

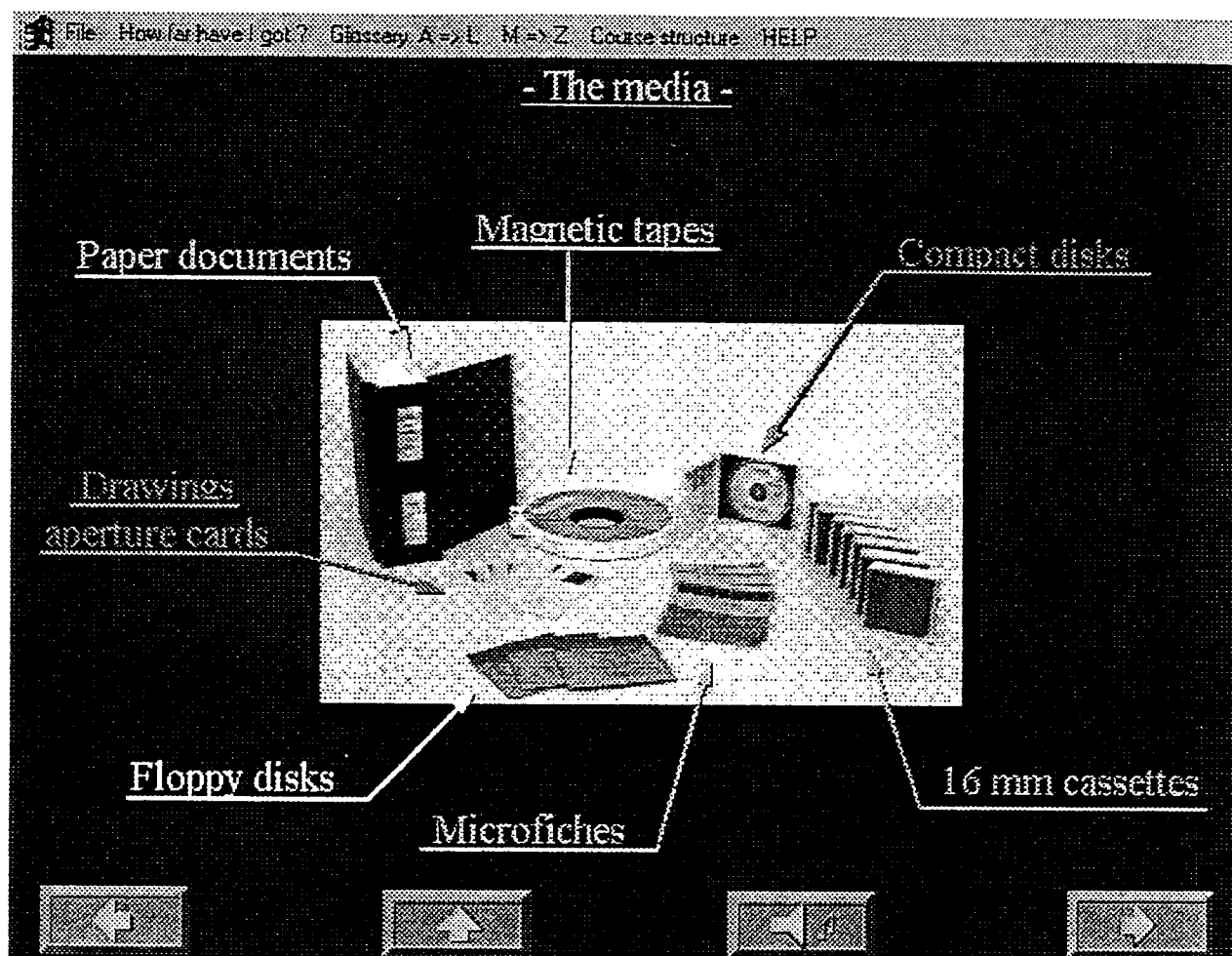
- The Technical Publications -

Its aim:
To give you all the information you need to:



- operate,
 - maintain.
- ➔ your aircraft in optimum conditions.



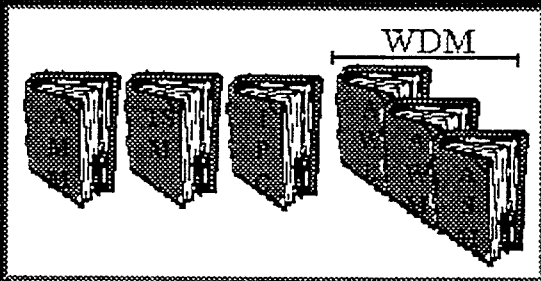


- The Technical Publications -

The Technical Documentation consists
of customized manuals and non customized manuals:

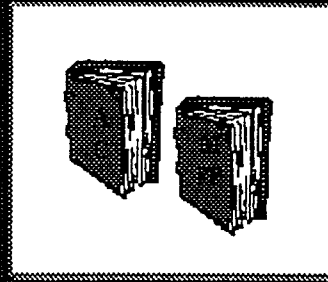
o a customized manual

contains only the information
applicable to a particular airline
or a group of operators.



o a non customized manual

contains information
applicable to all airlines
for one aircraft type.



File How far have I got? Glossary A → L M → Z Course structure HELP

- The Technical Publications -

◦ There is a huge amount of information.

For the Major Manuals the

ATA 100

governs their:

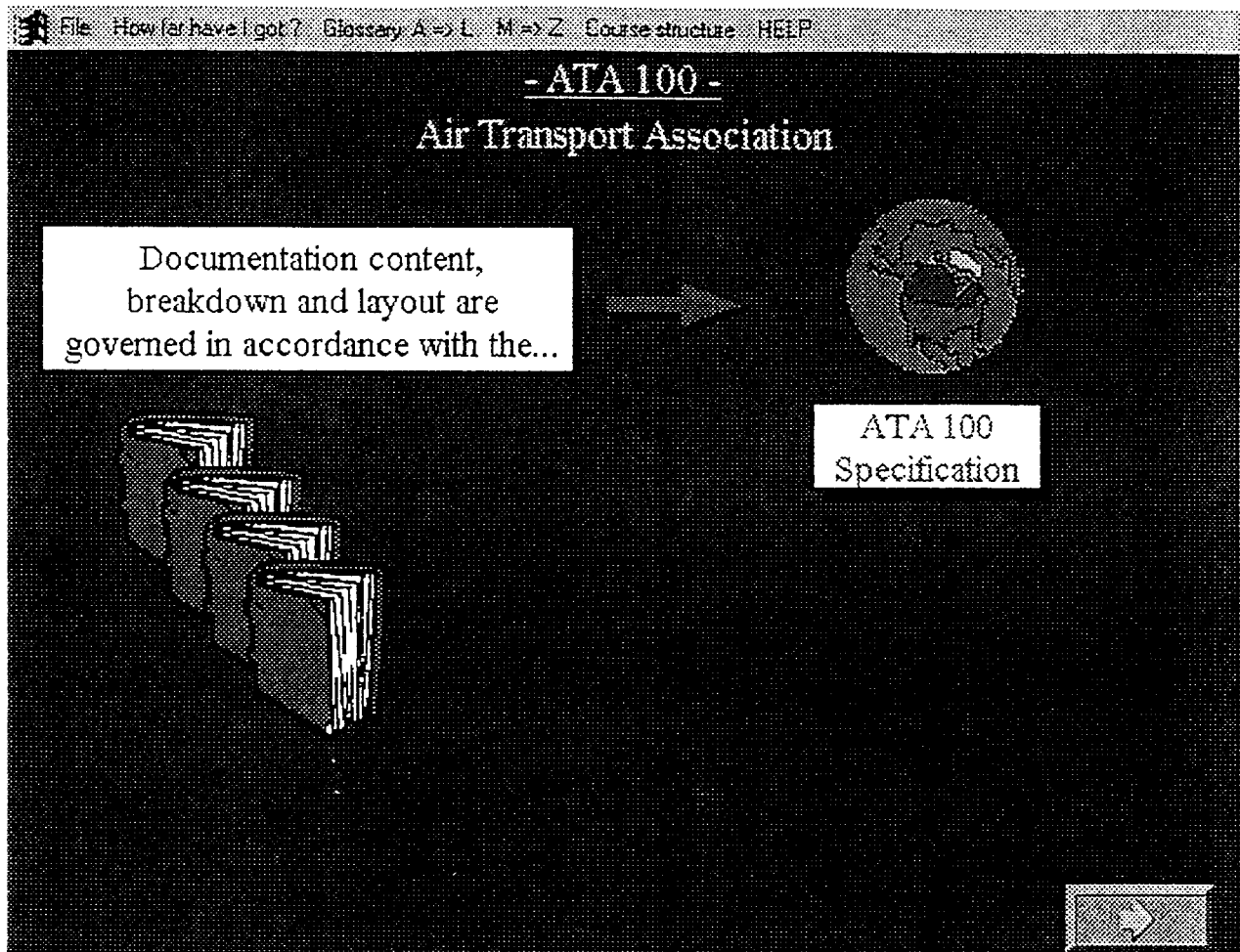
- breakdown,
- layout,
- contents.

◦ Data validity is ensured by:

