HUMAN FACTORS SYMPOSIUM
New Delhi, India, 14-16 September 2004
Seoul, Korea, 23-25 November 2004
Airbus continued the dialogue with its operators at this forum, discussing human factors aspects with practical and operational perspectives.

AIRBUS SPARES & SUPPLIER SERVICES REGIONAL SYMPOSIUM
Puerto Vallarta, Mexico, 25-28 October 2004
This event focused on the latest developments related to spares support and services for all Airbus customers of the Americas. The conference followed the theme ‘Reducing cost through supply chain partnerships’.

AIRBUS WARRANTY CONFERENCE
Toulouse, France, 30 November-2 December 2004
This was the second event concerning Airbus Warranty processes. Customers made great contributions to the event and, in addition, a significant number of suppliers participated and made contributions. The main Warranty topics were addressed by alternating presentations with questions and answers, workshops and face to face meetings. All these dialogues resulted in positive exchanges to the benefit of all parties involved.

7TH TRAINING SYMPOSIUM
Bangkok, Thailand, 6-10 December 2004
This event targeted and ran in parallel, the three main streams of Airbus Training: Flight Crew, Maintenance and Cabin Crew. The symposium is the best forum available, providing a unique opportunity for briefings on all Airbus training programmes, developments and facilities, including the A380, as well as various training devices used by our customer base. Operator training experts will also present additional training technologies, methods and solutions.

13TH PERFORMANCE & OPS CONFERENCE
Bangkok, Thailand, 4-8 April 2005
Flight crews, operations and performance specialists are invited to attend and actively participate in the four-day conference, which will offer numerous opportunities to constructively exchange views and information, and increase mutual co-operation and communication. More than 80 subjects will be addressed, including EFB, flight operations, performance, CNS/ATM, A380 operation and new documentation. Along with the different sessions, numerous booths will be available daily in order to discuss issues and view demonstrations of the newly developed Airbus Flight Operations software.

TECHNICAL DATA SUPPORT & SERVICES SYMPOSIUM
Athens, Greece, 25-29 April 2005
Airbus will continue the dialogue with operators, concerning the changing face of technical data. This event will focus on the:
• Maturity, functionalities & benefits of Airbus’ digital data application & tools
• Optimisation of products, data availability and quality
• Customer Satisfaction Program (CSIP) outcome, measures & results
• Current and scheduled developments/projects.
The preliminary agenda and the formal invitation will be sent out in December 2004.

A320 FAMILY TECHNICAL SYMPOSIUM
Rhodes, Greece, 23-27 May 2005
The next A320 Family Symposium will take place in Rhodes, in the Greek islands. It will include actual in-service issues covering the A320 programme and general interest subjects concerning, or affecting, the A320 Family. It will be a forum for all customers and operators fleet managers of the A320 family to exchange experience.
Additional Center tanks
Upgrading your Airbus fleet for enhanced operational flexibility
Sonia Bouchardie

APT - Airbus Pilot Transition
The new flight crew type rating course
Catherine Neu

Tools and Ground Support Equipment
The complete story
André Loubaud
Günter Urban

AirN@v
Seamless one-stop access for aircraft documentation
Anthony Poole

The International Airlines Technical Pool
Airbus membership enhances airlines’ access to spares services
Peter Buchfeld

A380
Airports are preparing for commercial operations
Jean-Paul Genottin

Thirty years ago...
the A300B2 entered into service with Air France

Customer Services
Around the clock… Around the world

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FAST may be read on Internet http://www.airbus.com/customer/fast/asp
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ISSN 1293-5476
The extra fuel capacity is normally installed in the forward part of the aft cargo hold in containers called Additional Centre Tanks (ACTs), which take the place of normal cargo containers. For the A320 Family, ACT holds 2,992 liters of fuel, while it holds 7,200 liters for the A310 and A340-300. Most models can accommodate up to two ACTs when the cargo hold is configured for either standard bulk (A320 Family only) or cargo loading system, while maintaining room within this area for cargo and baggage transportation under specific loading restrictions. The A340-600 can hold one ACT in the aft section of the forward cargo hold. The A319 Corporate Jet (A319CJ) can be fitted with up to six ACTs, four in the aft cargo hold and two in the forward cargo hold.

The transfer of fuel from ACTs is always to the centre tank and is normally achieved by pressurisation of the ACT using cabin air. In the event of a failure, the pressurisation system ensures that the ACT and centre tank are not overpressurised.

To add an extra dimension to the operational flexibility of Airbus aircraft, Airbus has developed tailored modifications to enable installation of removable additional fuel tank capacity. This additional fuel capacity enables operators to fly longer range, low capacity routes (long-thin routes), which otherwise would require a larger aircraft. Originally developed in the 1980s for the A310-300 aircraft, the concept has since been developed for the A340 and A320 Families of aircraft. To maximise the extra fuel capacity, modifications to the aircraft design weights and associated modifications may be required or recommended. Some aircraft may not be candidates for ACT installation depending on their configuration, and are subject to case by case feasibility study.

