



# Fleet & Production Planning Contribution to Airworthiness

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# Introduction

- Fleet Management Reform Project
  - initiated 2012, arising from AFMMGR
  - rolled up under MPIP in 2014
  - focussing on PP&C since 2014
- Initial policy released Sep 2014 in .059
- Tools development from May 2014
- Onsite implementation from Nov 2015

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*PP&C – it's not just maintenance*

# Connecting FP & PP&C to Airworthiness

- No intuitive link
- Fleet Planning impact on Production Planning
- Production Planning impact on Fleet Planning
- Production Planning versus Maintenance Planning

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# Poor Production Planning

- Workforce management
- Supply Chain delivery
- GSE/S&TE serviceability
- PPE availability
- Facilities Management

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# Adverse maintenance outcomes

- Captured & investigated through ASORs
- 3231 ASORs (2012-2016)
  - 2012 – 61/624
  - 2013 – 76/680
  - 2014 – 85/731
  - 2015 – 52/663
  - 2016 – 48/548 (note only 10 months of data)
- Averaging approx 10% across the last 5 years

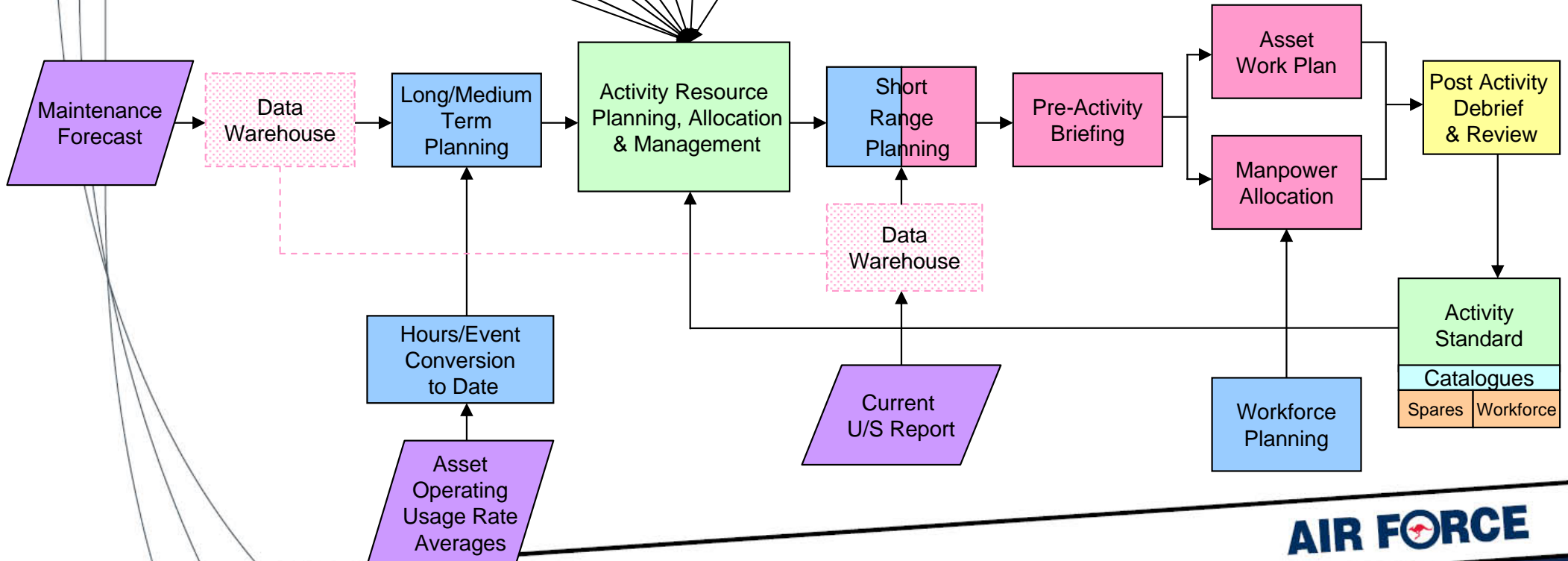
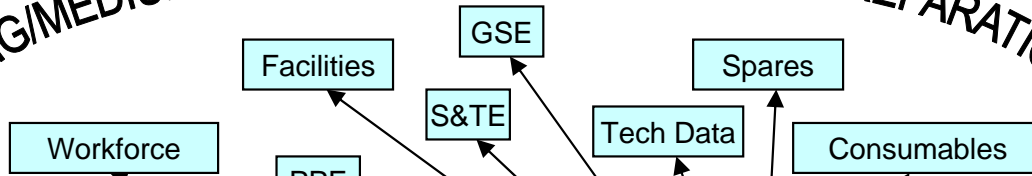
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Reports	
GSE/STE Usage	Facilities Usage
Workforce Usage	PPE/Consumables Usage
Technical Data Status	