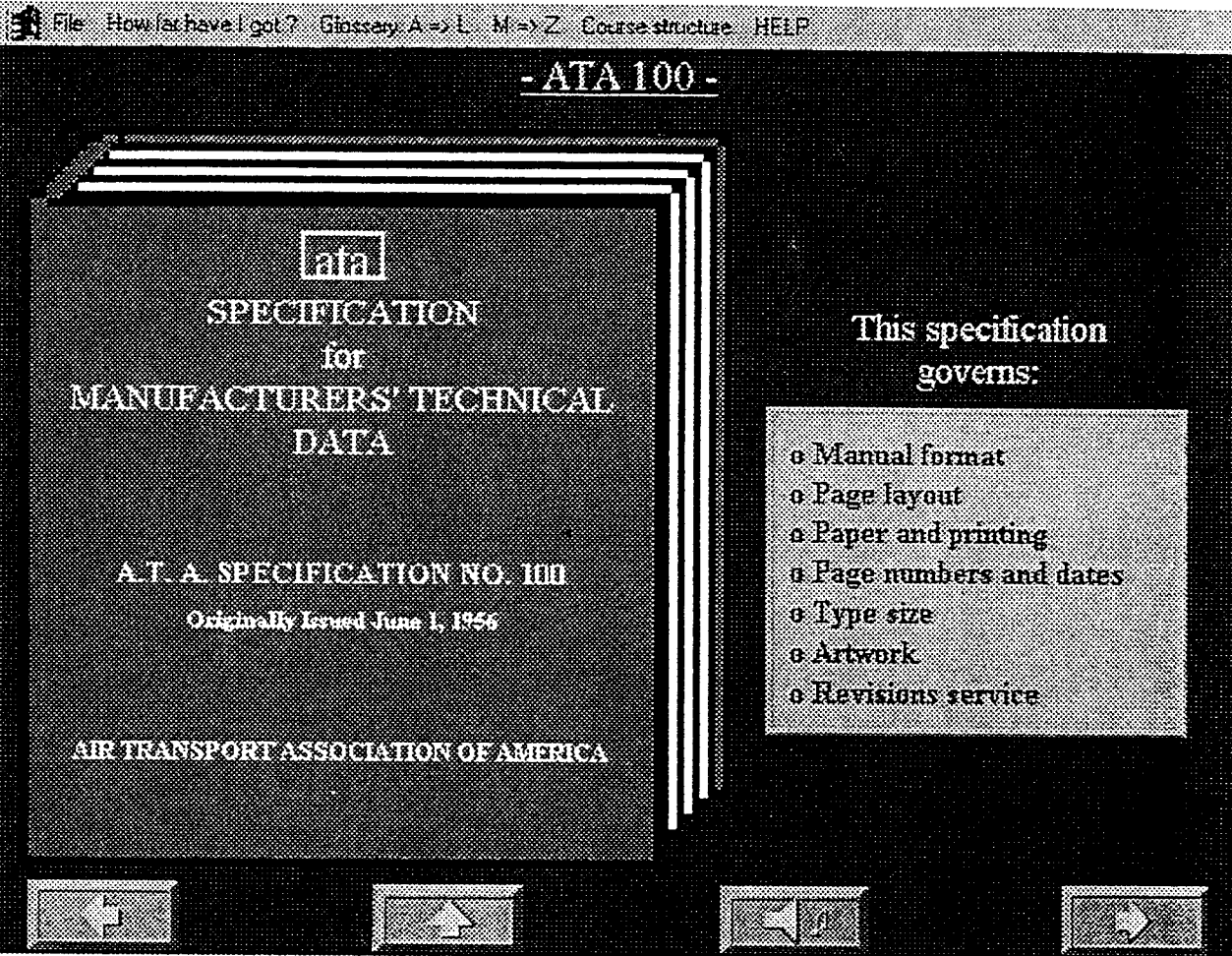
PERIODIC REVISION

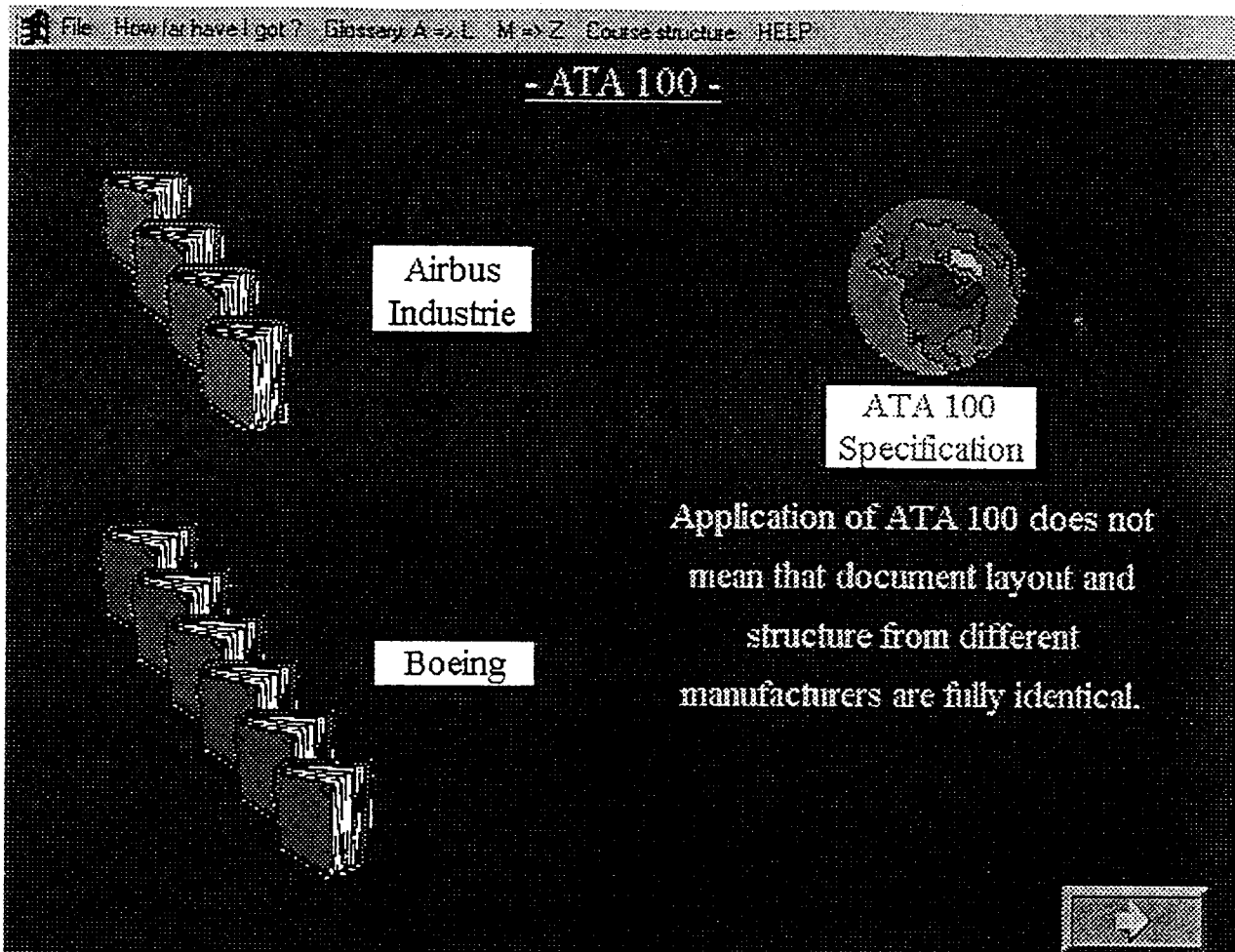
of the manuals.

← ↑ ↺ ↻ →

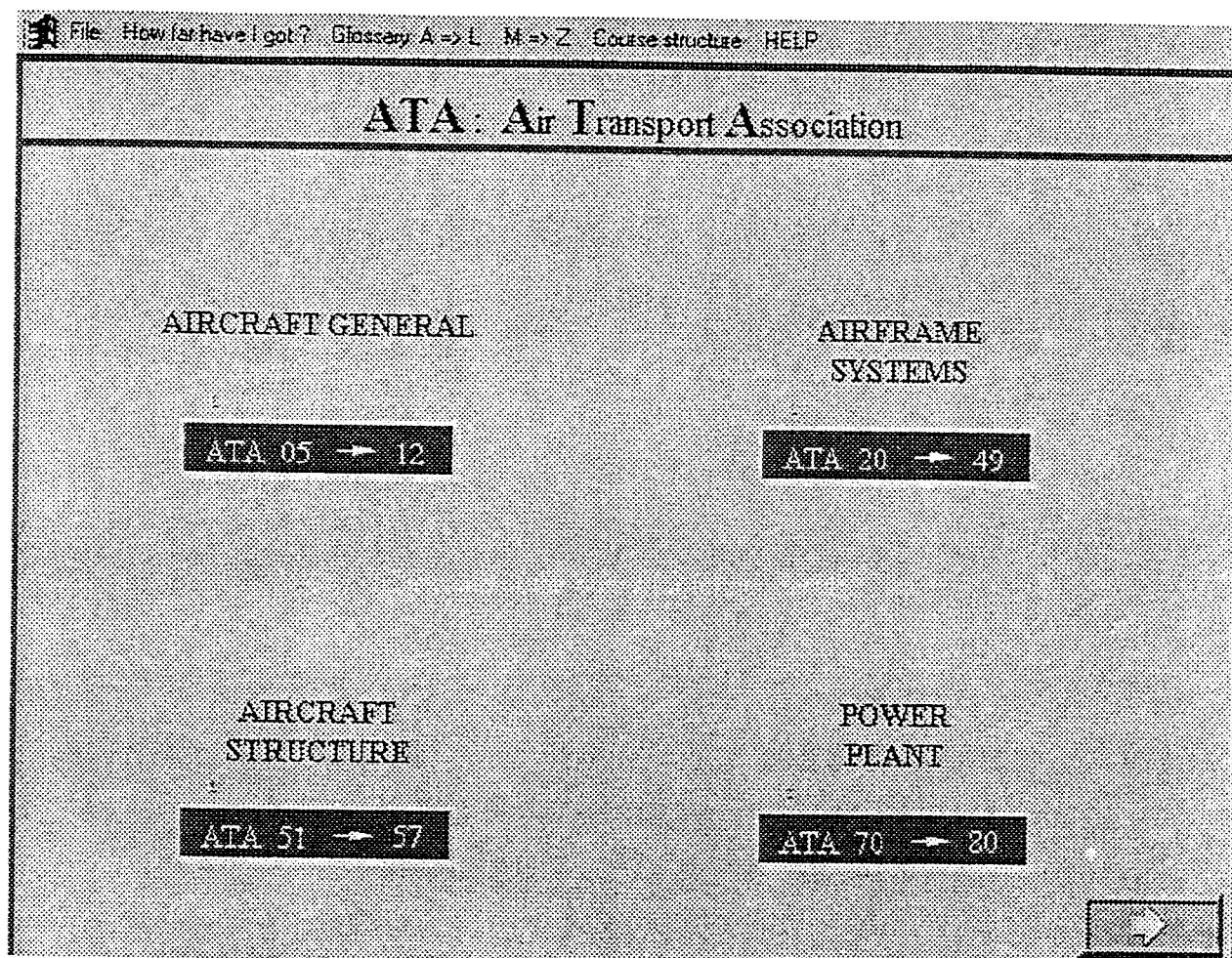


Spice Software
Lay down





THIS SPECIFICATION IS REVISED TO TAKE
INTO ACCOUNT THE AIRLINES AND AIRCRAFT
MANUFACTURERS EXPERIENCES.

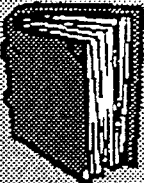




File How far have I got? Glossary A => L M => Z Course structure HELP


ATA: Air Transport Association

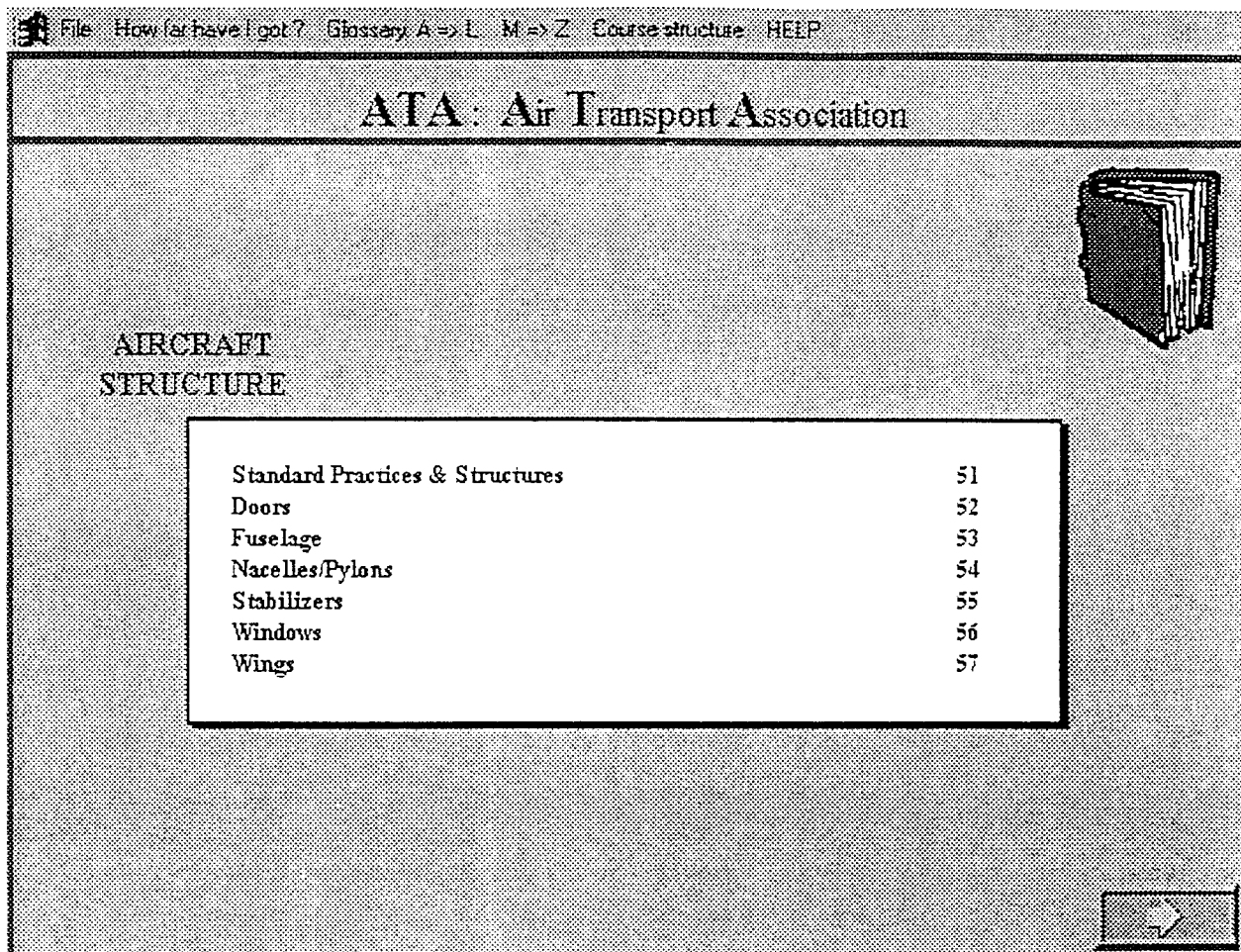
AIRFRAME SYSTEMS

Standard Practices - Airframe	20
Air Conditioning	21
Auto Flight	22
Communications	23
Electrical Power	24
Equip/Furnishings	25
Fire Protection	26
Flight Controls	27
Fuel	28
Hydraulic Power	29
Ice and Rain Protection	30
Indicating/Recording Systems	31
Landing Gear	32
Lights	33
Navigation	34
Oxygen	35
Pneumatic	36
Water/Waste	38
Airborne Auxiliary Power	49




