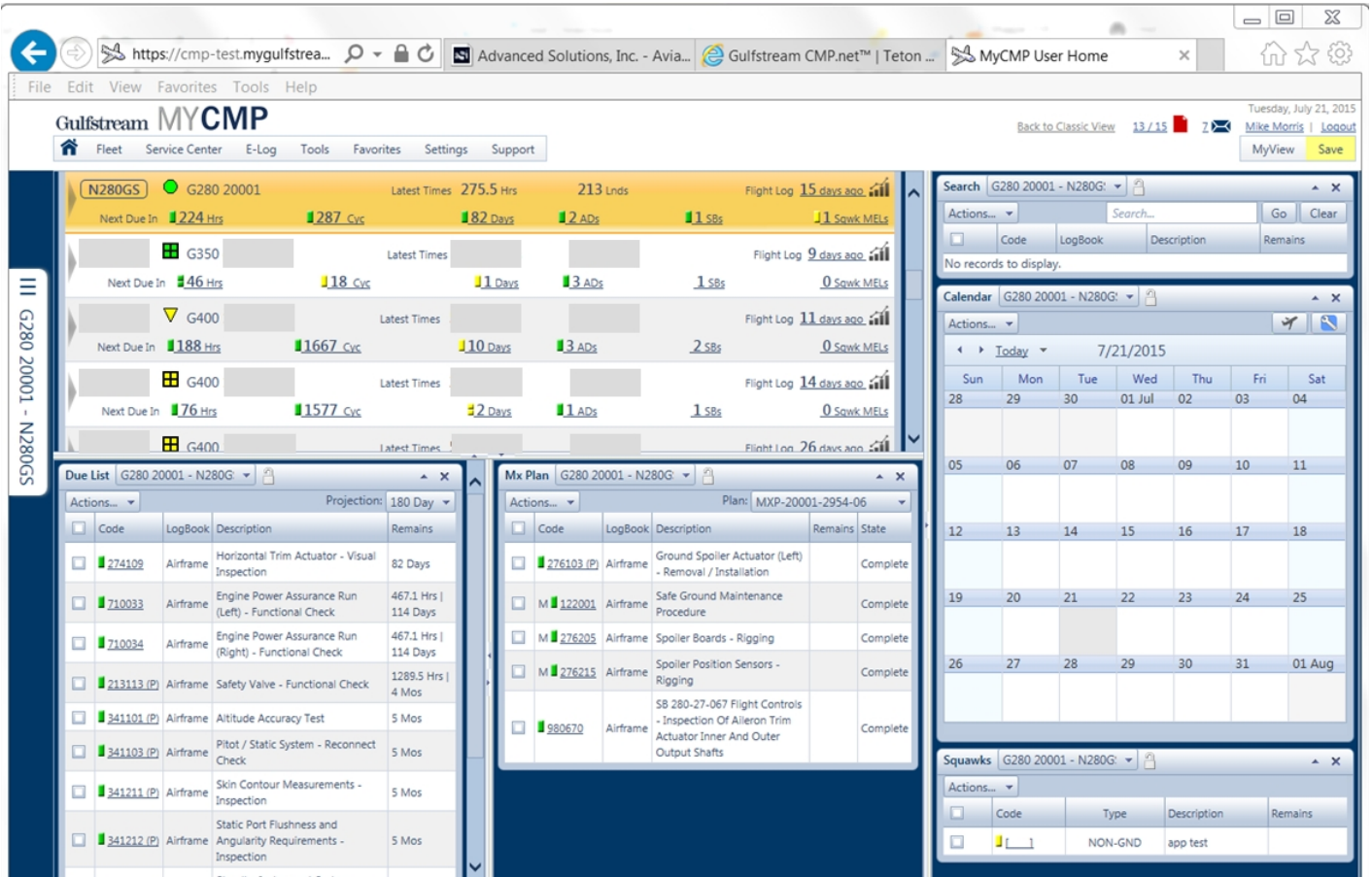


GULFSTREAM INTRODUCES POWERFUL DIAGNOSTIC TOOL TO MYCMP MAINTENANCE TRACKING PROGRAM

News / Business aviation, Maintenance / Trainings, Manufacturer



The screenshot displays the Gulfstream MYCMP web application interface. At the top, there's a navigation bar with 'Fleet', 'Service Center', 'E-Log', 'Tools', 'Favorites', 'Settings', and 'Support'. The main dashboard for aircraft G280 20001 shows key metrics: Latest Times (275.5 Hrs, 213 Lnds), Flight Log (15 days ago), and various due dates (Next Due In: 224 Hrs, 46 Hrs, 188 Hrs, 76 Hrs). Below this are two main tables:

Code	LogBook	Description	Remains
274109	Airframe	Horizontal Trim Actuator - Visual Inspection	82 Days
710033	Airframe	Engine Power Assurance Run (Left) - Functional Check	467.1 Hrs 114 Days
710034	Airframe	Engine Power Assurance Run (Right) - Functional Check	467.1 Hrs 114 Days
213113 (P)	Airframe	Safety Valve - Functional Check	1289.5 Hrs 4 Mos
341101 (P)	Airframe	Altitude Accuracy Test	5 Mos
341103 (P)	Airframe	Pilot / Static System - Reconnect Check	5 Mos
341211 (P)	Airframe	Skin Contour Measurements - Inspection	5 Mos
341212 (P)	Airframe	Static Port Flushness and Angularity Requirements - Inspection	5 Mos

Code	LogBook	Description	Remains	State
276103 (P)	Airframe	Ground Spoiler Actuator (Left) - Removal / Installation		Complete
122001	Airframe	Safe Ground Maintenance Procedure		Complete
276205	Airframe	Spoiler Boards - Rigging		Complete
276215	Airframe	Spoiler Position Sensors - Rigging		Complete
980670	Airframe	SB 280-27-067 Flight Controls - Inspection Of Aileron Trim Actuator Inner And Outer Output Shafts		Complete

Other interface elements include a search bar for 'G280 20001 - N280G', a calendar for 7/21/2015, and a 'Squawks' section showing a single entry: Code 1, Type NON-GND, Description app test, Remains.

