Boeing Fault Reporting Manual

Boeing 737-600/700/800/900Evaluation of Fault Reporting/Fault Isolation for F-15 Aircraft767 Fault Reporting ManualAir Force Journal of LogisticsAnnual Department of Defense Bibliography of Logistics Studies and Related DocumentsIsolation of Faults in Air Force Weapons and Support SystemsScientific and Technical Aerospace ReportsGeneral principles and manual exchange systemsAircraft Maintenance ManagementAviation Maintenance ManagementProceedings of the IEEE 1986 National Aerospace and Electronics Conference, NAECON 1986Advanced Avionics on the Airbus A330/A340 and the Boeing 777 AircraftAeronautical EngineeringHuman Factors Issues in Aircraft Maintenance and InspectionI486 Processor Programmer's Reference ManualGovernment Reports Announcements & IndexPentium Processor User's ManualICAO JournalProceedings of the IEEE 1988 National Aerospace and Electronics Conference, NAECON 1988NASA SP. C. A. Mussari Boeing Company. Commercial Airplane Group United States. Defense Logistics Studies Information Exchange Thomas Ernest Herbert C. H. Friend Harry Kinnison Intel Corporation Intel Corporation

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the author set out to see if the accuracy of the fr fi manuals is a factor in their non use accuracy of the manuals was determined by analyzing actual reported inflight discrepancies fault code accuracy was obtained by comparing each discrepancy as written on the tac form 122 debriefing record with the discrepancy depicted in the fr manual accuracy of repair actions was obtained by tracking the repair action recommended by the fault isolation manual and comparing it with that shown on the tac form 122 analysis revealed the f 15 fault reporting manual can accurately represent a random inflight malfunction 83 8 of the time and these malfunctions can be accurately isolated in the fault isolation manual 77 7 of the time these accuracy levels are acceptable and not a major factor in

the non use of the manuals observation of the debriefing and maintenance process and interviews with aircrews and maintenance technicians revealed a general lack of understanding and confidence in the fr fi system this lack of understanding and confidence exhibited by both aircrews and maintenance personnel is the primary reason for the system s non use recommended actions to show the effectiveness of using the system as designed are provided

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