 Start
  doca

 14:16




File How far have I got? Glossary A => L M => Z Course structure HELP

ATA: Air Transport Association




POWER
PLANT

Standard Practices - Engine	70
Power Plant	71
Engine	72
Engine Fuel & Control	73
Ignition	74
Air	75
Engine Controls	76
Engine Indicating	77
Exhaust	78
Oil	79
Starting	80



File How far have I got? Glossary A -> L M -> Z Course structure HELP

- Summary -






ATA 29

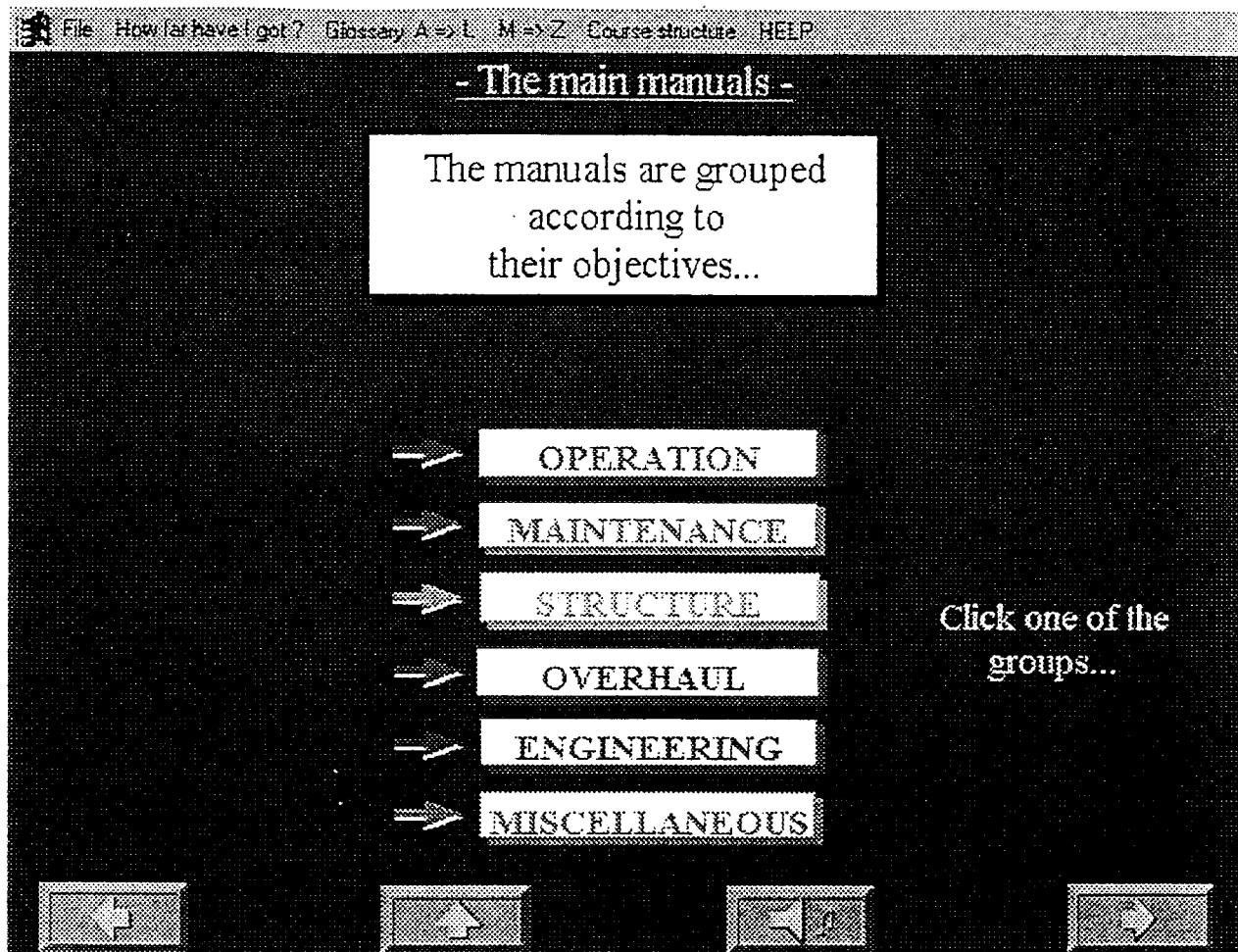
SYSTEM Hydraulic power

Subsystem 29 - 10 Subsystem 29 - 20
Main hydraulic power Auxiliary hydraulic power

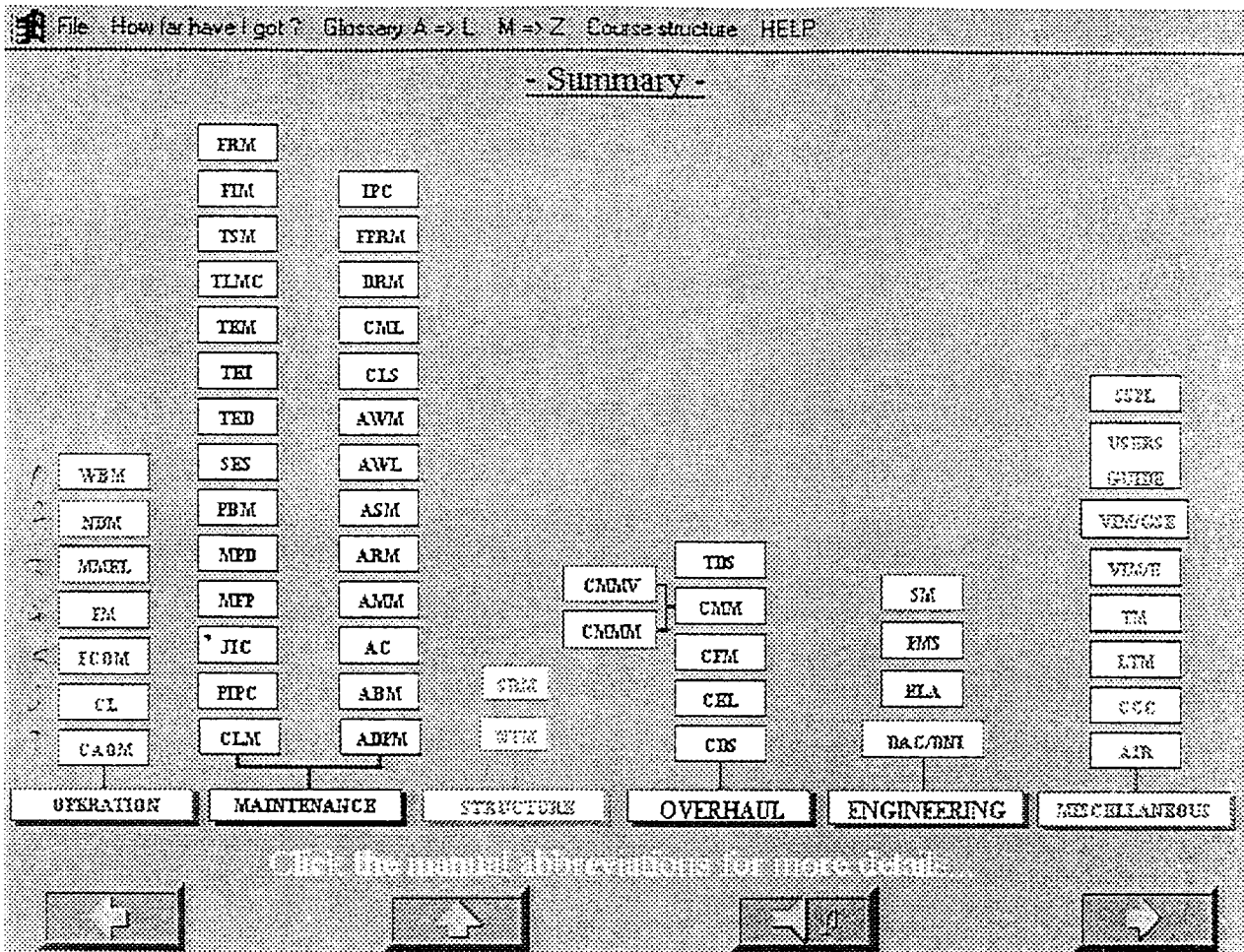
Sub-subsystem 29 - 11 Sub-subsystem 29 - 12
Green hydraulic power Blue hydraulic power

Subject 29 - 11 - 14 Subject
Main HP manifold



Overhauling gear
on online



WBM: Weight and Balance Manual

Aim: The WBM is customized.

It provides detailed information required for

establishment of the weight and balance procedures.

Associated with the WBM, the A71 document lists the exact weight of all removable component fitted to each aircraft.

NDM: Noise Definition Manual

Aim: The NDM provides data on aircraft generated noise levels and patterns.

From this, airlines can establish safety access zones and establish if the aircraft meets individual airport noise rules.

MMEL: Master Minimum Equipment List

Aim: The MMEL contains information for an airline to compile its own Minimum Equipment List (MEL) according to their requirements.

The MMEL specifies those components or systems which may be inoperative and associated to operational or special procedures. There is a link between the MMEL and certain AMM procedures.

FM: Flight Manual

Aim: The FM is a customized airworthiness approved manual

It gives:

- aircraft operating limitations,
- standard operating procedures,
- emergency operating procedures,
- configuration deviation list (CDL), etc.

There is a link between the CDL and certain AMM procedures.

FCOM: Flight Crew Operating Manual

Aim: The FCOM is customized.

It contains:

- system descriptions (management)
- operating procedures
- performance characteristics
- check lists.

The manual can be used as a crew manual or as the basis for the preparation of the operator's own crew manual

CL: Check List

Aim: The CL is customized.

It contains instructions for flight crews which cover all abnormal or emergency situations that may occur.

CAOM: Cabin Attendant Operating Manual

Aim: The CAOM is customized.

It gives for the cabin attendants:

- descriptive information of the cabin,
- operating instructions,
- emergency procedures.

FRM: Fault Reporting Manual

Aim: For A300 only.

The FRM is carried on the aircraft and enables flight crews to identify aircraft faults and report them to ground maintenance using a fault code. The FRM is used in conjunction with the FIM.