ACT INSTALLATION

The initial installation of an ACT is done by Service Bulletin, which enables its installation and removal as required. When the ACT is removed, the provisions remain on the aircraft and a kit is provided to blank and isolate connections. This provides flexibility of ACT usage and maximum efficiency in its use by allowing operators to optimise ACT installation to their day to day needs.

ACTS are machined (to minimise weight) light alloy containers, the full width of the cargo bay, and have a flexible bladder tank attached to all internal surfaces. The weight of the tank dry is 400kgs for A320.
Taking advantage of the high degree of commonality offered by the Airbus Family, ACTs are a flexible solution for operators to adapt to demand changes in their markets.

Some operators have chosen this option and retrofitted provisions and installation of one or two ACTs on A320 and A321 aircraft. Some of these have been retrofitted, or will be retrofitted between 2004 and 2007, including 2 VIP aircraft.

The ACT option is available and can be subject to a Retrofit Modification Offer upon request to Airbus Upgrade Services. The option has been added into Airbus Upgrade Services Catalogue.
APT
Airbus Pilot Transition
The new flight crew type rating course

The new Airbus Pilot Transition (APT) course is an innovative approach to type rating that trains pilots using the latest interactive learning tools and has been welcomed by airline crews.

With the intensive use very early in the ground course of the Maintenance/Flight Training Device (M/FTD), the first of its kind integrating tutorial mode in a 3D environment with high fidelity simulation software, Airbus again sets training standards for the future through:

• increased training efficiency, quality of the ground school phase
• optimised training time
• greater mobility and flexibility and
• high versatility and fidelity of the selected new training devices.

APT is based on the following prerequisites

### CAPTAIN
- Valid and current Airline Transport Pilot License (ATPL)
- Previous command experience
- Fluency in English. Able to write, read and communicate at an adequately understandable level in English language
- 200 hours experience as airline, corporate or military transport pilot

### FIRST OFFICER
- Previously qualified on JAR/FAR/CS 25
- Aircraft and commercial operations valid and current CPL (Commercial Pilot License) with instrument rating
- Fluency in English. Able to write, read and communicate at an adequately understandable level in English language
- Jet experience

#### TRAINING CURRICULUM ORGANISATION

The training is organised around a two-step learning process – a ground phase enabling learning about systems and operational procedures and a ‘handling’ phase using a Full-Flight Simulator (FFS).

The ground phase is performed using CBT for system knowledge on a laptop provided to each trainee, it also includes self-paced learning on the M/FTD.

The M/FTD, trainees become familiar with operations in the cockpit from the fifth day of training and benefit from an interactive learning of aircraft procedures. Each crew is supported by a dedicated instructor.

Thanks to the M/FTD, trainees become familiar with operations in the cockpit from the fifth day of training and benefit from an interactive learning of aircraft procedures. Each crew is supported by a dedicated instructor.

In addition, the M/FTD offers the advantage of being a transportable tool, so the ground phase can be completed at an Airbus training centre or at the operator’s home base.

### TRAINING DEFINITION

### THE KEY ELEMENTS

APT has been developed by applying the following principles:

**SYSTEMATIC APPROACH TO INSTRUCTION**

Airbus training programmes are defined to achieve precise training objectives and to bring flight crew up to proficiency in the most efficient way, in a learning and time sense.

The training objectives are determined through a complete task analysis. The instructional system is approached as a whole, where the training methods, course contents and training equipment are selected for their ability to best fit the required final objectives.

**LEARNING BY DOING**

Practical training is progressively introduced very early in the learning process, with training on Standard Operating Procedures (SOP), crew concept and task sharing.

Computer Based Training (CBT) learning sessions start right from the beginning or the course and are combined daily with realistic hands-on sessions on Airbus’s new state-of-the-art training device – The Maintenance/Flight Training Device (M/FTD).

**TRAINING TO PROFICIENCY**

At the end of the training programme, each crew member shall be capable of carrying out their tasks safely and efficiently, in accordance with the training objectives. Therefore, the training sequence does not permit a trainee to move up from one phase to the next until they have acquired the skills necessary to complete the objectives of their current phase.

**RIGOROUS DEFINITION OF THE TRAINEE PREREQUISITES**

Good definition of the entry level of trainees is a success factor for training programme specification. To be effective, a training programme must start from already acquired knowledge, avoiding creating gaps never filled, or timeless repetition of well known items.
USE OF THE M/FTD DURING GROUND PHASE

When working on system operations, an appropriate CBT summary can be displayed on additional screens.

MODE 1
LINKS TO CBT SUMMARY MODULES

DETAILED CURRICULUM

CBT in classroom is restricted to systems presentation. Self paced CBT for normal and abnormal operations to prepare the M/FTD sessions.

GROUND PHASE

HANDLING PHASE
The first A320 APT courses were carried out at the Toulouse training centre in mid-September 2004 with crews from two recent Airbus customers. Typical remarks on the course from these customer crews were:

‘The M/FTD tutorial sessions are very impressive because we can sequence the entire flight and divide the flight into phases. The instructor can teach us task sharing and the actions to be taken in different flight situations’.

