

# **CAFAM TECHSOFT MANUAL**

TECHNICAL RECORDS SOFTWARE – TECHSOFT  
based on  
CAFAM - COMPUTERISED APPLICATION FOR AIRCRAFT MAINTENANCE

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## PURPOSE

CAFAM TechSoft has been developed as an offshoot from the main CAFAM Aircraft Maintenance program to handle the functions of Technical Records Control. The program is simple to use in that there are no other functions other than those required entering your Aircraft and applying the Maintenance Call-ups that apply to your aircraft.

Based on this information, Techsoft will produce listings of your Current Status, Forecast Due Listings, Print Works Sheets, Component Listings and a History of all the Maintenance Call-ups completed

This manual will endeavour to explain how to get the best out of the Software. As a stand-alone program, you will find that once the primary screens have been explained and understood, you should be able to easily carry out the Aircraft records control functions

## BRIEF SPECIFICATION

- Aircraft records maintained by Hours, Landings, Days and Cycles
- Separate File for APU or HTR controlling Hours, Landings, Days and Cycles
- Easy facility to globally update the files for these Flight Times
- Complete listing of Current Status of Call-ups and Notables
- Forecast ahead "Due List" per aircraft
- Worksheets printed out on this Forecast
- List of the Mandatory Status (AD's etc) of the Aircraft
- One million maximum records per file
- Full Multi-user control on Networked version
- Based on the CAFAM Program data processing logic

If you have any questions about TechSoft that is not answered in the HELP screens or Manual, then please contact us at:

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## OPENING SCREEN



# CAFAM TechSoft

## Technical Records Software

The login form is a simple rectangular window with a blue title bar. It contains two labels: 'Log on Initials' and 'Password'. Each label is followed by a text input field. The 'Log on Initials' field is currently empty, and the 'Password' field is also empty.

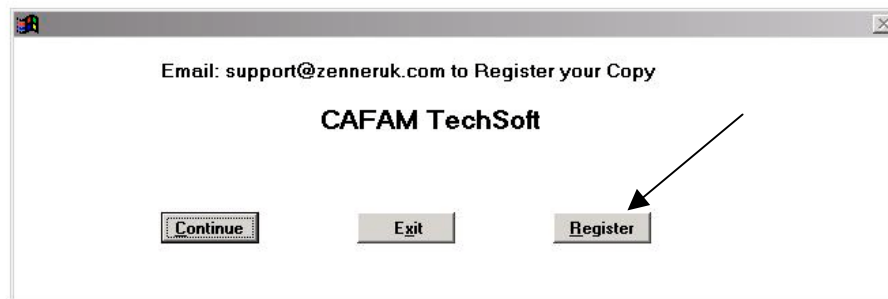
Copyright John C Dias (c) 2007

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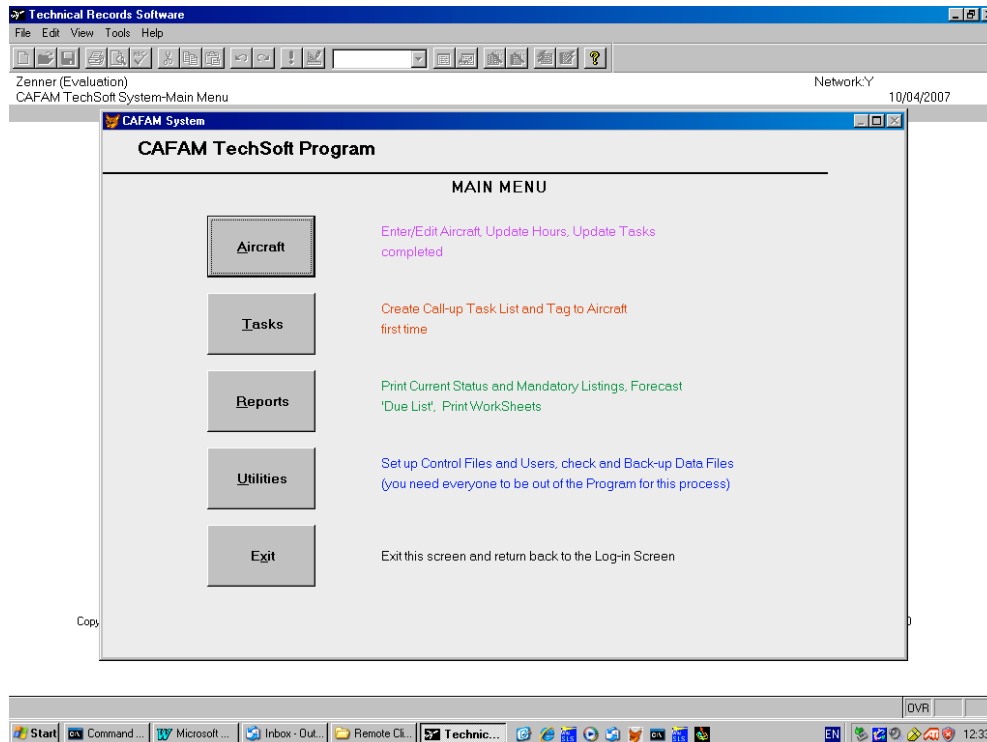


1. Enter your assigned Log on initials and password to access the program.
2. At initial installation, please use the initial JD and Password of JD. It is the delivered default entry which you can later delete
3. For unregistered versions of TechSoft, on exit you will be presented the following Exit screen that does the Registration process (See HOW TO PURCHASE TECHSOFT)