FIM: Fault Isolation Manual

Aim: For A300 only.

The FIM provides an entry point for FRM fault codes and the technical data needed to isolate and correct a fault. The FIM is used in conjunction with the FRM.

TSM: Trouble Shooting Manual

Aim: The TSM is a customized manual.

It is designed to provide a quick and accurate means of isolating faults and gives recommendations for actions to be taken in order to reduce aircraft down time.

CLM: Component Location Manual

Aim: The CLM is a customized manual applicable for A330 and A340. It is mainly used by the maintenance personnel as a quick reference for component location.

Entries, alphanumerical sorted by:

- Functional Item Numbers (FIN)
- AMM/IPC ATA references
- Functional designations.

It is a complement to the TSM for location of LRU's and equipment for trouble shooting.

IPC: Illustrated Parts Catalog

Aim: The IPC is a customized manual.

It contains all the information for the identification and requisition of line replaceable parts and units of the aircraft, excluding power plant parts.

AWM: Aircraft Wiring Manual

Aim: The AWM gives a detailed description of electrical and electronic wiring connections, by means of diagrams.

AWL: Aircraft Wiring List

Aim: The AWL gives a detailed description of electrical or electronic wiring connections, by means of listings that include all data related to those connections.

ASM: Aircraft Schematic Manual

Aim: The ASM provides a description of all systems by means of blocks diagrams and functional schematics.

ARM: Aircraft Recovery Manual

Aim: The ARM provides airlines and airport authorities with the following planning information:

- preparation,
- moving,

a disabled aircraft which may obstructing airport traffic.

AMM: Aircraft Maintenance Manual

Aim : The AMM is customized.

It provides information to enable maintenance personnel to perform tasks on the structure, systems and equipment.

AC: Airplane Characteristics

Aim: The AC defines the aircraft characteristics as required by the airlines, the airport authorities and consultant engineering organizations for general airport planning.

ABM: APU Build-up Manual

Aim: The ABM describes the procedures to build up the Auxiliary Power Unit (APU) as delivered, to a "ready to install" state for Airbus Industrie aircraft.

ADPM: Aircraft Deactivation Procedures Manual

Aim: The ADPM is a customized manual applicable to A330 & A340.

It contains procedures to deactivate:

- aircraft SYSTEMS & EQUIPMENT in accordance with the Airbus MMEL (Master Minimum Equipment List),
- aircraft STRUCTURAL ITEMS in accordance with the CDL (Configuration Deviation List),

which is a part of the FM (Flight Manual).

The deactivation procedures are extracted from the AMM.

SRM: Structural Repair Manual

Aim: The SRM contains descriptive information for the identification of allowable damage to the primary and secondary aircraft structure (power plant excluded). It also gives the repair procedures.

NTM: Non Destructive Testing Manual

Aim: The NTM contains descriptive information and specific instructions for the non-destructive testing of the primary and secondary aircraft structure. This testing may be carried out on the airframe (power plant excluded).

TDS: Technical Data Sheet

Aim: A TDS is prepared for simple components when the content of it's CMM would contain more introductory pages than text.

CMM: Component Maintenance Manual

Aim: The CMM is an individual maintenance document for each repairable component at shop level. It provides all data, instructions and functional tests necessary for the overhaul of the equipment.

ELA: Electrical Load Analysis

Aim: The ELA is customized.

It provides a list that contains data on electrical power demand by various systems, sub-systems and loads that are placed on the aircraft bus bars.

This document permits airline engineers to assess the effects of proposed equipment changes on the aircraft electrical distribution system.

**DAC/DNI: Drawing Aperture Cards /
Drawing Numerical Index**

Aim: Airbus Industrie provides to the customer a customized set of mechanical drawings in aperture card format for all major aircraft assemblies and installations.

Drawings from non Airbus Industrie proprietary parts items are excluded.

The DNI is a customized list of drawings.

SSPL: Support Services Price List

Aim: This document lists the prices for goods and services supplied by Airbus Industrie ("the sellers") to Airbus operators and/or owners ("the customers") and relating to Airbus Aircraft.

It excludes spare parts, standard parts and training which are subject of separate price lists.

All prices are quoted in US dollars.

Technical Documentation Users Guide

Aim: The purpose of this guide is to familiarize the users with Airbus Industrie Technical documentation.

The guide gives general rules regarding the documentation which are applicable to all manuals.

It provides a brief explanation of the build-up, contents and rules for efficient use of the AMM, IPC/PIPC, TSM/FIM and WDM.

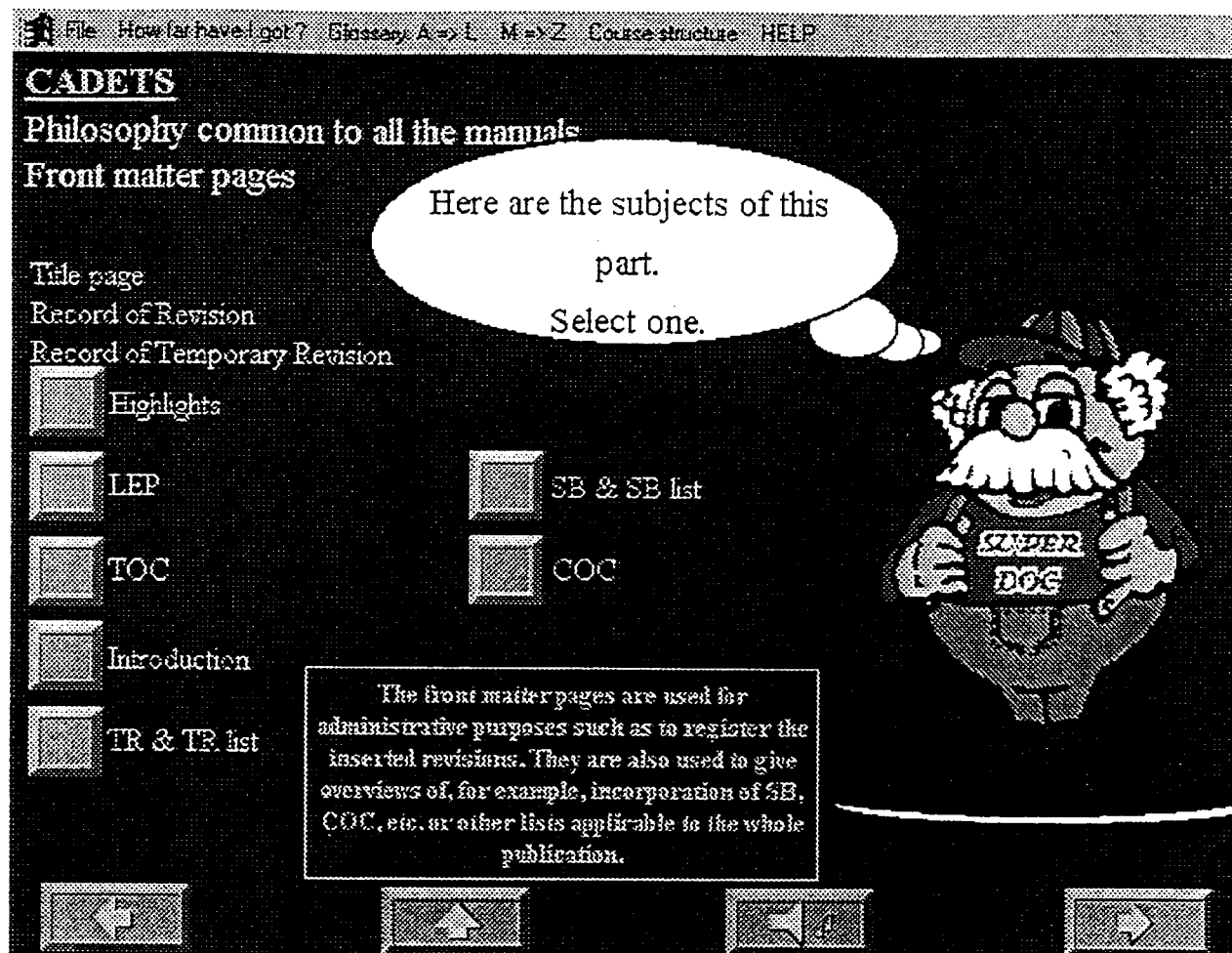
It also briefly covers the CMMs, SRM, NTM, Drawing Set, SM, PMS and Tool.

The links between manuals are also explained.

The guide contents are largely extracted from CADETS.

VIM/GSE: Vendor Information Manual Ground Support Equipment

Aim: The VIM/GSE gives contact names and addresses of ground support equipment vendors and their product support organizations.



5A220 AIRCRAFT MAINTENANCE MANUAL

TEMPORARY REVISION

Nº 28-011

MAINTENANCE MANUAL - BASIC TESTS - 100-10-100

NOTES

INTRODUCTION

Insert this Temporary Revision immediately into the Manual Page 100, between pages 100-10-100 and 100-10-101.

REVISION

- TO BE USED BY THE Temporary Revision is incorporated into the Manual.
- TO BE REPRODUCED BY THE Manual Revision.
- TO BE USED BY THE Temporary Revision is incorporated into the Manual.
- TO BE USED BY THE Temporary Revision is incorporated into the Manual.

DESCRIPTION

SUBJECT: ISOLATION (100-10-100) AND ISOLATION (100-10-101) CONTROL (100-10-101) - REMOVAL, INSTALLATION

REASON: This Temporary Revision is issued to incorporate a new section (100-10-101) of the ISOLATION (100-10-101) to the 100-10-101.

INCORPORATION

This Temporary Revision will be incorporated in the appropriate Maintenance Manual of the 100-10-101.

1. Section (100-10-101) is followed by:

28-21-00

PAGE 1 OF 2
100-10-101

This yellow document
gives you:


- q the title of the manual
- q the TR number: 28-011
(ATA + Sequence number)
- q the filing instructions
- q the subject / reason / description
- q the date of incorporation
into regular revision.







File How far have I got? Glossary: A → L M → Z Course structure HELP

- AMM Chapter structure - Summary -

Remember the 2 categories of information in the AMM,
their breakdown and Page Block identification:



001	DESCRIPTION and OPERATION
Maintenance practices	201
Servicing	301
Removal/Installation - Deactivation/Reactivation	401
Adjustment/Test	501
Inspection/Check	601
Cleaning/Painting	701
Approved repair	801
MAINTENANCE PROCEDURES	



A340

Aircraft Maintenance Manual AMM

Turkish Airlines

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Airbus Industrie
Product Support
Technical Publications Department
31707 Blagnac Cedex
FRANCE

Reference : F. AMM THY

Issue : JAN 99

GROUND SERVICE INTERPHONE - DESCRIPTION AND OPERATION

1. General

The service interphone-system provides the telephone communication on the ground between the flight crew, cabin crew and the ground service personnel. Fifteen service interphone jacks are installed at different locations on the aircraft. The service personnel use them to speak to each other, the cockpit and the attendant stations through handsets.

2. Component Location
(Ref. Fig. 001, 002)

FIN	FUNCTIONAL DESIGNATION	PANEL	ZONE	ACCESS DOOR	ATA REF.
2RJ	JACK GROUND SERVICE	925VU	122		23-44-00
3RJ	JACK GROUND SERVICE	912VU	122		23-44-00
5RJ	JACK GROUND SERVICE		132		23-44-00
6RJ	JACK GROUND SERVICE		191		23-44-00
7RJ	JACK GROUND SERVICE		152		23-44-00
8RJ	JACK GROUND SERVICE		171		23-44-00
9RJ	JACK GROUND SERVICE		147		23-44-00
10RJ	JACK GROUND SERVICE		148		23-44-00
13RJ	JACK GROUND SERVICE		312		23-44-00
14RJ	JACK GROUND SERVICE		314		23-44-00
4000RJ1	JACK GROUND SERVICE		400		23-44-41
4000RJ2	JACK GROUND SERVICE		400		23-44-41
4000RJ3	JACK GROUND SERVICE		400		23-44-41
4000RJ4	JACK GROUND SERVICE		400		23-44-41

R

3. System Description
(Ref. Fig. 003)

The service interphone system has:

- fifteen interphone jacks,
- a service interphone **VERRIDE** switch, with an integral indicator light.