‘The structure of the course allowed crews to practice the procedural aspect of their learning on the M/FTD.’

The APT course dramatically enhances the quality and efficiency of flight crew training and has been welcomed by the first crews trained.

Today, all Airbus A320 crews trained in the Toulouse training centre are benefiting from the APT programme. Deployment of A320 APT training in the other Airbus and CAE training centres is scheduled for early in 2005.

APT training will be implemented in March 2005 for type rating on the Airbus A330/A340 aircraft and, later on, on the A380.

**MODE 2**
**TUTORIAL MODE**

The objective of this mode 2 is to train the procedures:

- sequence of actions
- appropriate call out
- task sharing.

The Tutorial mode included in the M/FTD provides the instructor with the appropriate initialisations when a specific lesson is selected on the M/FTD instructor panel, i.e. the M/FTD is automatically initialised in the correct configuration for the lesson (time saving). The M/FTD also provides some visual materials (drawing on screen).

The tutorial mode is a major contributor to training standardisation, especially for non-Airbus instructors.

**MODE 3**
**STANDARD FREE PLAY SIMULATION**

In mode 3 trainees can use the M/FTD in the same way and with the same level of system simulation as in a full flight simulator.

**Conclusion**

The first A320 APT courses were carried out at the Toulouse training centre in mid-September 2004 with crews from two recent Airbus customers. Typical remarks on the course from these customer crews were:

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APT training will be implemented in March 2005 for type rating on the Airbus A330/A340 aircraft and, later on, on the A380.
On the East African plain 2.5 million years ago, driven by starvation and its desire for survival, desperate to feed on a whitened skeleton of what had already been the supper of large predators and hosts of scavengers, a small Australopithecus chose a large flat stone to crush the larger bones and suck out the nourishing marrow. Little did that creature know, but apart from guaranteeing survival of its species and propelling it far forward into evolution, it had invented the ‘Tool’, a tool which allowed it unlimited access to food that no other species could reach.

Some generations later, its offspring would be designing and manufacturing stone tools of all shapes and sizes for a wide range of tasks, from cutting and crushing to ploughing and building. For almost each conceivable application, mankind would design tools to ease or often allow the task to be done: The Specific Tool was born.
Similarly, modification tools can be used for on-aircraft applications (Airbus modification SBs) or workshop applications (e.g. component vendor SBs).

ORGANISATION AND STRUCTURE

The Airbus tool and GSE world is split between the GSE and tool engineering group (transnational activity), which covers all the technical responsibilities, and the GSE and tool supply group, which deals with all the commercial responsibilities.

TOOLS AND GROUND SUPPORT EQUIPMENT - THE COMPLETE STORY

A set of standard tools

FOR THE TECHNICAL PART

The ‘providers’ to the GSE and tool engineering group are:
- the aircraft systems and structure design office
- the maintainability/supportability department who work with digital mock-ups of the aircraft, tools and users
- lessons learned from thirty years of Airbus maintenance tool design and customer feedback.

The ‘users’ of GSE and tool engineering group’s work are:
- the technical data department who distribute the group’s tool drawings and Tool Equipment Bulletins (TEBs) and use this data to generate the aircraft maintenance documentation and the Tool and Equipment Manual (TEM)
- customer and MRO (Maintenance Repair and Overhaul) organisations who use information for tool provision purposes and to solve daily technical queries
- GSE suppliers who receive GSE and tool engineering group aircraft specifications for GSE design
- Airbus tool manufacturing licensees who receive GSE and tool engineering group daily support for tool manufacturing
- The GSE and tool supply group for technical support.

FOR THE COMMERCIAL PART

The ‘providers’ to the GSE and tool supply group are:
- Airbus tool manufacturing licensees who receive tool orders from the group and deliver tools to it
- GSE suppliers who deliver GSE to the group
- Original Equipment Manufacturers (OEMs) who deliver tools to the group.

The ‘users’ of the GSE and tool supply group’s work are:
- the Airbus customer order desk who receive orders and RFQs (Request For Quotation) for tools daily
- customers and MROs purchasing who use the group for tool delivery, re-certification or repair, loan etc.

Whether one believes in the Theory of Evolution or not, one can only accept that the design, manufacture and use of tools is probably one of mankind’s most ancient and also most current activities. From the dining table to the aircraft maintenance hangar, tools are present and required everywhere, by everyone, all the time. It is therefore a surprise that the world of aircraft maintenance tools and ground support equipment is so little known by so many in the industry; a fact that this article would like change.

TERMS AND DEFINITIONS

Although the ‘World Airlines Technical Operations Glossary’ (WATOOG) definition of Ground Support Equipment (GSE) is: ‘Equipment required on the ground to support the operation and maintenance of the aircraft and all its airborne equipment’, the industry usually divides Ground Support Equipment into two categories: Tools and GSE.

GSE in contrast to the WATOOG definition of GSE - is ground support equipment which is not designed for a specific aircraft type, but which could be used on a number of different aircraft types, such as wheel change jacks, tripod maintenance jacks, ground power carts, access platforms, or towbars etc. Such GSE is available in a wide range of shapes, colours and sizes from a host of GSE suppliers worldwide.