# CAFAM TechSoft



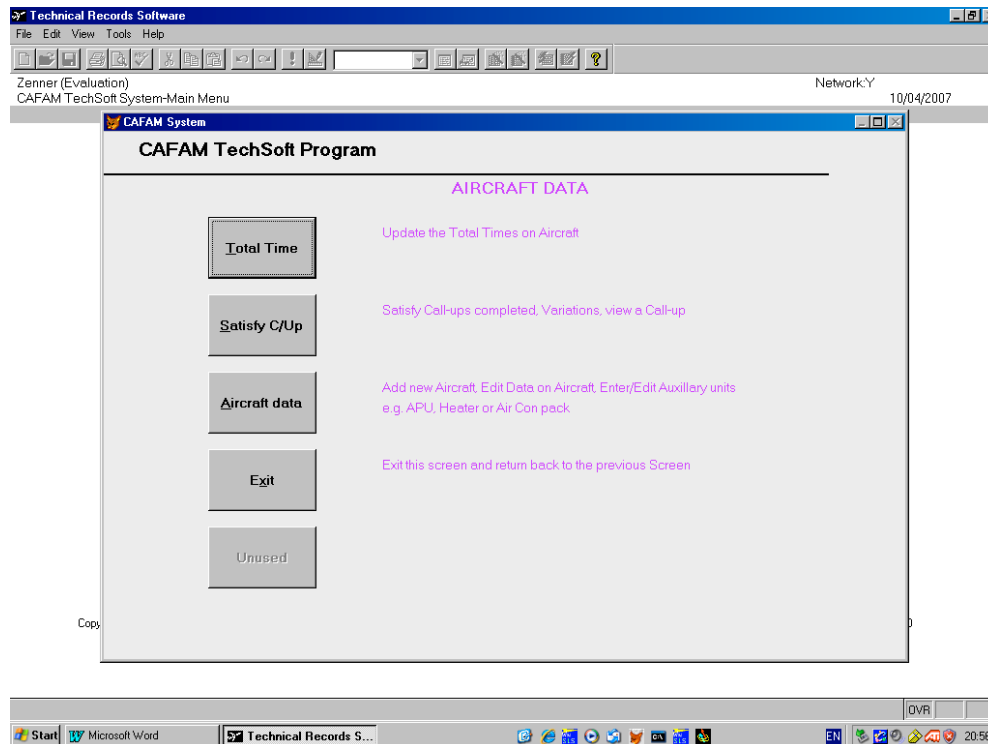
## MAIN MENU



This is the main screen. You make your selections by clicking on the button:

- (a) AIRCRAFT – Enter your Aircraft Fleet here, Update the flight times per aircraft and complete any Maintenance Call-up tasks that have been performed on the Aircraft.
- (b) TASKS – Here you enter the actual Maintenance Call-up Task that you wish to control on your Aircraft. You will need the times from the Log Book as to when the call-up was last completed on the Aircraft
- (c) REPORTS – Is the menu where you can print the Current Status of the Aircraft, List out the Mandatory Items for the renewal of C of A's etc, Print out the Component List and do a forecast of items that will fall due within parameters you define
- (d) UTILITIES – Is where you set up the System, Users and other control files
- (e) EXIT – Exits back to the Log-in screen

## AIRCRAFT



Selecting AIRCRAFT presents you with three further options:

1. **TOTAL TIME** – here you enter the Current Times on the Aircraft and TechSoft will automatically update all your files and re-compute the next Due time
2. **SATISFY CALL-UP** - this Screen is used to update the file as to when a Maintenance Task Call-up has been completed on the aircraft. In addition, you can enter Variations (Concessions) that have been raised where the Call-up has been extended. You can view the Status of the Call-up on the Aircraft and also list the History of previous Call-ups that were completed
3. **AIRCRAFT DATA** - is used to enter the Aircraft information for the first time. You also create any auxiliary item e.g. APU's or Heaters or Air Conditioning Units that have a separate count for their own run times.

In short, these are the Menu Buttons used to create an aircraft, update the flight times and update the Aircraft records for tasks completed

In everyday use the top two buttons are the ones you would use most



## TOTAL TIME

Selecting TOTAL TIME Prompts the current information on the Aircraft including the current times

The screenshot shows the 'CAFAM System' window with the following data:

A/cft	G-ABCD	A/P Cat	RVSM?	Hrs New	418.9	Current at	
Type	M21	Operator	ARKIA	Landing	521	02/04/2007	
Serial	21-1222	YrManf	1989	Cycles	521	Pres.Cy	0

	PREVIOUS	PRESENT	DIFFERENCE
Flying Hours	418.9	Decimal 422.9	4.0
Landings	521	524	3
Cycles	521	524	3
Pres. Cycles	0		
Date Current	02/04/2007	12/04/2007	10

AD Rev: FAA Listing BiWk#34  
EASA Listing 021-124

Comments: Engines are on ESP  
Garmin Avionics Special Mods

M/Schd: MPD/M21/0211  
T/Cert: A322U

Job No: 11069/00

Buttons: OK, Cancel

Footer: Facfile (c:\vp\Techsoft\Vacfile.dbf) Record: 61/69 Record Unlocked

On entering the Data for “Present” flight times, TechSoft computes and prompts the “Difference”. If you type over the “Difference”, TechSoft will re-prompt the “Present” Times so as to keep the two in balance mathematically. TechSoft will then apply the differences to the Call-up file and re-compute the next due times

In addition you can update the Text that will be printed on the Aircraft Status front sheet, i.e. the information shown on the bottom half of the screen e.g. last AD Revision number, Maintenance Schedule (Program) number, Comments, etc. TechSoft prints these on the front Page of the Current Status of the Aircraft.

### Concept

TechSoft tracks all Time controlled items (Call-Ups) on the basis of Time remaining for each individual item. On entering the Times that are current to the Aircraft, TechSoft deducts the difference from the records applicable and keeps the records up to date in real time.

## SATISFY CALL-UPS

Screen that updates the Call-up files as to when a Call-up Task has been completed on the Aircraft

<b>Technical Records Software</b> File Edit Zenner (Evaluation) CAFAM TechSoft System-Main Menu		Network:Y 05/05/2007	
<b>CAFAM System</b>			
A/cft G-ABCD Type M21 Serial 21-1222	A/P Cat RVSM? Operator ARKIA YrManf 1989	Hrs New 422.9 Landing 524 Cycles 524	Current at 12/04/2007 Pres.Cy 0
Call-up SD3-SID-10000 Descr SID INSPECTION		Action INSP Trade	
Last done 11/01/2001 @ 160.0 Hours -58.9 Days / / Ldg/Cy -81 LANDING Status REPETITIVE	Repetitive ? Y Scheduled 200 0 300	ATA Ch Next Due 200.0 Extension Ref? Job Number? 11069/00 REPETITIVE P/No 1234-121 (if applic) S/No 1232A Pos	
OK Cancel			
Facsbar (c:\vlp\Techsoft\facsbar.dbf) Record: 123/141 Record Unlocked Start   Technical Records S...   Microsoft Word - TechSoft...   20:39			

In addition you would use this screen to

- Extend the next due times if a variation (concession) has been raised to increase the next Due time as a one-off item
- View the Status of the Call-up on the aircraft including listing the History of previous items completed
- Enter the Part Number and Serial Number of the Component that applies to the Call-up task



## AIRCRAFT DATA

Is the screen where you enter your Aircraft

CAFAM System			
<b>A/cft</b> <b>Type</b> G-TEST <b>Serial</b> SD3-60 360-123		<b>Operator</b> CAN FLY <b>Unit</b> <b>YrManf</b> 2001	
<b>EngTyp</b> <b>S/No</b> 1 No 2 No 3 No 4		<b>Hrs OH-TSO</b> 234.1 2678.2 0.0 0.0	
<b>PrpTyp</b> <b>S/No</b> 1 No 2 No 3 No 4		<b>Cyc OH-CSO</b> 200 2601 0 0	
<b>Hrs New</b> <b>Landing</b> 14123.1 <b>Cycles</b> 13900 <b>Pres.Cy</b> 01/05/2007		<b>Cyc New-TSN</b> 6890.1 12981.0 0.0 0.0	
<b>W/sheet Cert</b> <b>A/pilot Cat</b> <b>RVSM ? Y/N</b>		EASA	
<b>AD Rev</b>		<b>Commnt</b>	
<b>M/Schd</b> <b>T/Cert</b>		<b>Job No</b>	
<input type="button" value="OK"/>		<input type="button" value="Cancel"/>	