The audio lines from the interphone jacks are routed to the amplifiers in both Cabin Intercommunication Data System (CIDS) directors. The system gets signals for the operation status and control light from:

- the landing gear control and interface units 5GA1 and 5GA2,
- the CIDS directors 101RH and 102RH,
- the indicator-light control box 1LP1.

EFF : ALL

THY

23-44-00

Page 1
Jul 01/99

AIRCRAFT MAINTENANCE MANUAL

R

CABIN AND SERVICE INTERPHONE - MAINTENANCE PRACTICES

TASK 23-44-00-860-801

Operation of the Service Interphone System

1. Reason for the Job

Self Explanatory

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	600	ohms boomsets

B. Referenced Information

REFERENCE	DESIGNATION
23-73-00-861-801	Energize the Cabin Intercommunication Data System (CIDS)
24-41-00-861-801	Energize the Aircraft Electrical Circuits from the External Power A
24-41-00-862-801	De-energize the Aircraft Electrical Circuits from the External Power A

3. Job Set-up

Subtask 23-44-00-860-054

A. Aircraft Maintenance Configuration

(1) Energize the aircraft electrical circuits
(Ref. TASK 24-41-00-861-801).

(2) Energize the Cabin Intercommunication Data System (CIDS)
(Ref. TASK 23-73-00-861-801).

EFF : ALL

THY

23-44-00

Page 201
Oct 01/99

R

CABIN AND SERVICE INTERPHONE - ADJUSTMENT/TEST

TASK 23-44-00-710-801

Operational Test of the Service Interphone System

**WARNING : YOU MUST BE IN THE ENTRY CORRIDOR (SAFETY AREA) TO DO THIS PROCEDURE.
THIS IS TO PREVENT ACCIDENTS CAUSED BY THE BLAST OR SUCTION FROM THE
ENGINES.
FOR SAFETY, YOU MUST NOT USE THE MOBILE EQUIPMENT.**

1. Reason for the Job

Self Explanatory

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY DESIGNATION
No specific	two 600 ohms boomsets

B. Referenced Information

REFERENCE	DESIGNATION
23-73-00-8 -801	Energize the Cabin Intercommunication Data System (CIDS)
24-41-00-861-801	Energize the Aircraft Electrical Circuits from the External Power A
24-41-00-862-801	De-energize the Aircraft Electrical Circuits from the External Power A
32-00-00-860-804	Flight Configuration Precautions
32-00-00-860-805	Ground Configuration after Flight Configuration

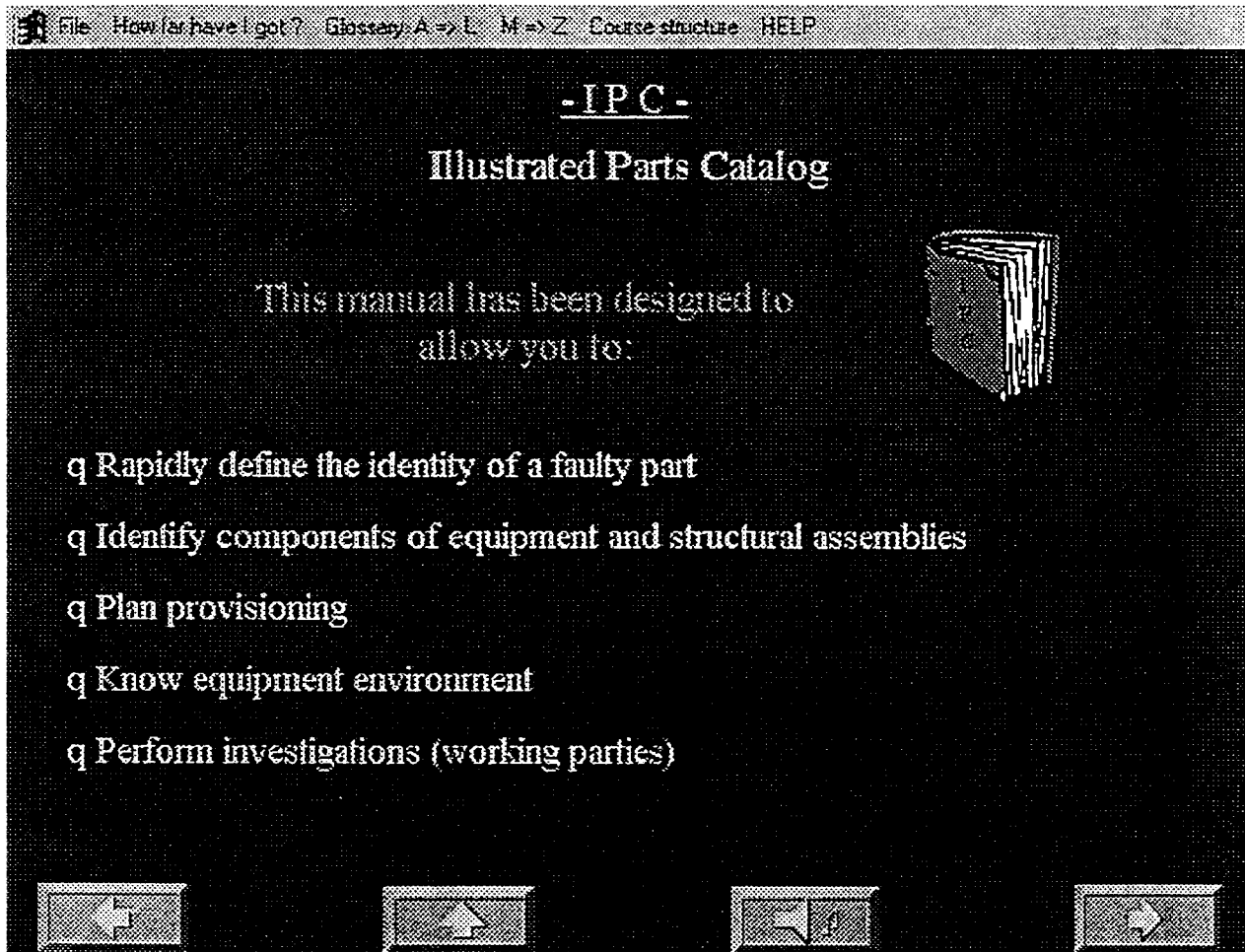
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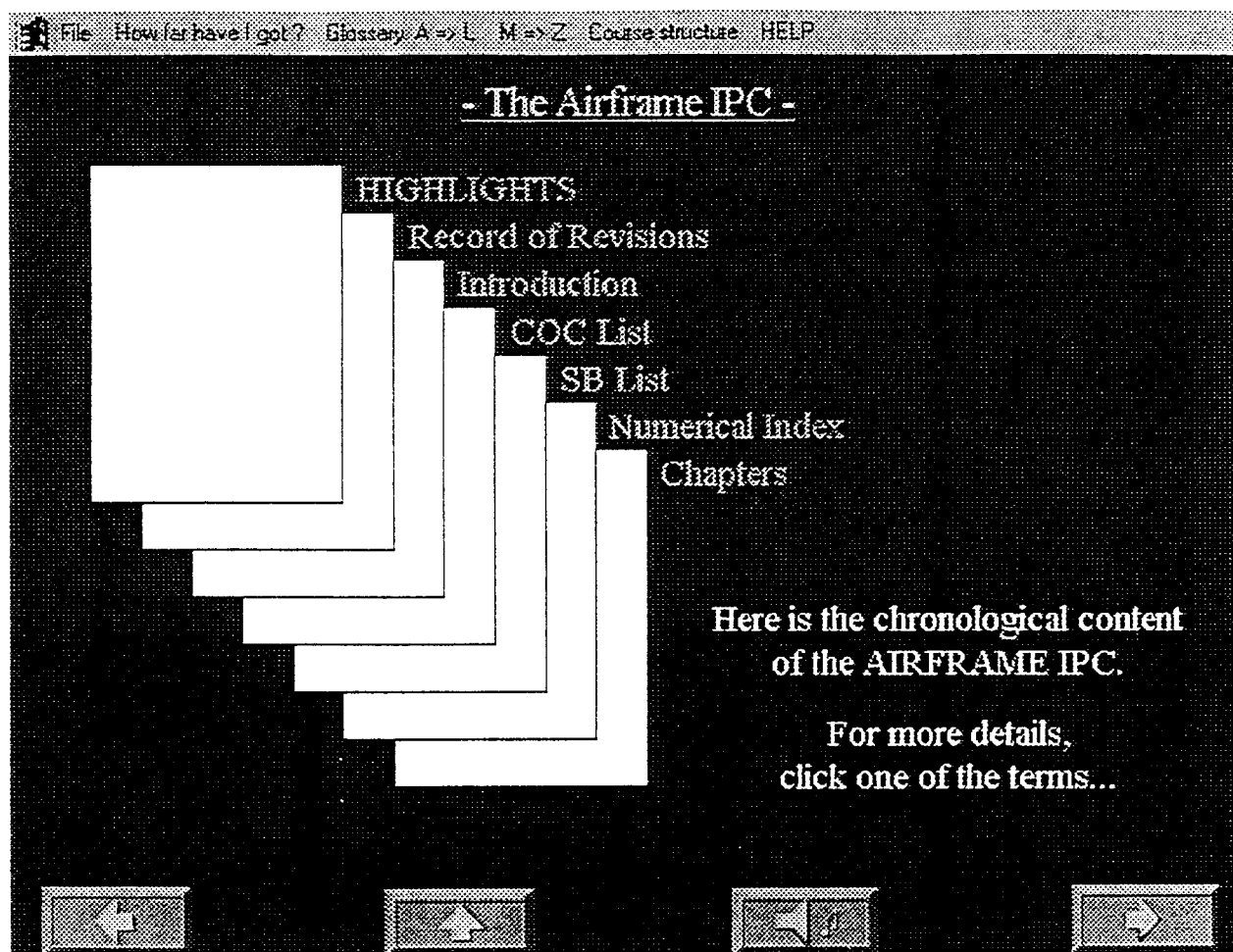
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23-44-00

**Page 501
Oct 01/98**

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File How far have I got? Glossary: A → L M → Z Course structure HELP

General view

Overall view

Generally, an Illustration is presented according to the following philosophy:

- ① General view
- ↓
- ② Overall view
- ↓
- ③ Detailed view

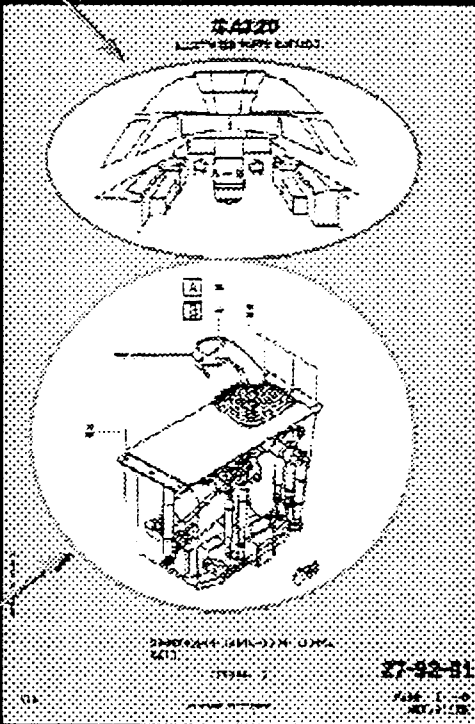
for all operations concerning the installation of removable items in the IPC.