LONG/MEDIUM RANGE MAINTENANCE EVENT PREPARATION



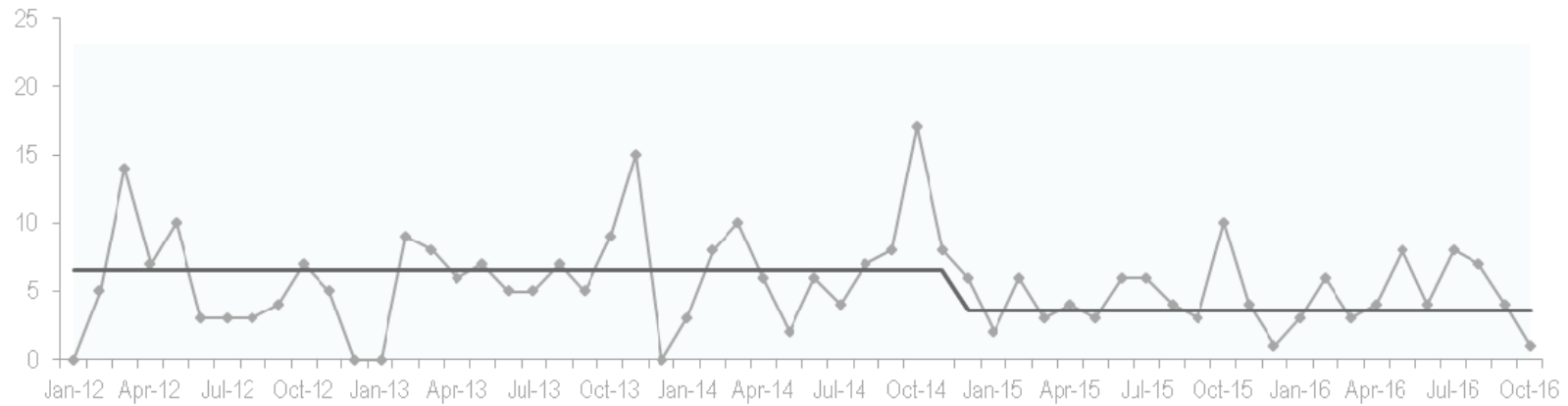
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Solution?

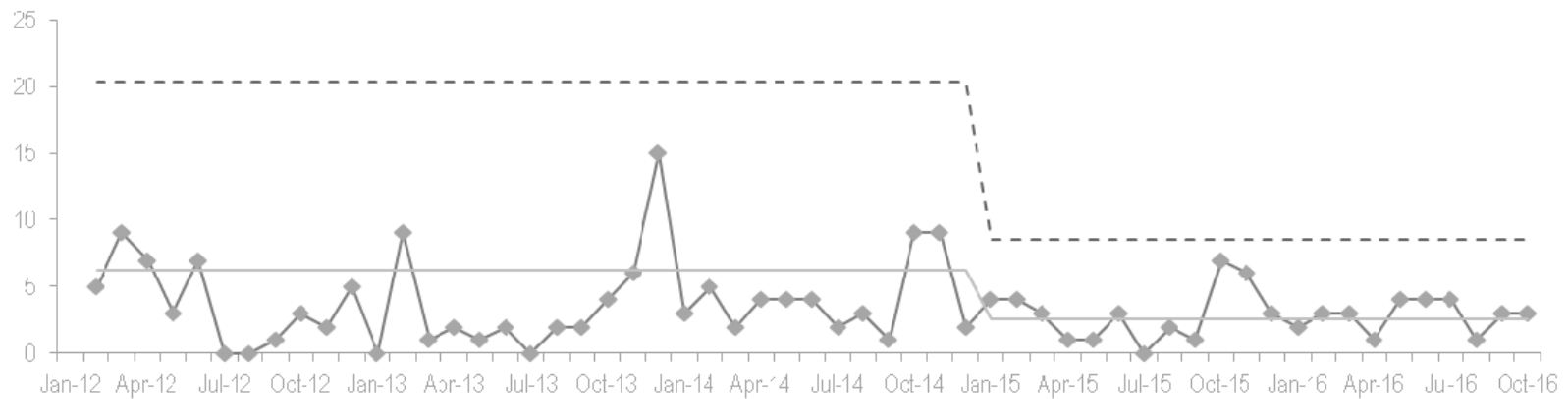
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# Results

# of PP&C related ASOR (X)



# of PP&C related ASOR Moving Ranges (mR)



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# Questions?

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