Facile (c:\vfp\techsoft\veady\facile.d Record: 1/1 Exclusive

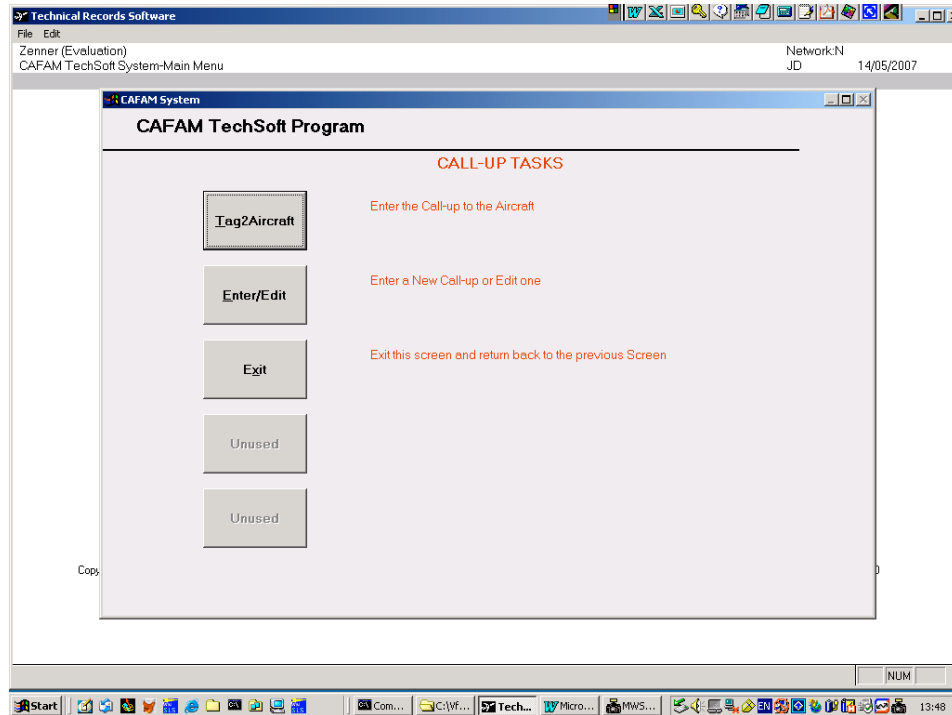
- (a) You can also set the type of Certification Release Statement that will be printed at the bottom of your Work Pack

W/sheet Cert  
A/pilot Cat  
DIVSM 2 V AT

Searching Text -

Ref	Heading
EASA	EASA - CERTIFICATION
FAA	FAA - WORKSHEET

## TASKS



1. TAG2 AIRCRAFT is where you would enter and attach a maintenance Call-up Task to an Aircraft as to when it was last completed on the Aircraft
2. ENTER/EDIT is the button to enter a Maintenance Call-up into the system. It creates the Tasks Call-ups that you will be controlling and applying to your Aircraft

## TAG2 AIRCRAFT

Is the Screen where you enter and attach the Call-up task to the Aircraft

Call-Up Ref SD360-05-12-01RH		ATA Chap 32-45
Heading RH STARTER GENERATOR O/HAUL		A/C Type SD3-60
Sched Hrs 1200		Mandatory
Calndr days N/A or Due By / /		Action O/HAUL
Ldg/Cyc/Prs N/A		Labr m/hr 6.00
W/Sht info Overhaul Right Hand starter Generator P/no 23078-010		W/Sheet Trade Group call-up by Duplicate Insp? N
Ref also refers		
Acft Regn G-TEST	Last Satisfied 03/04/2006	Status COMPLY WITH
Hrs frm New 14123.1	Acft Hrs then 13411.0	:
Landings 13900		
Cycles 13900		
Press.CyCs 0		
Current at 01/05/2007		
	Next Due 14611.0	Date / /
	Time remaing 487.9	0
	P/No 23078-010	(if apply) N/A
	S/No 234	Pos RH

OK Cancel

- The Call-up is tagged to the Aircraft by entering the Date when it was last completed (Last Satisfied) and the Aircraft Hours then.
- TechSoft will compute the next due times if the item is classed and selected as Repetitive
- In addition the Part Number and Serial Number if applicable is also entered at the same time
- You would also use this screen to add new Call-ups (e.g. Service Bulletins or Airworthiness Directives) to the Fleet

## ENTER/EDIT

Is where you would Enter (or Edit) your Call-up Task

1. The text you enter here is printed on the Work Sheets
2. Enter the letter "M" for those items deemed Mandatory e.g. Airworthiness Directives

TechSoft will treat these items with the "M" differently in that you can get a separate listing to satisfy the renewal of Certificate of Airworthiness reports

3. General explanation of the Heading prompts used:  
 Call-Up Ref - Actual Reference Number of Call-Up. Recommend a system of defining these by some prefix to denote origin e.g. all American ADs be prefixed 'FAA' (e.g. FAA2007-10-03), UK Directives with 'CAA' (e.g. CAA006-03-95), Maintenance Schedule Items with an aircraft code (e.g. HS1000-05121) to denote Hawker 1000 Aircraft, item 05121 from the Maintenance Program etc.

Heading - A brief heading that titles the Call-Up

Schedl Hrs - Scheduled call-up time in Hours as defined in the Call-Up

Calndr Days - Scheduled call-up time in Calendar Days as defined

Cycs/Lndgs - Scheduled call-up time in Cycles/Landings as defined

ATA Chap - ATA Chapter to head the Call-Up. Is sorted by this if required in Print Reports

A/C Type - Aircraft Type to which Call-Up applies. Is available as an Item to print on for a Master List of Call-Ups

Mandatory - Whether the Call-Up is mandatory or not. Letter 'M' is expected here if the item is to appear on the 'Mandatory Modification Status Report'. Do not put letter 'M' for scheduled items

Action - The action to be performed for the Call-Up i.e. REPLC=Replace, LUB=Lubrication, INSP=Inspection etc.