Detailed view

Navigation buttons: Left arrow, Up arrow, Right arrow, Down arrow

File How far have I got? Glossary A->L M->Z Course structure HELP

General view



Detailed view

However,
this philosophy is simplified
for the installation of equipment
that is easily located:

- ① General view
- ↓
- ② Detailed view

A reference to a detailed figure
of the equipment is shown
on the detailed view.

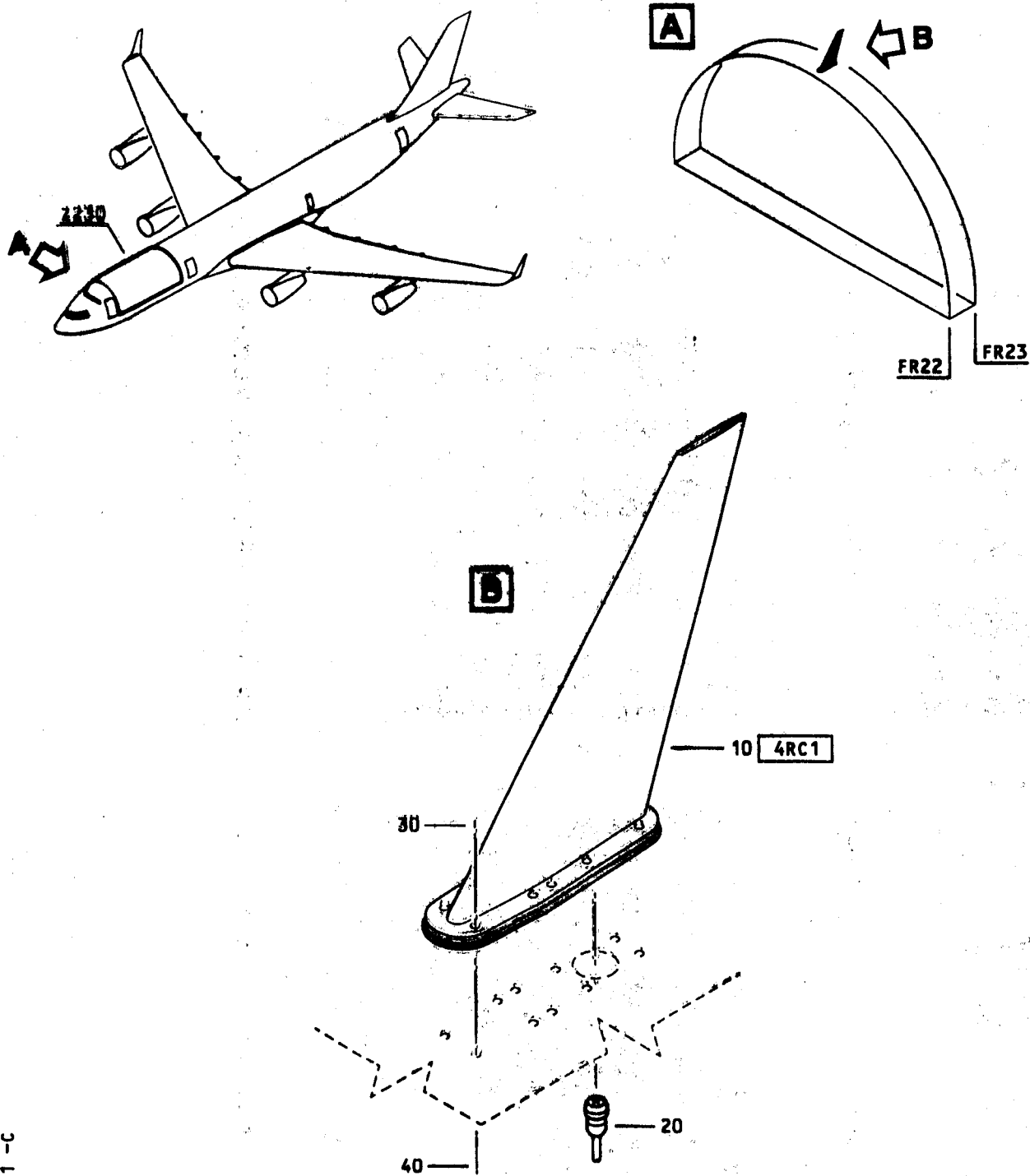
← ↑ ↶ ↷

Reference of the associated figure

FIG-ITEM	PART NUMBER	LE34567	NOMENCLATURE	USAGE FROM TO	UNIT PER ASSY
24	1 D2101048000060		DUCTING INSTL-CABIN AIR DISTR,Z230	NP	RF
	10 NAS1303-1		DELETED		18
	20 NAS1303-10		.BOLT		6
	30 NAS1303-3		.BOLT		24
	40 AN960-10L		.WASHER		48
	50 HB6XNU059		.SPACER	VF0215	6
	60 MS21103-44		.CLAMP		6
	70 NSA5528-060-36		.CLAMP	VT0000	50
			OPT TO 5XNU060-36 VF0215		
	80 NSA5528-045		.CLAMP	VT0000	24
			OPT TO 5XNU045 VF0215		
			OPT TO HB5XNU045 VF0215		

Not illustrated

Illustrated ITEM number (no dash)



ANTENNA INSTL-VHF SYSTEM 1,2230

FIGURE 1

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23-12-02

PAGE 1 -0

OCT.01/98

FP6 23 12 02 01 -C

THY

ILLUSTRATED PARTS CATALOG

FIG-ITEM	PART NUMBER	1234567 NOMENCLATURE	USAGE FROM TO	UNIT PER ASSY
1 - 1	F9239015000060	ANTENNA INSTL-VHF (NP)	001004	RF
- 1B	F9239015000060	SYSTEM 1,2230		
		ANTENNA INSTL-VHF (NP)	101101	RF
		SYSTEM 1,2230	151152	
10	2403-89	.ANTENNA-VHF VF6987	001004	1 R
		SEE 23-12-11-01 FOR DET		
		ACMM 23-12-11		
		RPLS DMC50-17 (V00752)		
		RPLS 2403-83 (VF6987)		
10B	2409-89-00	.ANTENNA-VHF VF6987		1
		SEE 23-12-11-03 FOR DET		
		ACMM 23-12-12		
		POST SIL 23-019		
		I/W 2409-89-06 (VF6987)		
20	E0463F02	.CONNECTOR-COAXIAL VACRT		1
		OPT TO R166092 (VF0503)		
30	NAS1102E4-16	.SCREW VACRT		10
40	NAS1473A4	.NUT VACRT		10
		OPT TO SE98A4 (VF0224)		
		OPT TO 14635H048 (V56878)		
		OPT TO F1968-4 (VK6405)		
		OPT TO FMA2502-048 (V13257)		

-ITEM NOT ILLUSTRATED

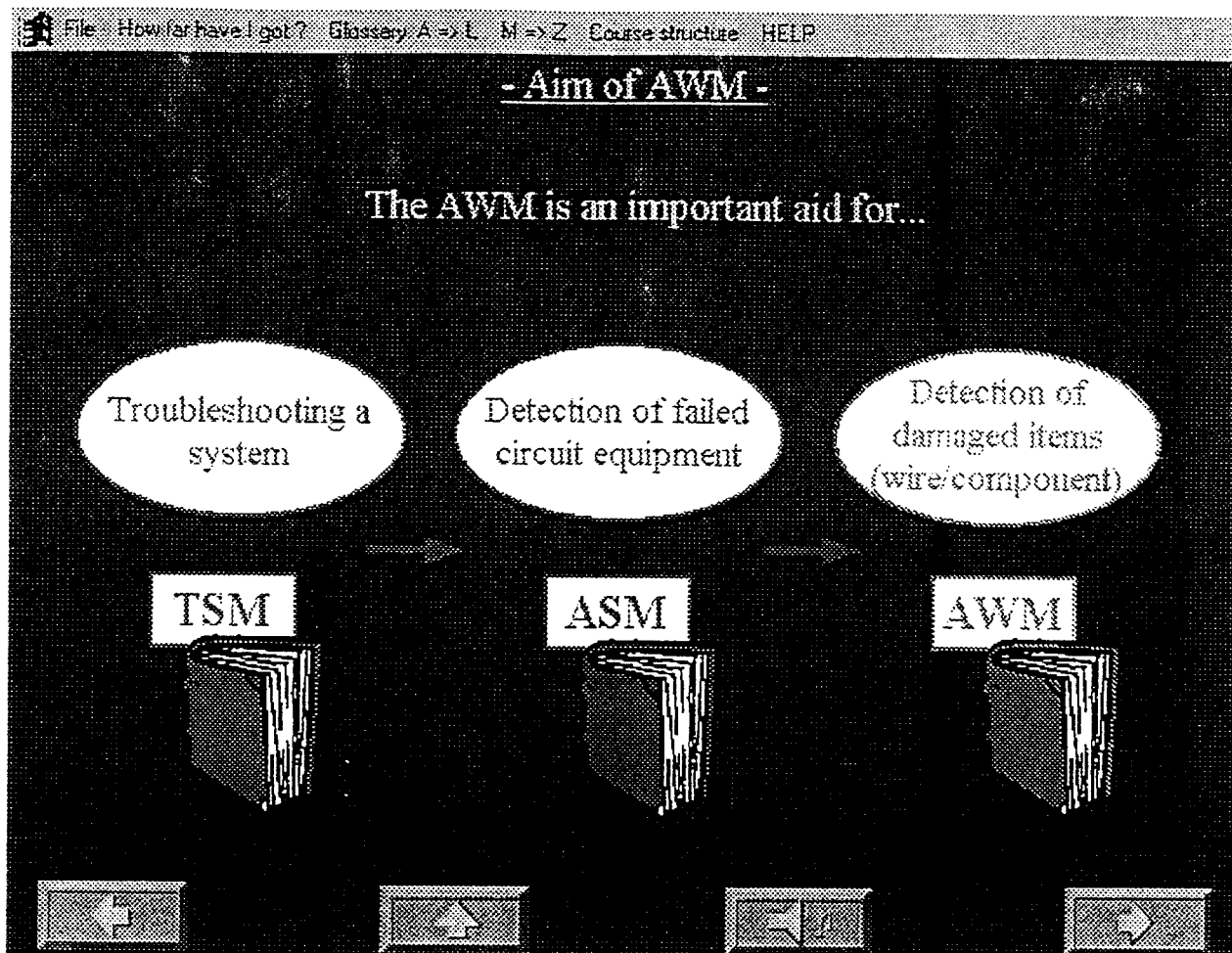
MISSING ITEMS AND VARIANTS ARE NOT APPLICABLE