Whether referring to maintenance specific tools, standard tools and to some extent GSE, there are two main ‘environments’ in which they can be used:
- for ‘on-aircraft maintenance’ tasks as called up in the AMM and Trouble Shooting Manual (TSM), or
- for ‘workshop’ tasks as called up in Component Maintenance Manuals (CMMs).
**TECHNICAL RESPONSIBILITIES**

Aircraft, like all complex machines, require tools to enable them to be designed and built as well as maintained in operating condition, which are known as maintenance tools. Within Airbus, the overall technical responsibility for maintenance tools and the maintenance environment (facilities) lies in Airbus Customer Services in Toulouse, France.

GSE and tools engineering group department is responsible for:

- **DEFINING THE SPECIFICATION OF GSE**
  As stated in ‘terms and definitions’, GSE and tools are applicable to various aircraft types and are therefore usually readily available on the market. However, before entry into service of a new aircraft type, the GSE and tools engineering group must ensure that the specifications relative to the new aircraft type are provided to the Airbus technical data department for inclusion into Airbus manuals such as the Aircraft Recovery Manual. Technical Support & Services provides a customer interface department for GSE and tools, which is the ‘single point of contact’ for customers, MROs and GSE vendors. The customer interface department’s day-to-day business is to provide technical assistance and support concerning specific tool design, manufacturing and utilisation, GSE or equipment specifications and possible vendor contacts. It also provides technical tool recommendations for provisioning purposes and assistance on maintenance facilities and workshops issues.

- **DEFINING, DESIGNING AND PHYSICALLY VALIDATING NEW MAINTENANCE TOOLS**
  Used for the three main applications which are:
  - maintenance of new aircraft types or systems
  - aircraft modification SBs
  - aircraft repairs as per the Aircraft Recovery Manual, Structural Repair Manual or repair instructions.

- **PROVIDING TECHNICAL ASSISTANCE FOR FACILITIES MATTERS**
  The customer interface department also provides technical assistance for all matters related to maintenance facilities. Its recommendations and assistance possibilities include:
  - providing general dimensions for hangars or workshops, or improved layout or modification recommendations for existing buildings
  - listing all recommended equipment and built-in systems for each type of facility along with a list of possible vendors
  - carrying out on-site facilities reviews and evaluations in the case of customers receiving new aircraft types, customers or MROs wishing to develop or expand their maintenance activities or as specialised ‘consultants’ in the framework of ‘best industry practices’ or JAR145 reviews led by other departments
  - reviewing and suggesting improved workflow processes for workshops
  - providing specialised technical assistance for sales campaigns to review existing facilities and to evaluate any changes required and their financial implications

Before tool release into service, a prototype is manufactured and validated on aircraft as suitable for the task. This can lead to final adjustments or modifications to the tool design, after which it is formally validated by releasing a GCA (GSE Certificate of Acceptance) which is the green light for the Airbus technical data department to incorporate it into the relevant documentation, e.g. AMM and TEM.

Whatever the origin of the tool requirement, a formal process exists from initial requirement to final validation.

Each of the GSE and tool design offices follow the same stringent tool design procedures and directives which, amongst other things, instruct to keep the tools safe, but as simple as possible for local manufacture whenever feasible.

### Formal process from initial requirement to final validation

**Families**
- Tools & GSE requirements
- Tools & GSE list
- Specifications
- Design
- Prototype manufacturing
- Test certificate
- Drawing delivery

**Main tasks**
- Ground handling and servicing
- Tools for scheduled maintenance
- Tools for unscheduled maintenance
- Tools for repair & aircraft recovery
- Tools for aircraft Mod & SB
- Customer queries
• in specific cases, to work with specialised architects and civil engineers, to propose detailed modifications to existing facilities, or entire programme plans and drawings for the development of new MRO facilities from the hangars and workshops to personnel canteens or prayer rooms.

COMMERCIAL RESPONSIBILITIES

The GSE and tool supply group is responsible to:

• provide tools and GSE for loan and sale to all customer airlines and MROs for different maintenance and repair purposes
• support Airbus customers with special tools and tool kits on sale and loan basis for embellishment of SBs
• support Airbus customers, based on technical and commercial considerations, in optimising their investment in tools and GSE and help them reduce their maintenance costs.

In addition, the GSE and tools supply group also offers:

• staggered investment based on Airbus experience and customer’s planning and capabilities
• purchase/loan analysis
• supplier evaluation and sourcing
• tool handling advice
• forwarder recommendation
• warranty administration
• tool repair and calibration service.

Tools and GSE can be procured from various sources such as:

• Airbus for all equipment (purchase and loan)
• Airbus licensees for Airbus proprietary tools (ref Service Information Letter 00-031 for details)
• OEMs
• local sub-contractors.

The advantages of tools and GSE supply from Airbus are the following:

• single point of administration and shipment
• special package price/tailored method of payment
• special cost saving solutions for long lead time items, e.g. interim loan

• warranty of 36 months
• superior quality: Vendor tools are from OEMs only and Airbus proprietary tools are from Airbus licensees which are quality approved and regularly audited.