Labr m/hr - Labour Man-Hours to perform the Call-Up is totalled on a Forecast Report to indicate estimated Down-Time

W/Sht Info - Worksheet information that is to appear on the printed Worksheet

W/Sheet Trade - The Trade by which the Worksheets printed are to be separated i.e. AF=Airframe, EN=Engine, AV=Avionics etc

Duplicate Insp? - Duplicate inspection for Flying Controls if this is to automatically printed on the Worksheets

## REPORTS

Selecting REPORTS will Pop-up the following sub-menu



**FLEET DATA** – will list the Aircraft Fleet and the times recorded per Aircraft

**CURRENT STATUS** – will list all the Call-up Tasks that have been applied to the Aircraft.  
The Report can either be a full detailed report or simply a summary

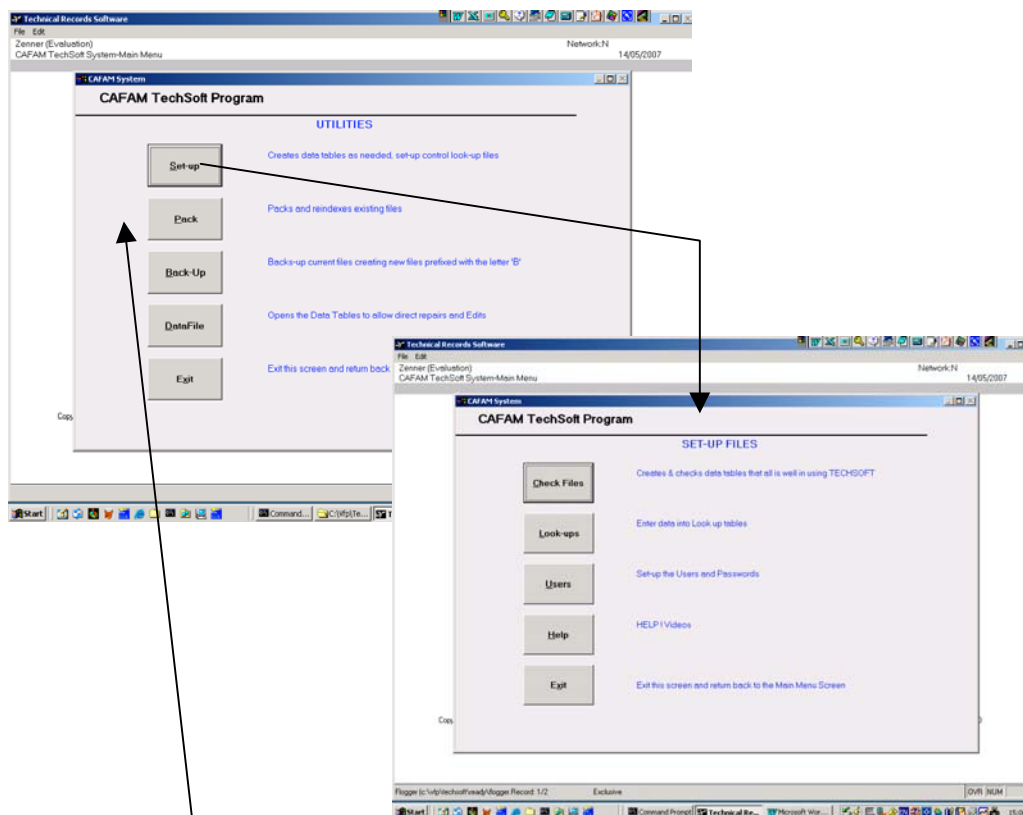
**MANDATORY STATUS** – will provide you with a Report that only shows the Mandatory Items (those Call-up Tasks that were tagged with the letter “M”)

**DUE LISTS AND W/SHEETS** – reports on Forecasting Parameters that you define. You can

- (a) print the items as a list of Call-ups due in either Call-Up Ref order or by ATA Chapter
- (b) list them in an ascending order
- (c) print the list into Worksheets
- (d) or select from the Forecast List only those items that you wish to print as Work Sheets

**COMPONENT FILE** – will extract those Call-up items that had a Component Part Number entered against them

## UTILITIES



### UTILITIES:

Various buttons and Menus are used to help you set up the system:

1. **SET-UP** – One time process to check and set up the data tables that TechSoft will use
2. **PACK** – Packs and re-Indexesthe file
3. **BACK-UP** – creates a set of Back Up data files in the same folder. The files will be pre-fixed with the letter "B", e.g. BDTSBAD.DBF. The primary data files are pre-fixed with "F"
4. **DATA FILES** – Allows a direct access to the Data in the files to allow you to make an edit or change outside of the Porgrom