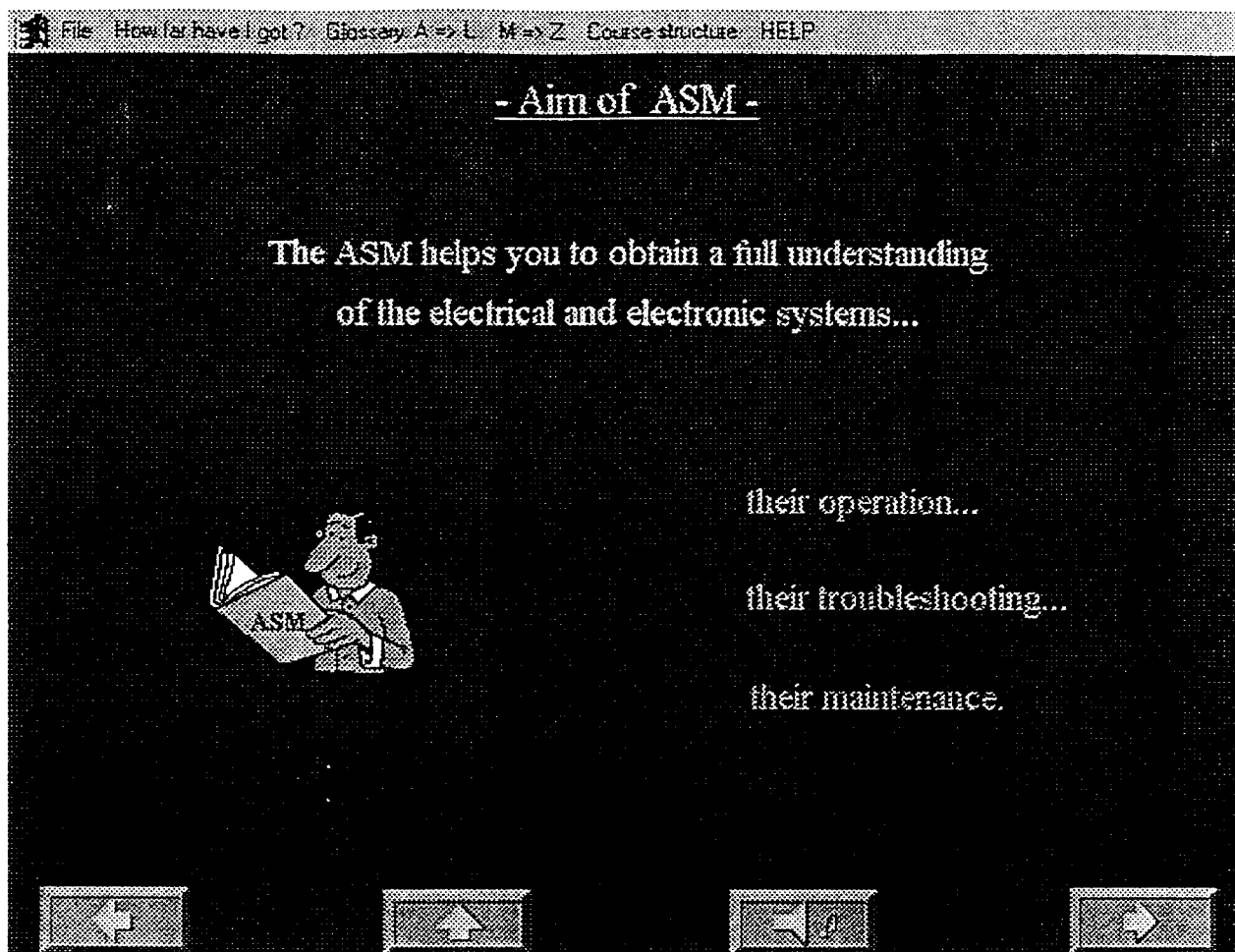
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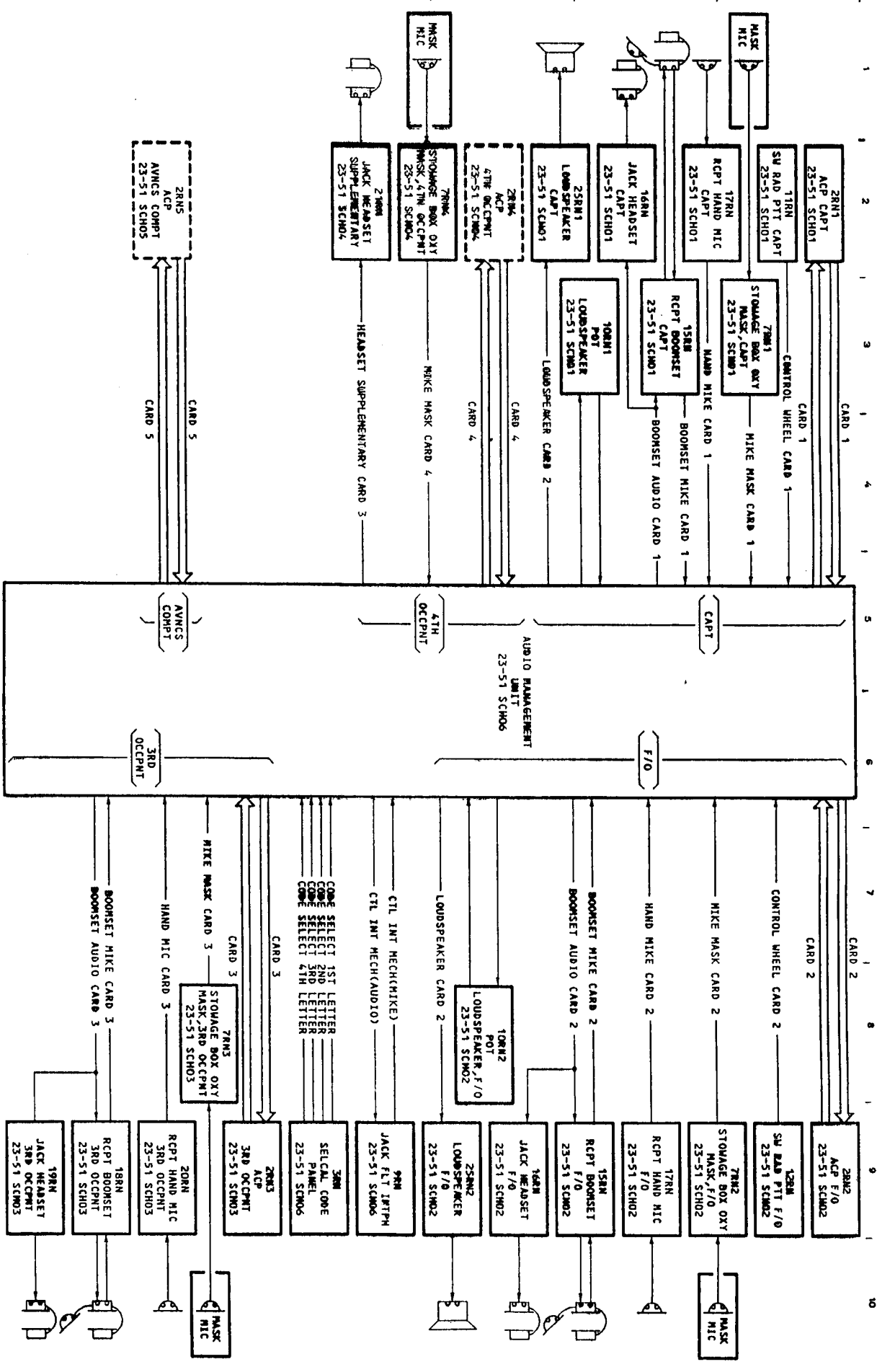
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PAGE 1 - 1
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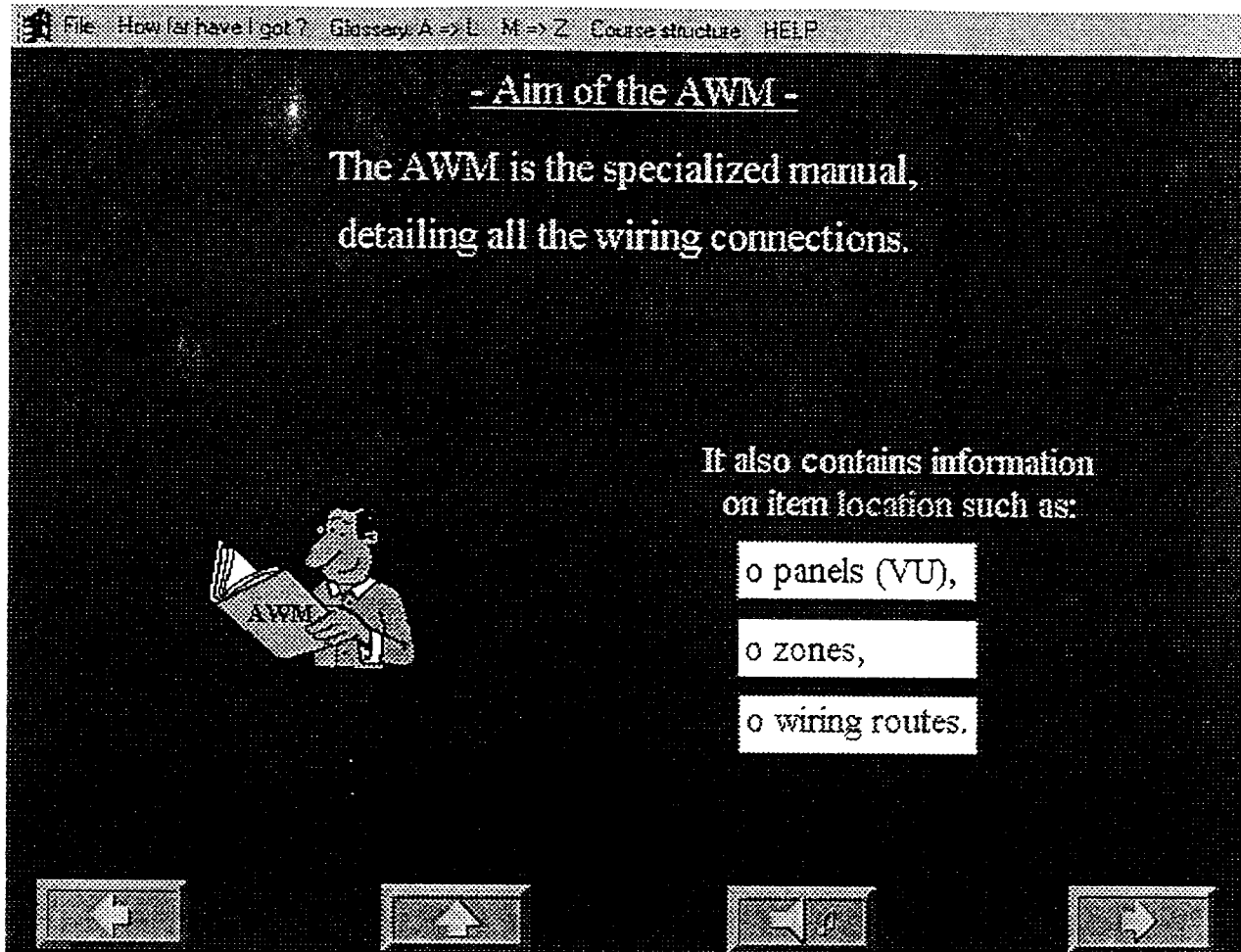
TRN 235001 B 01 001 AA 102

**COMMUNICATIONS
ADDED INTEGRATING
IN THE PROGRAM**

23-50-00
SCHEM 0

0-00 SHEET 1/2
SCHEM 01 Page 102
Oct 01/93

FD5 235001 01 001 AA



AIRCRAFT WIRING MANUAL

RECORD OF REVISIONS

REV N°	ISSUE DATE	INSERTION		REV N°	ISSUE DATE	INSERTION	
		DATE	BY			DATE	BY
3	Oct, 93	Dec 2, 93	M				
4	Jun, 94	Feb 16, '94	HL				
5	Apr, 94	Jul 4, 94	B.S.				
6	Jul, 94	Sep. 16, 94	N.Y				
	Oct, 94						
8	Jan, 95	Mar 10, 95	C.G.				
9	Nov, 95	Jun 01, 95	HL				
10	Jul 1, 95	Oct 10, 95	HL				
11	Oct, 95	March 04, 96	JK				
12	Jan, 96	Mar 13, 96	JK				
13	Apr, 96	June 25, 96	B.				
14	Jul, 96	Sep. 26, 96	JK				
15	Oct, 96	Nov 25, 96	JK				
16							
17	Apr, 97	Jun 13, 97	JK				
18	Jul, 97		JK				
19	Oct, 97	Nov. 15, 97	JK				
20	Apr. 98	Apr. 12, 98	JK				
21							
22							
23							
24	Jan 01/98	Mar 01/99	Z.S.				
25	Apr 01/99	Jul 15/99	HL				
26	Jul 01/99	Nov 11/99	HL				
27	Oct 01/99	Feb 17/00	HL				
28	Jan 01/00	May 24/00	HL				
29	Apr 01/00	Jun 27/00	HL				
30	Jul 01/00	Aug 29/00	HL				
31	Oct 01/00	Nov 24/00	HL				

LIST OF TEMPORARY REVISIONS

1. The Temporary Revisions which follow have been included in the revision dated Oct 01/00 and must be removed and discarded.
Update the Record of Temporary Revisions.

