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Modeling and Optimization CRC Press

The report proposes systems to improve the planning, scheduling, and management of the overhaul and repair of Navy aircraft and aircraft engines. General descriptions of these systems are provided as management overviews for the Naval Air Systems Command executive level. An appendix is provided which (1) describes in general terms the overall process by which the overhaul and repair of aircraft and engines are planned and scheduled and (2) indicates those particular processes which are addressed by the report. (Author).

New Materials for Next-Generation Commercial Transports Springer

Aircraft Engine Health Management Data Mining Tools is a project led by NASA Glenn Research Center in support of the NASA Aviation Safety Program's Aviation System Monitoring and Modeling Thrust. The objective of the Glenn-led effort is to develop enhanced aircraft engine health management prognostic and diagnostic methods through the application of data mining technologies to operational data and maintenance records. This will lead to the improved safety of air transportation, optimized scheduling of engine maintenance, and optimization of engine usage. This paper presents a road map for achieving these goals.

Major code structures National Academies Press

Special edition of the Federal register, containing a codification of documents of general applicability and future effect as of April 1 ... with ancillaries.

Air Force Manual **Scheduling Aircraft Engine MaintenanceModeling and OptimizationScheduling a Global Engine Maintenance NetworkThis thesis addresses the allocation of gas turbine aircraft engines to maintenance facilities. Scheduling a global engine maintenance network can be very complex and challenging. This project pertains particularly to the V2500 IAE engine maintenance network managed by Pratt & Whitney. Using a mathematical program to automate engine allocation was believed to reduce the workload on the organization and the cost of maintaining the 3100 engine fleet. An introduction to the engine**

maintenance network will be covered along with an explanation of Fleet Hour Agreements (FHA). A literature review of mathematical programming is included to provide background of pertinent information. The current state of the business is analyzed. An integer linear program is developed to closely represent the current state of the business. Historical data was used to feed the model, and the outputs from the model were compared to actuals. A sensitivity analysis is performed to better understand the constraints of the current business and the feasibility of the model. An optimization model should not be used to plan engine maintenance given the current state of business. The business is too dynamic and the network is highly constrained by capacity. The results also show a much smaller savings than were originally expected. This is mostly due to better understanding the cost of maintaining the engines at the different shops. The variation was much lower than originally expected. The current state is operating close to optimal with great flexibility and should continue on as is.New Materials for Next-Generation Commercial Transports

Special edition of the Federal Register, containing a codification of documents of general applicability and future effect ... with ancillaries.

Investigation of Decision Rules for Priority Scheduling of Tasks in the Repair of Aircraft Engines

"The only continuing source that helps users analyze, plan, design, evaluate, and manage integrated telecommunications networks, systems, and services, The Froehlich/Kent Encyclopedia of Telecommunications presents both basic and technologically advanced knowledge in the field. An ideal reference source for both newcomers as well as seasoned specialists, the Encyclopedia covers seven key areas--Terminals and Interfaces; Transmission; Switching, Routing, and Flow Control; Networks and Network Control; Communications Software and Protocols; Network and system Management; and Components and Processes."

Aeronautical Equipment Maintenance Management Policies and Procedures

This book presents the results of discussions and presentation from the latest ISDT event (2014) which was dedicated to the 94th birthday anniversary of Prof. Lotfi A. Zade, father of Fuzzy logic. The book consists of three main chapters, namely: Chapter 1: Integrated Systems Design Chapter 2: Knowledge, Competence and Business Process Management Chapter 3: Integrated Systems Technologies Each article presents novel and scientific research results with respect to the target goal of improving our common understanding of KT integration.

Scheduling a Global Engine Maintenance Network

This thesis addresses the allocation of gas turbine aircraft engines to maintenance facilities. Scheduling a global engine maintenance network can be very complex and challenging. This project pertains particularly to the V2500 IAE engine maintenance network managed by Pratt & Whitney. Using a mathematical program to automate engine allocation was believed to reduce the workload on the organization and the cost of maintaining the 3100 engine fleet. An introduction to the engine maintenance network will be covered along with an explanation of Fleet Hour

Agreements (FHA). A literature review of mathematical programming is included to provide background of pertinent information. The current state of the business is analyzed. An integer linear program is developed to closely represent the current state of the business. Historical data was used to feed the model, and the outputs from the model were compared to actuals. A sensitivity analysis is performed to better understand the constraints of the current business and the feasibility of the model. An optimization model should not be used to plan engine maintenance given the current state of business. The business is too dynamic and the network is highly constrained by capacity. The results also show a much smaller savings than were originally expected. This is mostly due to better understanding the cost of maintaining the engines at the different shops. The variation was much lower than originally expected. The current state is operating close to optimal with great flexibility and should continue on as is.