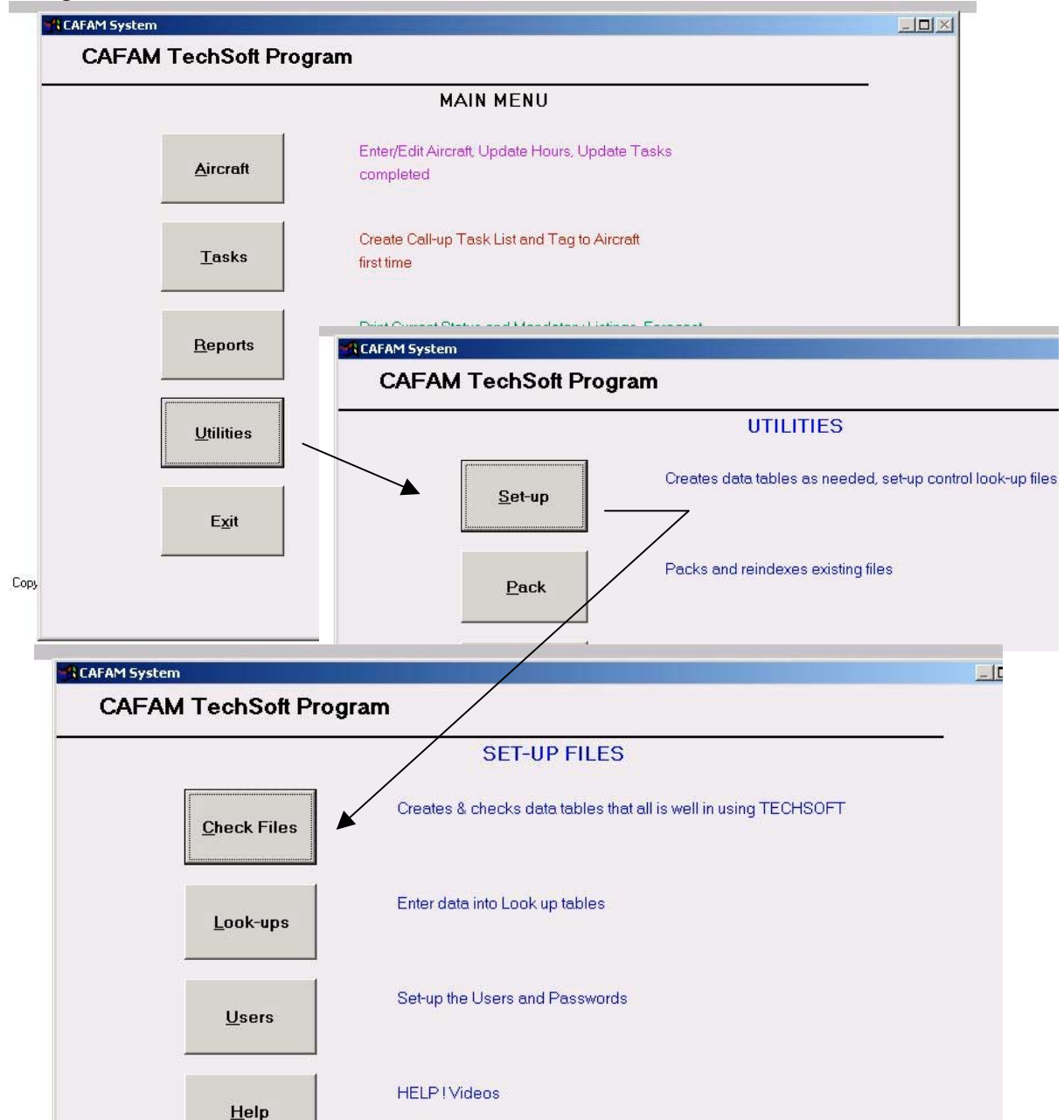
### SET-UP

1. **CHECK FILES** – Checks that the Data tables are correct and in order for Techsoft
2. **LOOK-UP FILES** – Set the Pop-up tables for verifying data input where applicable
3. **USERS** – Set up the Access level and Passwords for the intended Users of TechSoft
4. **HELP VIDEOS** have been provided to help with training process in using TechSoft

## SETTING UP

Following Logging – in to TechSoft (using the default of “JD” for both Login and Password), the first step is to set up the program:

Using the UTILITIES button click on SET-UP then CHECK FILES

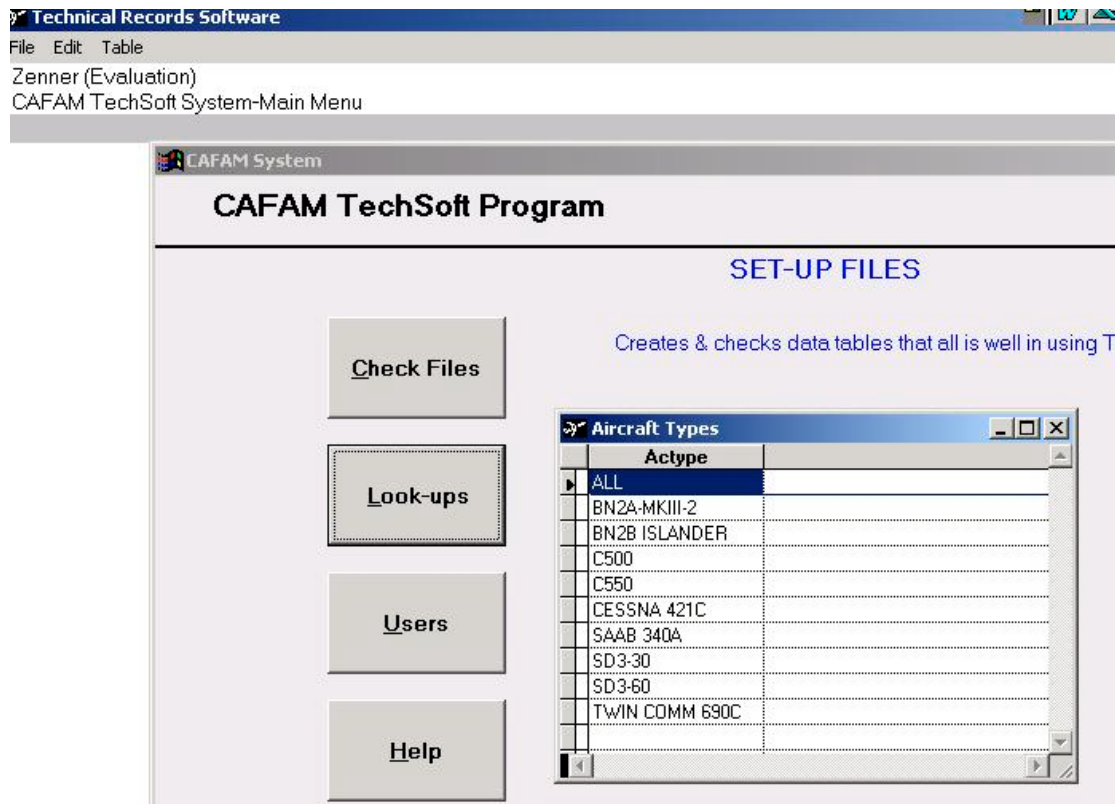


### NEXT SET UP THE LOOK-UPS

Here you enter data into various files which will be used to strictly control the Data Entry into TechSoft. The reason for these tables is to force accuracy in how data is entered into TechSoft so that spelling and make-up is uniform. Starting with

(a) AIRCRAFT TYPES you will control in TechSoft





- (b) CALL-UP GROUPS -the Grouping tag to optionally group your Call-up tasks e.g. 1Y=Annual items, 6M=six monthly ones etc. The Group Tag is used during forecasting Due Lists where you can forecast items actually due by a range of parameters (HRS/LANDINGS/DAYS) and add any additional items that have grouped. Thus for planning purposes you might want to work on all call-up all items due plus the Annual items. Setting the forecast with "1Y" will do this



- (c) REASON STATUS is the way a Call-up task will applied to your listing. Note that certain pre-fixes are reserved letters in the way that TechSoft works, e.g. if a Call-up item is Not Applicable to Type then enter it as "N/A-TYPE". The letters "N/A" mean something to the program, entering it as "N-A" (with the dash "-") will not work. The reserved words are: "N/A" = Not Applicable, "N.F.A", "NFA" – No Further Action, "SAT" – Satisfied e.g. SAT-PREV would be Satisfied Previously, "NOT DUE", "COMPLETED"

Reason Status	
REASON	
COMPLETED	
COMPLY WITH	
DELETE	
N.F.A.	
N/A-BY MODEL	
N/A-RY S/NN	

- (d) RELEASE CERTIFICATION is the Text to print on the bottom of the Work pack for the Release Certification required. Each Aircraft when being created will prompt for the Certification that will be printed, thus you can have a mixture of release statements for different Registry of Aircraft