Quality check is complete on all parts shipped layout and FAA compliance of the certificates are homogeneous.

COMBINED MISSION

The combined mission of the GSE and tool engineering and supply groups is to establish tool provisioning recommendation lists to optimise investments at airlines and MROs by providing them with technical and commercial expertise:

• tool commonality study between Airbus aircraft types and others
• evaluation of existing tools
• definition of alternate equipment
• equivalence for standard hand tools, specific to type tools, hangar and ramp GSE, facilities: access, maintenance platforms… for investment reduction and saving as well as delivery lead times.

Tool provisioning recommendation is performed in two phases, initial provisioning and customised recommendations following a specific request from a customer.

INITIAL PROVISIONING

It is a recommendation covering tooling requirements based on the results of the general pre-provisioning meeting held with a customer to define the entry-into-service of an aircraft. During this phase a document called ‘W File issue 0’, established in accordance with SPEC 2000, is issued by the GSE and tools supply group.

CUSTOMISED RECOMMENDATIONS

Working hand-in-hand with Airbus Spares Support and Services organisation, the GSE and tools engineering group provides technical tool recommendations for customer provisioning purposes.

Following the established process described below, technical tool recommendations are priced by the GSE and tools supply group and then discussed in detail with the customer.

The starting point is the customised technical tool recommendation list which is established by the GSE and tools engineering group based on standard data, such as:

• extracted TEM data i.e. the list of on-aircraft specific maintenance tools applicable to any given aircraft type and model
• MPD tool list, also known as the list of tools for scheduled tasks,

The tool provisioning recommendation process:

Selected tools list left with customer

Tool customer requests

Technical tool recommendation

On-site customer tool review

Package offer to customer

Package offer back to customer

Extracted TEM data

Standard list pricing

MPD tool list

Tool provisioning recommendation process
which is manually built up by the GSE and tools engineering group based on the latest MPD revision and the associated AMM tasks and subtasks

... and customised data such as:

• aircraft type and associated options the customer has selected
• number of aircraft to be maintained and delivery schedule
• level of maintenance intended by the customer and its possible maintenance providers
• number of main bases and line stations where the customer has planned maintenance events.

The technical tool recommendation is then supplied by the GSE and tools engineering group to the GSE and tools supply group for:

• pricing in accordance with latest price data
• lead time of each tool
• loan availability of tool through Airbus.

After possible evaluation of the customer’s existing facilities and tools, a tool selection meeting is held between the GSE and tools engineering and supply groups and the customer to enable them to decide on the tools they require.

The customer personnel met usually include the responsible engineering and maintenance staff, tool/GSE specialists and responsible procurement/provisioning staff.

These discussions allow the customer to select the tools required, based on the GSE and tools engineering group’s technical explanations, their own in-service experience, the tools they already hold, or other local procurement or loan possibilities and the GSE and tools supply group’s loan stock contents.

This leads to a global budgetary investment figure for the customer, based on tool unit prices, followed by a package price offer provided by the GSE and tools supply group.

As the reader may now well appreciate, tools, GSE and maintenance facilities are not an afterthought, but are an integral part of aircraft and component maintenance activities which must be anticipated, both in terms of availability and investment. Within Airbus Customer Services, the GSE and tools engineering group is the engineering department whose responsibility it is to ensure that all the tools and equipment which will be needed by the customer exist, and also to minimise the investment required by customers by providing customised tool provisioning recommendations and tailored facility and equipment advice. Obviously, the GSE and tools engineering group works hand in hand with the GSE and tools supply group, who ensure physical availability of all possible tools and equipment through buying, selling and loaning, and also with the technical data department who incorporate all the tools into the documentation and distribute the manufacturing drawings to customers.

So, the next time you pick-up a tool, be it a hammer in your garage or a nut-cracker from your dining table, maybe you will give a little thought to the design process which led to its existence, and more globally to all similar processes which began a mere 2,500,000 years ago in East Africa.
In the first AirN@v article in FAST 31 in December 2002, it was explained why and how Airbus was working on the necessary foundations for today’s digital Technical Data products and services. In April 2004, ADRES and CAATS, (Airbus Document REtrieval System and Computer Assisted Aircraft Troubleshooting) were retired, and after a yearlong worldwide deployment fully replaced by the new consultation tool, AirN@v. Since then, Airbus has been constantly assessing initial reactions to this powerful new documentation browser and taking note of feedback as we continue to enhance the capabilities of AirN@v and continue to develop digital services.

A major change to the initial AirN@v version has been the integration of the wiring and web server options into the AirN@v version 2.1 basic package. This has been done to ensure all customers and operators will benefit from AirN@v’s full potential. This article will explain how the inclusion of the wiring manuals, when added to the existing Aircraft Maintenance Manual (AMM), Illustrated Parts Catalog (IPC) Trouble Shooting Manual (TSM) and trouble shooting tool, moves AirN@v closer to becoming the total ‘seamless one-stop access’ for aircraft maintenance documentation.

