Time-Card Times in Decimal Hrs	DECIML_HRN		
ACFT RECS	Forecasts-No of extra Pages/Lines	F/CPAGES	0/00	
ACFT RECS	Link Rotable Issues into Aircraft Record	LINK_STOR	Y	
ACFT RECS	Prompt 'REMOVE AT'/ACFT FIT' times	AUTO_CALC	N	
ACFT RECS	WorkSheet - No. of Lines	W/SLINES	4	
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_TLO	N	
FLT OPS	Remove CAUTION prompt if FROM/TO is same	REMOV_CA	N	
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_JOBN	041684/00	
TIME/JOB	Last W/Shop Tracking No.	WS_TRACK	10000	

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

Stores Acft Recs Flt Times Time/Job Billing Utilities Customenu Exit

CAFAM System

Regn : G-OCCD	Owner : PL001	Hrs New: 1254.9	Current at
Type : DA40-D	YrManf: 2006	Landing: 1174	15/12/2010
Serial: D4-225		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	Manf : MTV
GRN : A34333	Condn:	ATA : -

Source: MTV	Hours	Ldg/Cyccs	Days	Total Info since New
Sched Maint at	2400	0	2190	Hours
Time remaining				Ldg/Cy

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:

GRN : A34333	ATA : -
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Source: MTV	Hours	Ldg/Cyccs	Days	Total Info since New
Sched Maint at	2400	0	2190	Hours
Time remaining	2400.0	0	10/12/2016	Ldg/Cy
Next Maint		C/Up Ref		Scrap@

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 : - -
Source: MTV-SB121 Hours: 2400 Ldg/Cycs: 0 Days: 2190 Sched Maint at: 1145.1 Time remaining: 1145.1 Next Maint: C/Up Ref: 12/06/2014		Total Info since New Hours: 1254.90 Ldg/Cy: Not Tracked Scrap@: 4800 HRS 1st Instld: 07/04/2003 Scrap on: 06/04/2015

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"

Regn : G-OCCD		Owner : PL001	Hrs New: 1254.9	Current at
Type : DA40-D		YrManf: 2006	Landing: 1174	15/12/2010
Serial: D4-225			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 : - -	
Source: MTV-SB121 Hours: 2400 Ldg/Cycs: 0 Days: 2190 Sched Maint at: 1145.1 Time remaining: 1145.1 Next Maint: OVERHAUL C/Up Ref: MT-MTV SB 1AD		Total Info since New Track Hrs: Y Cyc/Ldg: N Hours: 1254.90 Ldg/Cy: Not Tracked Scrap@: 4800 HRS 1st Instld: 07/04/2003 Scrap on: 06/04/2015		
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:

Regn : G-OCCD		Owner : PL001	Hrs New: 1254.9	Current at
Type : DA40-D		YrManf: 2006	Landing: 1174	15/12/2010
Serial: D4-225			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 : - -	
Source: MTV-SB121 Hours: 2400 Ldg/Cycs: 0 Days: 2190 Sched Maint at: 1145.1 Time remaining: 1145.1 Next Maint: OVERHAUL C/Up Ref: MT-MTV SB 1AD		Total Info since New Track Hrs: Y Cyc/Ldg: N 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