**SET-UP FILES**

**- Edit Release Certification -**

Title **EASA**

Header Y

L1 Certificate of Release to Service

L2 Certifies that work specified, except as otherwise specified was

L3 carried out in accordance with Part145 and in respect to that work the

L4 Aircraft/Aircraft Component is considered ready for release to service

L5

L6 Signature\_\_\_\_\_ Authority\_\_\_\_\_ Date

L7 EASA UK.145.00000

L8

L9

L10

L11

L12

Footer Y

Heading EASA - CERTIFICATION

Release W

---

Title FAA

Header Y

L1 The Aircraft identified above was repaired and inspected in accordance

L2 with the current rules and regulations of the Federal Aviation

L3 Administration and is approved for return to service. Pertinent details

L4 are held on file at this Repair Station

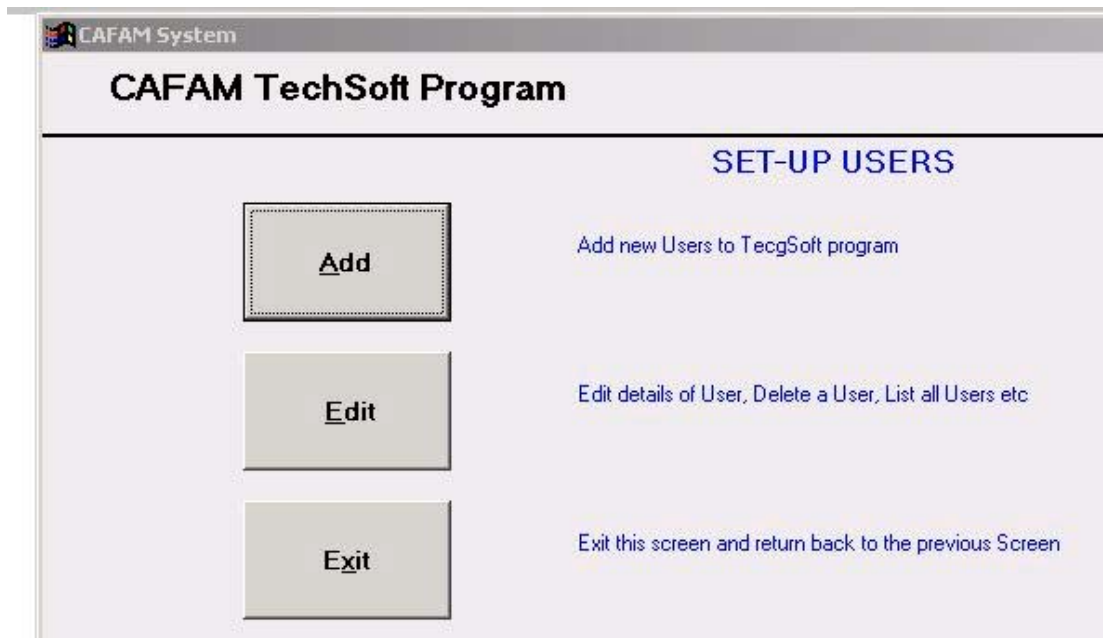
- (e) SUBSTITUTE WORKSHEETS is an option available where you can define different type of layouts of Work Sheets for your Work Pack and print these instead. In this Look-Up table you would define the name of the file for original form as printed on the bottom Left Hand corner and then enter a different file name for a substitute form that you have designed to print in lieu.

**Substitute W/Sheets**

Original	Substitute	No of Lines	Descr of Form

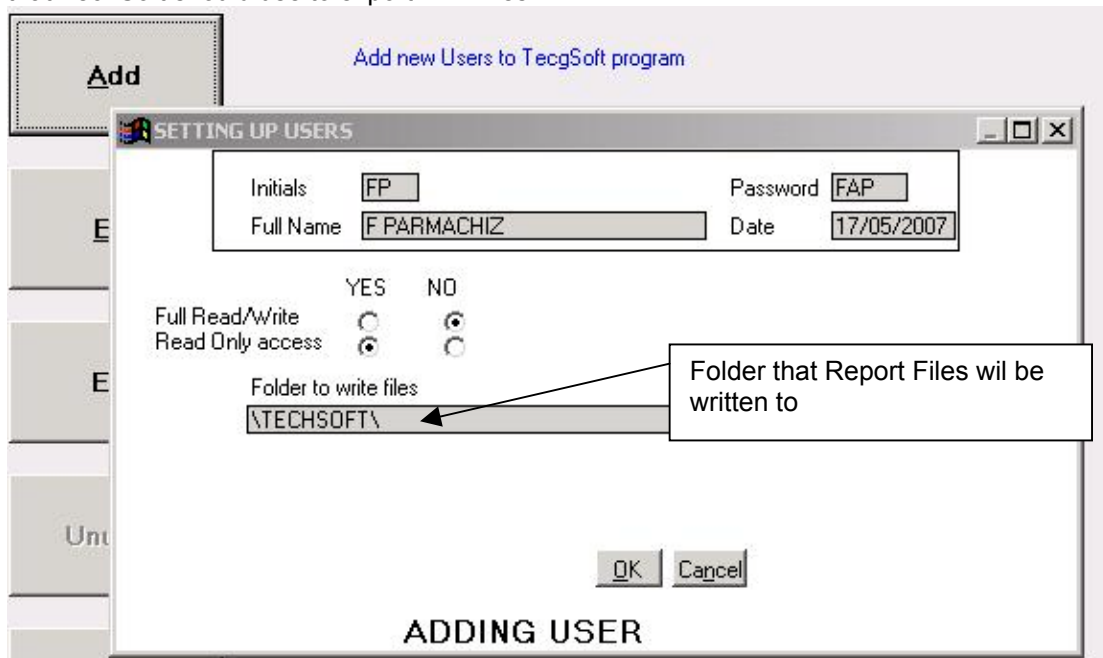


Once past the Master Password you will be presented with two options:



#### ADD – Add new User

Will prompt you for details on Login Initials, Password, Rights of access and the default folder that TechSoft should use to export DBF files



**EDIT –Changes the details of a previous User**

**Add** [Add new Users to TecgSoft program](#)

**SETTING UP USERS**

Initials	FP	Password	FAP
Full Name	F PARMACHIZ	Date	17/05/2007

Title  
email

Folder to write files  
\\TECHSOFT\

Where EDIT ABOVE will present you with two screens- (1) to edit the data as you see it and (2) to change the access right within TechSoft

**SETTING UP USERS**

Initials	FP	Password	FAP
Full Name	F PARMACHIZ	Date	17/05/2007

Title  
email

Folder to write files  
\\TECHSOFT\

**SETTING UP USERS**

**Set Access Rights**

Access to	Y/N
ACFT RECS - Access Aircraft Records at all	N
ACFT RECS - Aircraft File - Update Hours	Y
ACFT RECS - Aircraft File - Satisfy Call-ups	N
ACFT RECS - Aircraft File - Add/Edit Aircraft	N
ACFT RECS - Call-ups - Add/Edit/Tag Call-ups	N
ACFT RECS - Call-ups - Delete from Records	N