AirN@v is evolving

Anthony Poole
Communications & Business Support Manager
Technical Data Support & Services
In the ASM, use the magnifier to help identify the referenced wiring.

**EXAMPLE OF PREDEFINED WIRING MANUAL SEARCH**

In the example that follows, the TSM Fault Isolation Procedure includes the statement ‘Do a check and repair the wiring from the SDAC 2 to the first terminal block: pins AB/8C, 8D of the SDAC 2’ (Refer to ASM 29-31/05 or figure 3). Clicking on the link ASM 29-31/05 takes you directly to the referenced ASM schematic 29-31-00 schematic 05. This schematic will give an overview of the electrical circuit to check. To assist when consulting the wiring manuals the supplied magnifier is very useful to help identify components, wiring and references etc.

The TSM fault isolation procedure mentioned ‘to the first terminal block’, so to identify this, you will need to refer to the appropriate AWM sheet. From the AWM dropdown menu (Refer to figure 4), select ‘Figure by FIN Connector, Pin’: the Functional Item Number (FIN) connector pin search form is displayed. Enter the FIN of the SDAC, ‘1WV2’ and connector ‘AB’ that you obtained from the ASM, into the search form. Enter OK to open the search results and select the correct wiring sheet (in this case two schemes are applicable and cover all connections to connector AB).

On the aircraft, using the wiring diagram information, a broken contact (open circuit) is identified at terminal block 2801VT, Module 45, Contact K (Refer to figure 4). To make the repair the terminal block contact will need replacing and re-crimping to the existing.

**PREDEFINED WIRING MANUAL SEARCHES**

Experienced AirN@v users will have realised that the traditional table of contents is no longer the most efficient method of finding information. The use of the ‘full text’ and ‘predefined form’ search functions has been proven to be more efficient and considerably reduced information search times. As defined for the AMM, IPC and TSM, there is included a full set of ‘predefined form’ search menus designed especially for the Aircraft Schematics Manual (ASM), Aircraft Wiring Manual (AWM) and Aircraft Wiring List (AWL). These drop-down menus are accessed from the main top bar menu (Refer to figure 2). Just select the appropriate search you require and the appropriate ‘search form’ will appear.

The following example will show how to hyperlink between manuals, it will also focus on the use of these predefined manual searches.
In Figure 5 the contact part number for termination A, 'E0170A2200' is not hyperlinked. Reference to the ESPM is normally by the applicable Electrical Standard and not by PN. Therefore it will be necessary to convert the PN to a standard (Refer to Figure 6). Then the 'Standard' is used in 'text search' to find the related ESPM information.

**SOME USEFUL AirN@v TIPS**

- Make full use of the FIN together with key words when using the 'predefined form search menus' and the 'full text search' e.g. enter 'Remove JWV2'.
- When entering information into any of the search forms, type the minimum and select from the resulting list. If the list is too long, simply return to the search form and refine your search criteria.
- When consulting any Line Replaceable Unit (LRU) removal/installation procedure, use the 'SEE IPC' button to go directly to the correct page of the IPC detailed figure for the PN.
- When consulting any IPC detailed figure, use the 'SEE AMM' button to go directly to the correct LRU removal/installation procedure page of the AMM.
- When consulting wiring diagrams, use the built-in magnifier to help identify diagram details.
- Use the ESPM alphabetical index to navigate to topics e.g. Cable repair (Ref. 20-53-20) or Repair cable (Ref. 20-53-20).

**IMPROVED HELP FUNCTION**

On the AirN@v V2.1 DVD PowerPoint training presentations that illustrate usage and include practical examples are included.
Replacement of the out-dated CAATS and ADRES by the new technology AirN@v provides a necessary foundation for today’s Airbus digital Technical Data Consultation, Acquisition, and Distribution.

To further assist airlines, AirN@v end-users who have been named as ‘administrators’ (airline administrator function) will, on request, be notified by e-mail when a new TR or TFU becomes available for download via the AOLS Technical Download Service. This e-mail will include a hyperlink to the new data on the Technical Data Download Service.

**NEW ADDITIONAL MANUALS**

By mid 2005, the Standards Manual (SM) and the Consumable Material List (CML) will be integrated into the basic AirN@v package.

Both manuals will be added to the regular AirN@v DVD as additional database’s and offer customers new and useful hyperlinks between the IPC and the SM, also between the AMM and the CML directly from the consumable material reference in an AMM task to the SM material specification.

With these enhancements and additions AirN@v has now become a seamless one-stop access for technical data consultation, acquisition and distribution for Airbus operators.