The Froehlich/Kent Encyclopedia of Telecommunications

Supplement to 3d ed. called Selected characteristics of occupations (physical demands, working conditions, training time) issued by Bureau of Employment Security.

Integrated Systems: Innovations and Applications

This manual provides maintenance and maintenance management personnel with policies and procedures pertinent to maintenance management of aeronautical equipment. This manual applies to all elements of the Army including the Army National Guard, Army Reserve and contractors engaged in the operation, maintenance or storage of Army aircraft, aviation associated equipment and applicable components owned and managed by the Army.

Fiscal year

As some of the most technically complex systems in the world, United States fighter aircraft require a complex logistics system to sustain their reliable operation and ensure that the day-to-day Air Force missions can be satisfied. While there has been a lot of attention among academics and practitioners regarding the study of this complex logistics system, most of the focus has been on availability of spare parts that are indeed essential for the smooth operations of the fighter aircraft. However, in recent years there has been an increasing awareness that maintenance resources are an equally important enabler and should be considered together with inventory issues. The maintenance resources required to repair the fighter aircraft are expensive and therefore limited. Moreover, there are various types of maintenance that compete for the same resources. It .is therefore imperative that the allocation of maintenance resources is done as efficiently as possible. In this thesis, we study two areas of fighter aircraft maintenance that could significantly benefit from improved resource allocation and scheduling strategies. We use quantitative and qualitative data from Air Force data-bases and logistics personnel to develop an innovative modeling

framework to capture these challenging maintenance problems. This modeling framework is based on a generalization of the of the well-known multi-armed bandit superprocess problem. Using these models, we develop index policies which provide intuitive, easily implemented, and effective rules for scheduling maintenance activities and allocating maintenance resources. These policies seem to improve on existing best practices within the Air Force, and perform well in extensive data-driven simulated computational experiments. The first area is focused on the challenges of scheduling maintenance for the low observable (stealth) capabilities of the F-22 Raptor, specifically, maintenance of the outer coating of the aircraft that is essential to maintain its radar invisibility. In particular, we generate index policies that efficiently schedule which aircraft should enter low observable maintenance, how long they should be worked on, and which aircraft should fly in order to maximize the stealth capability of the fleet. Secondly, we model the maintenance process of the F100-229 engine, which is the primary propulsion method used in the F-16C/D and F-15E aircraft. In particular, we generate index policies to decide which engines should take priority over others, and whether or not certain components of the engines should be repaired or replaced. The policies address both elective (planned) and unplanned maintenance tasks.

Community College of the Air Force General Catalog

This is a report of an occupational survey of the Maintenance Data Systems Analysis (AFSC 391XO) and Maintenance Scheduling (AFSC 392XO) career ladders completed by the Occupational Analysis Division, USAF Occupational Measurement Center. Previous survey results pertaining to the Maintenance Management Systems career field were published in October 1978 (AFSC 392XO) and October 1979 (AFSC 391XO). Specifically, two major issues are addressed in this report: (1) Current training requirements for the 391XO and 392XO career ladders in light of the October 1982 restructuring of the 39XXX career field, and (2) Current utilization of former AFSC W-392XO personnel. As described in the AFR 39-1 specialty descriptions, personnel in the 391XO career ladder are responsible for monitoring, collecting, assembling, and auditing maintenance data for reports and briefings; controlling and operating the Management Information System; and coordinating and interacting with base data services monitors. Personnel in the 392XO specialty are responsible for planning and scheduling utilization and maintenance of aircraft, engines, munitions, and associated aerospace ground equipment (AGE), including precision measurement equipment (PME); scheduling and controlling workload requirements; and maintaining weapons system records.

Maintenance Data Systems Analysis Career Ladder and Maintenance Scheduling Career Ladder. AFSCs 391X0 and 392X0

The major objective of this book was to identify issues related to the introduction of new materials and the effects that advanced materials will have on the durability and technical risk of future civil aircraft throughout their service life. The committee investigated the new materials

and structural concepts that are likely to be incorporated into next generation commercial aircraft and the factors influencing application decisions. Based on these predictions, the committee attempted to identify the design, characterization, monitoring, and maintenance issues that are critical for the introduction of advanced materials and structural concepts into future aircraft.
Management
Scheduling Aircraft Engine MaintenanceModeling and OptimizationScheduling a Global Engine Maintenance Network
Civil Aeronautics Act of 1938

Hearings Before the Subcommittee on Labor-Management Relations of the Committee on Education and Labor, House of Representatives, Ninety-seventh Congress, First Session, Hearings Held in Washington, D.C. on November 4, 5, and December 10, 1981

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Aviation Electronics Technician 3 & 2

Code of Federal Regulations

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