Gulfstream Aerospace Corp. today announced it has enhanced its MyCMP maintenance tracking program with a feature that integrates a customizable diagnostic reasoning engine and a database of known equipment faults and troubleshooting procedures. MyCMP customers who subscribe to the user-friendly tool will benefit from reduced maintenance costs and fewer flight schedule interruptions because of improved fix performance.

“Adding integrated diagnostics to MyCMP will enable customers and Gulfstream personnel worldwide to share best practices and field experience,” said Derek Zimmerman, president, Gulfstream Product Support. “The MyCMP diagnostics tool starts with user input of an initial observed symptom, which launches a ‘troubleshooting dialog,’ similar to an expert on a call-in help desk, to arrive at a solution.

“By dynamically generating decision logic based on fault-isolation technical data and user-submitted solutions, the program quickly identifies the cause of issues to guide the user to the corrective action.”

The MyCMP diagnostics tool, which is based on the SpotLight platform developed by Mississauga, Ontario-based CaseBank Technologies Inc., is available for G650/G650ER and G550 operators. It will also be available for operators of Gulfstream’s new clean-sheet aircraft, the G500 and G600, which are scheduled to enter service in 2018 and 2019, respectively.

“The collaborative, information-sharing ability of MyCMP diagnostics represents a significant leap forward in fault isolation and the value of MyCMP,” Zimmerman said. “For the G650/650ER, for example, the knowledgebase contains more than 10,000 established fault isolation procedures. By collecting and sharing best practices and field experience, and customers entering newly identified solutions into the knowledgebase, Gulfstream will provide an unprecedented level of diagnostic capability for operators.”

More than 2,300 Gulfstream operators subscribe to Web-based MyCMP, which gives customers 24/7 real-time access to their aircraft status and Gulfstream systems analysts. MyCMP was developed by Gulfstream partner Teton Aviation Group of Littleton, Colorado.

09 MARCH 2016

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