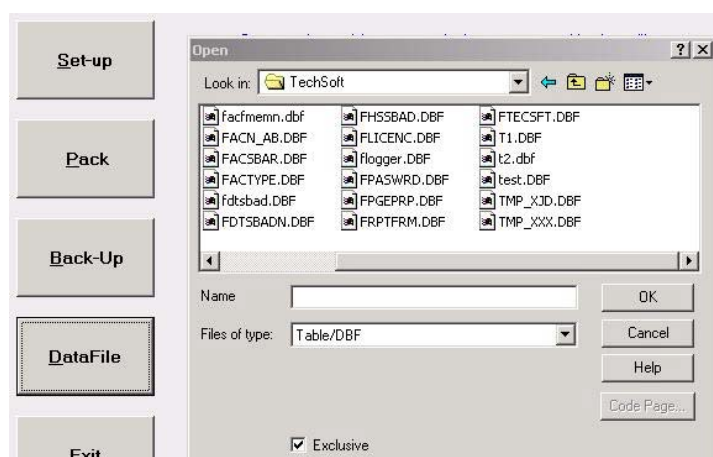
**Remember to click [SaveExit] when you have finished**

## UTILITIES –FILES

There are three other buttons in the Utilities to help you deal with the Files – Packing and Backing-up files and Repairing Data within the file:



1. **PACK**ing the files clears out deleted items and re-indexes the file. Should be done if you are encountering difficulties in daily use of the Program where records do not seem to be in a chronological index
2. **BACK-UP** will copy your current Data files and create a new set of Files on the Hard Disk in the same folder. The primary files in use by TechSoft are all prefixed with the letter "F". When this button is invoked, a new set of files are generated pre-fixed with the letter "B". These are your Back-up files.  
You will, in addition, need to keep and maintain an external Back-up of TechSoft. This is NOT covered by this button or by the Program itself. An external back-up is a function of your hardware and can take the form of a USB Memory Stick, USB Hard Disk, write to a CD writer, DAT Tapes, etc. You need to address this subject with your IT Provider
3. **DATA FILE** has been provided so that you can open the Data Tables directly and make changes OUTSIDE of the Program. There is no control or validation in what you enter here and any changes you make you do so at your own risk and your own understanding in how the Program works



On making your selection in the Name prompt, you will be presented with the following screen to allow you to change the data directly in the file

Directive	Regn	Descr	Hrs	Day	Ldg	Datesat	Reason	Units
PHASE 1	GZJET	PHASE 1 - ICESCOM 051204	98.4	16/07/1995	N/A	16/07/1993	REPETITIVE	LANDIN
PHASE 2	GZJET	PHASE 2 - ICESCOM 051205	300.0	11/05/1996	N/A	12/05/1994	REPETITIVE	
PHASE 3	GZJET	PHASE 3 - ICESCOM 051206	98.0	16/07/1995	N/A	16/07/1993	REPETITIVE	
PHASE 4 A/F	GZJET	PHASE 4 - ICESCOM 051207 A/F	300.0	11/05/1996	N/A	12/05/1994	REPETITIVE	
PHASE 5	GZJET	PHASE 5 - ICESCOM 051210	1200.0	11/05/1997	N/A	12/05/1994	REPETITIVE	
CAA001-09-82	GZJET	CESSNA-INSP ACCESS DOOR CATCHES	125.6	//	N/A	14/02/1994	COMPLY WITH	
NOTICE 53	GZJET	VSI LIMIT STOPS	N/A	//	N/A	//	SAT-BY BUILD	
NOTICE 57	GZJET	TOILET FLUSH MOTORS	N/A	//	N/A	//	SAT-PREV CAW	
NOTICE 58	GZJET	FLAME RESISTANT FURNISHINGS	N/A	//	N/A	//	SAT-CAW FEB'	
NOTICE 59	GZJET	A/C SEATS & BERTHS-FIRE RESIST	N/A	//	N/A	//	SAT-CAW FEB'	
NOTICE 82	GZJET	ELECTRICAL LOAD ANALYSIS	N/A	//	N/A	//	N/A-PREV CAW	
CC 275002 (I)	GZJET	FLAP GEAR BOX - LH	2152.0	//	N/A	02/11/1990		
CC 275002 (IRH)	GZJET	FLAP GEAR BOX - RH	2152.0	//	N/A	02/11/1990		
CC 059978 (II)	GZJET	LIFEJACKET INSPECTION	N/A	11/05/1996	N/A	12/05/1994	REPETITIVE	
CC 059980 (II)	GZJET	RADIO STATION CHECK	N/A	12/04/1996	N/A	13/04/1992		
CC 712001 (IIL)	GZJET	AFT ENGINE ISOLATOR	-178.9	//	N/A	09/07/1980		
CC 712001 (IIR)	GZJET	AFT ENGINE ISOLATOR	3323.9	//	N/A	08/10/1993		
CC 712002 (IILB)	GZJET	FWD ENGINE ISOLATOR	-178.9	//	N/A	09/07/1980		
CC 712002 (IILT)	GZJET	FWD ENG ISOLATOR	-178.9	//	N/A	09/07/1980		
CC 712002 (IIRB)	GZJET	FWD ENG ISOLATOR	3323.9	//	N/A	08/10/1993		
CC 712002 (IIRT)	GZJET	FWD ENG ISOLATOR	3323.9	//	N/A	08/10/1993		
SL550-21-12	GZJET	CESSNA-COOLER BLOWER SWITCH	N/A	//	N/A	//	SAT-PREV CAW	
SL550-21-15	GZJET	AUTO TEMP TEST PORT	N/A	//	N/A	//	SAT-PREV CAW	
CF 91-03	GZJET	P & W-INSP. OF GAS GEN. CASE	N/A	//	N/A	//	N/A-BY MODEL	
CF 91-18	GZJET	P & W-BOROSCOPE INSPECTION	N/A	//	N/A	//	SAT-PREV/CAW	
CF 91-28	GZJET	P & W-HPT BLADE DISTRESS	N/A	//	N/A	//	N/A-BY MODEL	
CF 91-37R1	GZJET	P & W-EMER FUEL SHUT-OFF LINK	N/A	//	N/A	//	N/A DUE 3600	
SB550-22-03	GZJET	PULLEY BRACKET RELOCATION	N/A	//	N/A	//	SAT-CAW OCT'	
SL550-23-12	GZJET	MIC CORD REPLACEMENT	N/A	//	N/A	//	SAT-CAW NOV'	
SB550-28-01	GZJET	MOTIVE F/F PRESSURE SWITCH	N/A	//	N/A	//	SAT-CAW JAN'	
SL550-72-05	GZJET	CESSNA-BOROSCOPE INSPECTION	N/A	//	N/A	//	SAT-CAW MAY'	
SL550-72-07	GZJET	CESSNA-JT15D FAN BLADE INSP.	N/A	//	N/A	//	SAT-CAW APR'	