**CONTACT DETAILS**

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Useful references

<table>
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<tr>
<th>OIT number</th>
<th>Date</th>
<th>Description</th>
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<tr>
<td>SD 999.0112/04/MA</td>
<td>06 Oct 2004</td>
<td>Supply of an enhanced AirN@v version in Jan/Feb 2005</td>
</tr>
<tr>
<td>SD 999.0096/04/BB</td>
<td>16 Aug 2004</td>
<td>Launch of AirN@v for A310 and A300-600 fleet</td>
</tr>
<tr>
<td>SD 999.0052/04/MA</td>
<td>29 Apr 2004</td>
<td>Introduction of new digital technical data download service</td>
</tr>
<tr>
<td>SD 999.0162/03/MA</td>
<td>23 Dec 2003</td>
<td>Airbus digital data products and solutions</td>
</tr>
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</table>

**Conclusion**

Replacement of the out-dated CAATS and ADRES by the new technology AirN@v provides a necessary foundation for today’s Airbus digital Technical Data Consultation, Acquisition, and Distribution. Enhancements to Airbus On-Line Services (AOLS) Technical Data Download Service enables customers to download digital Temporary Revisions and Technical Follow Ups, giving quicker and more efficient delivery of these documents. The Standards Manual and Consumable Material List will also be added to AirN@v in mid 2005, further increasing technical data availability and consultation efficiency.

With these enhancements and additions AirN@v has now become a seamless one-stop access for technical data consultation, acquisition and distribution for Airbus operators.
With more than 300 global delegates, the organisation is a truly diverse, multi-cultural community. Each member is encouraged to advance their ideas, suggestions and opinions without any political prejudice in the spirit of a ‘Global Village’, thereby promoting goodwill among all members.

The organisation characterises itself by its objectives and mission statement:

**IATP OBJECTIVES**

- To maintain a high degree of technical performance in aircraft operations.
- To maintain a spirit of cooperation in the airline community.
- To formulate and enforce simplified procedures that lower administration costs.
- To establish cost sharing formulas, which are acceptable to all members.
- To monitor and ensure there are no monopolies or commercial restraints.

**IATP MISSION STATEMENT**

The IATP is a convention of airlines sharing technical resources to generate economic savings and to achieve on time dispatch reliability and safe operation at their line stations.

- **THE IATP PRINCIPLE OF POOLING SPARE PARTS, GROUND SUPPORT EQUIPMENT/TOOLS AND OTHER SERVICES**

**HOW DOES IT WORK?**

Basically the idea is simple: An airline having a large network and operating to a number of line stations is asked by one or more airlines operating to a limited number of these stations if they could pool spares and services at these stations to cover operations.

Alternatively, a number of airlines get together to pool spares and services at stations where they have common operations.

If an airline agrees to put spares and/or services into such a station it becomes the pool provider airline. The other airlines wanting to access those spares and/or services are the participating airlines. In case of need, participating airlines have the right to access the pooled spares and/or services. All the agreements governing the pooled spares and services are calculated according to the IATP Blue Book (see following explanation).

Over time, the IATP members have created formulas to cover pool costs.
and invoicing. The elements are unit pool cost, cost of ownership, number of participants, number of users, number of hours operated, amortisation factor, number of days borrowed, number of days pool is in effect, quantity of items pooled and many more depending on the pool.

The agreements last for a season (April to October and November to March) and can be renewed or changed.

Airbus has requested IATP to open the A-pool for A380 and to separate all other Airbus aircraft from DC10/MD11. IATP is reviewing this request and will come back shortly with a solution.

The current IATP management committee

Ted Moos
Cargolux Airlines
President
IATP Board of Directors

Larry Cook
United Parcel Services
Vice-President
IATP Board of Directors
Financial Affairs

San Lucktong
Thai Airways
IATP Board of Directors
Facilities

Peter Babunek
Austrian Airlines
IATP Board of Directors
Corporate Development

Ted Moos
Cargolux Airlines
President
IATP Board of Directors

Larry Cook
United Parcel Services
Vice-President
IATP Board of Directors
Financial Affairs

San Lucktong
Thai Airways
IATP Board of Directors
Facilities

Peter Babunek
Austrian Airlines
IATP Board of Directors
Corporate Development

The ‘Blue Book’ has been prepared as an operating manual and functional guide for all parties to the IATP agreement. It contains all the rules and regulations the IATP functions on. It is constantly updated subject to IATP members’ approval.

IATP’s new on-line access (https://www.iatpool.com) for members enables ‘real time visibility’ for all of the active pool groups. It is no longer necessary to submit all the changes via the electronic data processing agency. This has improved the communication speed remarkably.

The web page contains all necessary documentation like the Blue Book, all pool forms, minutes of meetings, member contacts etc.

**Conclusion**

Due to the rapid development of the aviation industry, the IATP is more valuable than ever before. It will enhance the services platform for airlines while maintaining the ideals the organisation was built on. IATP is the basis to exchange ideas with organisations around the world for the benefit of its members, to keep up to data with market developments and requirements.

Airbus participation and contributions to the IATP community will support cooperation among the participating airlines, MROs and suppliers, plus enable Airbus to learn airlines concerns and ideas and adapt Airbus policies to provide increasing better spares and services support to customers.
AIRPORTS ARE PREPARING FOR COMMERCIAL OPERATIONS

By working closely with ICAO, national aviation authorities, and airports, Airbus has optimised the design of the A380 for airport compatibility. Most major airports around the world are preparing for A380 commercial operations using a specifically tailored solution that, in conjunction with the aircraft design itself, will minimise disruption and cost at airports.