You are cautioned again about changes you make in this screen in that they are not controlled by TechSoft and could cause damage to your data integrity. The menu has been provided to make controlled changes in the files, usually by first contacting us

## INDEX OF DATA FILES

FACBGRP.DBF	-	Call-Up Groups
FACFILE.DBF	-	Aircraft Data File
FACFMEM.DBF	-	Aircraft Memo Notes
FACN_AB.DBF	-	Reason Status
FACSBAR.DBF	-	Aircraft Call-up File
FACTYPE.DBF	-	Aircraft Type
FDTSBAD.DBF	-	Master Task Call-up file
FHSSBAD.DBF	-	History of Call0ups completed
FLOGGER.DBF	-	Techsoft Licence file (do not tamper with)
FPASWRD.DBF	-	Password access table
FRPTFRM.DBF	-	Worksheet substitute list



## HOW TO....

We have provided some Video Clips to help you understand how to use TechSoft on a day-to-day basis. These Videos cover:

1. AIRCRAFT.EXE: Aircraft entry
2. TASK.EXE: Entry of call-up tasks
3. TAG2.EXE: Tagging tasks to the Aircraft
4. TOTLTIME.EXE: Updating the Total Times on the Aircraft
5. WORKPACK.EXE: Preparation of a Work Pack
6. SATISFY.EXE: Update the Records for Tasks completed
7. HISTORY.EXE: History of Tasks that were completed

Please view these self-running EXE file to get a better understanding of TechSoft

## OVERVIEW

1. All items to be controlled against Aircraft are entered as a 'Call-up'. These could be Airworthiness Directives (AD's), Service Bulletins (SB's), Maintenance Program Items (MP's) etc. They are first entered to the Master Listing file using:
  - TASKS
  - ENTER / EDITand entering the details as prompted on screen
2. On leaving this screen, go to TAG2 AIRCRAFT to attach the Call-up to an aircraft. The Call-up number just entered above will be prompted, followed by the Aircraft Registration that this Call-up is being entered against.
3. On entering the Aircraft, TechSoft will prompt you for details of the last time the Call-up was satisfied with a pull-down menu to select the status on the Call-up. Leave the date blank if this Call-up is being entered to the Aircraft for the first time. Enter a build date of the Aircraft if the Call-up is being counted from 'birth'.
4. Select the status as applicable. Only three options will trigger the Call-up being forecasted on any Due List for preparation of a Workpack. These are 'Comply With', 'Repetitive' and 'Verify Immediate'. The others, i.e. 'No Further Action', 'Not Applicable' and 'Previously 'Sat' (Satisfied) record the status of the Call-up to the Aircraft for the records. In the case of 'Not Applicable', it is useful to add the reason i.e. N/A-S/No, N/A-Model etc.
5. Repeat the process for the Aircraft fleet one by one.
6. Note that one of the options on the Pull-Down menu caters for 'Delete on Aircraft'. Selecting this will delete the Call-up on just the subject Aircraft.



## FOLLOW ON CALL-UPS

### CONCEPT:

TechSoft supports the tagging of a Call-up to automatically follow on from another. The typical use of this process would be e.g. a one-time Part 1 Inspection Call-up at a specific Interval after which there is a repetitive Part 2 at a different (usually lesser) interval. When tagging Part 1 of the call-up, CAFAM will prompt if there is a "FOLLOWED BY" Call-up in which case an internal link is maintained between the two. On completing Part 1 of the Call-up, Part 2 is automatically prompted to be the continued item

### SETTING-UP

1. Set up the two Call-ups (Part1, Part2) with relevant REF numbers and periodicity

SD360-05-12-01RH	RH STARTER GENERATOR O/H/AUL	O/H/AUL	SD3-60	1200	N/A
SD360-05-54-04-PART1	STRUCTURE INSPECTION	INSP	SD3-60	14000	N/A
SD360-05-54-04-PART2	STRUCTURE INSPECTION	INSP	SD3-60	2400	N/A
SD360-CHECK A	CHECK A INSPECTION	CHK	SD3-60	100	90

2. Tag the first Call-up to the Aircraft. You will be prompted at the end to enter the second part. Enter the REF number if applicable

CAFAM System

Call-Up Ref	SD360-05-54-04-PART1	ATA Chap	54-12
Heading	STRUCTURE INSPECTION	A/C Type	SD3-60
Sched Hrs	14000	Mandatory	
Calndr days	N/A or Due By / /	Action	INSP
Ldg/Cyc/Prs	N/A	Labr m/hr	400.00

W/Sht info Inspection of Rear Fuselage and Empenage are in accordance with SID-54-04. Initial inspection at 14,000hrs followed by Part 2 repeat every 2,400hrs	W/Sheet Trade Group call-up by Duplicate Insp? N
Ref also refers	

Acft Regn	G-TEST	Last Satisfied	01/01/1980	Status	COMPLY WITH
Hrs frm New	14124.0	Acft Hrs then	0.0		
Landings	13901				
Cycles	13901				
Press.CyCs	0				
Current at	04/05/2007				

Next Due	Hours	Date	Ldg/Cyc/PrsCy
Time remainig	14000.0	/ /	N/A
P/No	-124.0	0	N/A
S/No		(if applic)	
		Pos	

Followed by SD360-05-54-04-PART2  
(This Call-up effective when above has been completed if applicable)

Blank=NONE

OK Cancel

3. When the first part has been completed, in the Satisfy Call-up, proceed to satisfy the first Part when completed. TechSoft will automatically detect the second part (if there is one) and prompt you to tag it to the Aircraft

A/cft		A/P Cat	RVS?	Hrs New	Current at
Type	G-TEST	Operator	CAN FLY	14124.0	04/05/2007
Serial	SD3-60	YrManf	2001	Landing	13901 Pres.Cy
	360-123			Cycles	13901
Call-up	SD360-05-54-04-PAR 1			Action	INSP
Descr	STRUCTURE INSPECTION			Trade	
Last done	01/01/1980 @ 0.0	Repetitive ? C	ATA Ch 54-12		
Time Remaining		Scheduled	Next Due	Extension Ref?	
Hours	-124.0	14000	N/A		
Days	/ /	0	/ /	Job Number?	
Ldg/Cy	N/A	0	N/A	12341/01	
Status	COMPLY WITH			N.F.A.	
			P/No	(if applic)	
			S/No	Pos	

FOUND ! Call-up ref SD360-05-54-04-PART2 is set to follow on from above  
STRUCTURE INSPECTION-INSP : 2400 hrs, N/A days, N/A

NOTE The Second Call-up will only be automatically called for Tagging ("Tag Now") if the Status of the first Part 1 is set to N.F.A. (No Further Action)

-END-