A380 SITUATION

Since the mid 1990’s and the days of the A3XX, Airbus has included and actively sought the comments of regulatory authorities, airport and airline operators in the design process of the aircraft. These inputs have massively optimised the aircraft with respect to airport compatibility.

Taking into account the specific characteristics of the A380, a pan-European group of civil aviation authorities and airport operators, known as the A380 Airport Compatibility Group (AAGC), has developed a set of specific operational recommendations to permit A380 operations at existing airports with a minimum of infrastructure change. A major European airport has found that this would reduce the projected upgrading costs to full Code F generic design standards by 70% and that in total, preparing for the A380 would only represent 1.4% of the investment planned for their proposed new runway and terminal. These figures are typical of other airports worldwide.

Airbus has also actively supported ICAO, who recently published (in June 2004) Circular 305 entitled ‘Operation of NLA at Existing Aerodromes’. With this circular, ICAO recognises that generic aerodrome infrastructure recommendations as defined in Annex 14 are not the sole and unique means for safely accommodating specific aircraft types at airports. Contained within the Circular are references to a number of aeronaautical studies that have been, or are being, undertaken by States such as the US, Australia and others. To assist other States and aerodrome operators that could potentially see NLA operations in the future, all the studies are being uploaded on a step by step basis on the ECAC (European Civil Aviation Conference) website, http://www.ecac-ceac.org/nla-forum, managed by leading European Civil Aviation Authorities.

Follow on from Circular 305 and in recognition of the differences between airport design and operational needs, ICAO is in the process of creating an Aerodrome Panel, whose main task is intended to be separating these distinct areas. The reference for airport design will remain Annex 14 but requirements for airport operations should be covered by so-called PANS (Procedures for Air Navigation Services). PANS are expected to build on the concepts and applicable measures already available in Circular 305.

Conclusion

The A380 has been designed from the start with existing and future airport infrastructure in mind. The required level of airport airside infrastructure (taxiway and runway widths and separations etc) can be specified in two different ways.

GENERIC AIRPORT DESIGN STANDARDS AND RECOMMENDATIONS

These are requirements in which aircraft are grouped by their wingspan and main landing gear width into generic categories and are applicable to the design and construction of a new airport, or a new part of an existing airport. Each group has a corresponding infrastructure requirement. At the ICAO (International Civil Aviation Organisation) level, guidance is found in Annex 14 where the groups are defined by code letters A to F. Individual States publish their own recommendations, usually based on Annex 14.

An example is the US Federal Aviation Agency Advisory Circular (FAA AC) 150/5300, which classes aircraft in Groups I to VI. The A380 falls into the ICAO Code F and FAA Group VI categories. It is important to note though that the infrastructure dimensions corresponding to each group are based on the maximum aircraft dimensions within it.

This can mean that the infrastructure recommended for a certain generic group may be in excess of what is required to safely accommodate a specific aircraft (as is the case for the A380).

AIRCRAFT SPECIFIC OPERATIONAL RECOMMENDATIONS

These requirements allow airport infrastructure to be tailored to a specific type of aircraft based on its exact characteristics. They can cater for situations where a New Large Aircraft (NLA) needs to operate on an existing airport that is not designed to the corresponding generic design recommendations. This process is recognised by ICAO and the FAA, who both allow a specific aircraft to be evaluated, and corresponding tailored infrastructure to be developed provided the application is supported by an ‘Aeronautical Study’ which ensures the desired level of safety is achieved. This system of approval has been used for many years, for example, over 80% of B747 operations in the US are from airports which do not meet the full US generic design standard for the type, known as ‘Group V’, and therefore have been granted waivers under this process. A similar situation exists at several other large international airports that do not meet the full ICAO Code E generic design standards.

Consequence

By working closely with ICAO, national aviation authorities and airports, Airbus has optimised the design of the A380 for airport compatibility. Most major airports around the world are preparing for A380 commercial operations using a specifically tailored solution that, in conjunction with the aircraft design itself, will minimise disruption and cost at airports.
THIRTY YEARS AGO THE A300B2 ENTERED INTO SERVICE WITH AIR FRANCE

Thirty years ago... the A300B2 entered into service with Air France

The B2 was a derivative of the A300B, Airbus first aircraft and the template for the company’s successful widebody fleet, which was launched at the Paris Air Show in 1969. The first widebody twin-engine jet, the A300B was capable of carrying 226 passengers in a two-class lay-out.

Recognising its potential, Air France ordered a stretched 250-seat version, which became the A300B2. After achieving certification on schedule in March 1974, the B2 went into full-scale production and entered service with the French flag carrier on May 23 the same year on the Paris-London route.

The operational capability of the B2 was increased with the introduction of subsequent versions and this short-range series was followed by the medium-range B4 that had an additional fuel tank in its centre wing box. Production of the A300B4 ceased in May 1984 when the A300-600 went into production. The A300-600F remains a benchmark freighter aircraft today.
Airbus has its main Spares centre in Hamburg, and regional warehouses in Frankfurt, Washington D.C., Beijing and Singapore. Airbus operates 24 hours a day every day. AOG Technical and Spares calls.

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