TR N°	CH SE SU SH	Page	Date
None.			

2. ALL Temporary Revisions dated from Aug 29/00 onwards must be kept unless the Highlights of a revision or the issue of a Temporary Revision which replaces it, tells you differently.

3. The Temporary Revisions which follow remain effective after the revision dated Oct 01/00 is added.

TR N°	CH SE SU SH	Page	Date
None.			

**** End of List ****

EFFECTIVITY :

THY

CHAPTER 00

INTRODUCTION

LIST OF EFFECTIVE PAGES

N, R or D indicates pages which are New, Revised or Deleted respectively
Remove and insert the affected pages and complete the Record of Revisions and
the Record of Temporary Revisions as necessary

CH/SE/SU	C	PAGE	DATE	CH/SE/SU	C	PAGE	DATE	CH/SE/SU	C	PAGE	DATE
RECORD				00-INTRO		28	Jul01/00	00-INTRO		70	Jul01/00
OF REV.				00-INTRO		29	Jul01/00	00-INTRO		71	Jul01/00
				00-INTRO		30	Jul01/00	00-INTRO		72	Jul01/00
RECORD				00-INTRO		31	Jul01/00	00-INTRO		73	Jul01/00
OF TEMP.				00-INTRO		32	Jul01/00	00-INTRO		74	Jul01/00
REVISION				00-INTRO		33	Jul01/00	00-INTRO		75	Jul01/00
				00-INTRO		34	Jul01/00	00-INTRO		76	Jul01/00
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CHAPTER 00

INTRODUCTION

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HIGHLIGHTS

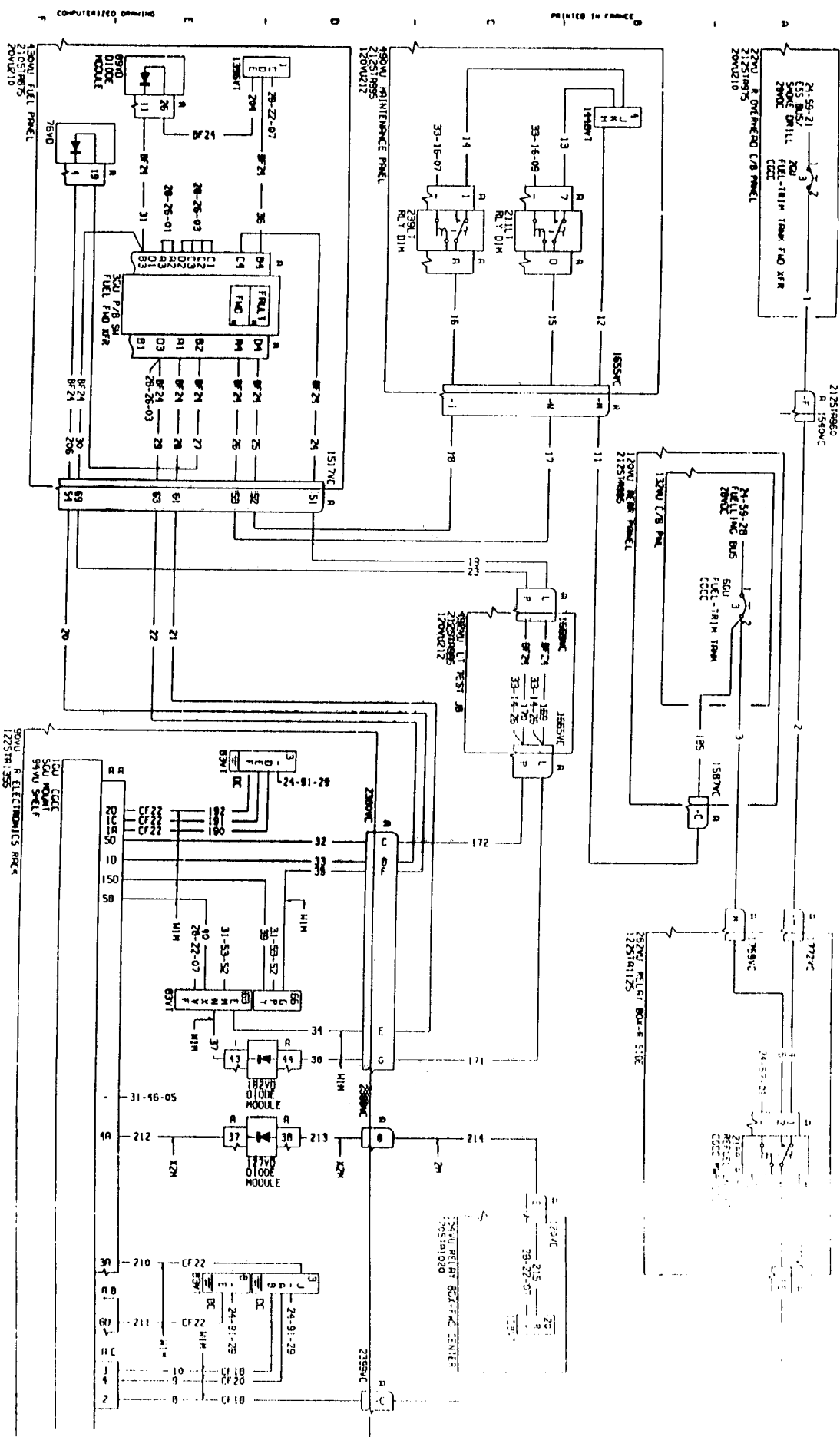
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CH/SE/SU*	*PAGE-S	*MVT*	REASON FOR CHANGE	*
20-52-35	1	R	CORRECTION/ADDITION/AMPLIFICATION XREF ADDED	
<u>CHAPT.21</u> -				
INDEX	1-	9 R	Revised to reflect this revision and to indicate, revised and/or deleted pages	
21-27-01	2-1	R	LAYOUT IMPROVED OR EFFECTIVITY UPDATED	
21-27-01	2-2	R	LAYOUT IMPROVED OR EFFECTIVITY UPDATED	
<u>CHAPT.22</u> -				
INDEX	1-	10 R	Revised to reflect this revision and to indicate, revised and/or deleted pages	
22-85-47	102	R	SB 22-4006 01 incorporated AUTO FLIGHT - DELETE QFE FUNCTION. Effectivity updated	
<u>CHAPT.23</u> -				
INDEX	1-	37 R	Revised to reflect this revision and to indicate, revised and/or deleted pages	
23-73-46	3-3	R	Mod.46484D41882 incorporated EQUIPMENT/FURNISHINGS-PAX COMPARTMENT- INSTALL A 3 CLASS SEAT LAYOUT FOR THY3 VERSION	
23-73-48	2-3	R	Mod.46484D41882 incorporated EQUIPMENT/FURNISHINGS-PAX COMPARTMENT- INSTALL A 3 CLASS SEAT LAYOUT FOR THY3 VERSION	
23-73-52	1-1	R	Mod.47741D43397 amended EQUIPMENT/FURNISHINGS-PAX COMPARTMENT- INSTALL A 2 CLASS SEAT LAYOUT FOR AOM1 VERSION	
23-73-56	1-1	R	Mod.47741D43397 amended EQUIPMENT/FURNISHINGS-PAX COMPARTMENT- INSTALL A 2 CLASS SEAT LAYOUT FOR AOM1 VERSION	
23-73-56	1-3	R	Mod.47741D43397 amended	

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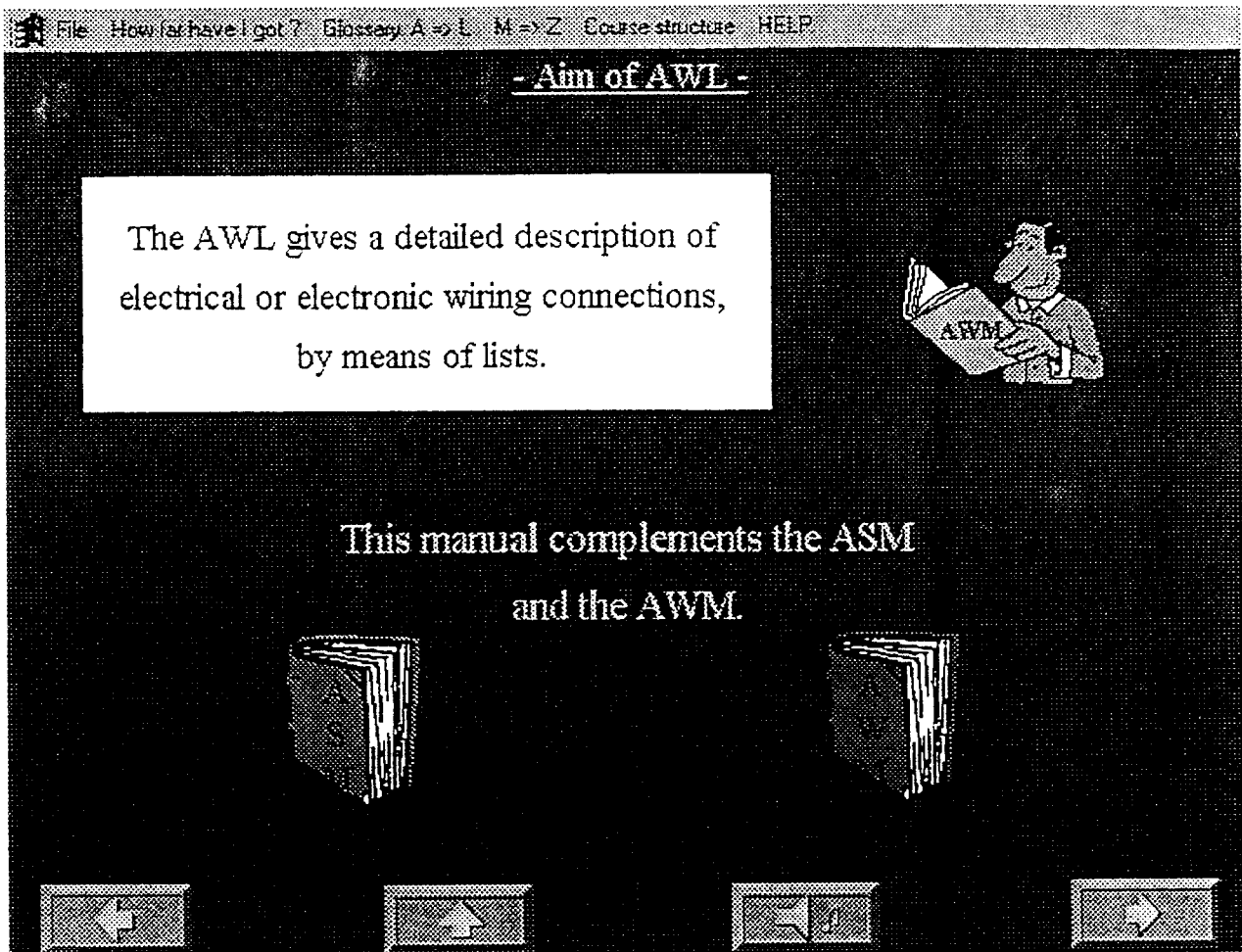
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Doküman Revizyonu ne demektir ?

Uzun süreli kullanım için yayınlanan birçok doküman, orijinal yayınlanmış hali ile kalmaz.

Zaman içerisinde bu tip dokümanların içerisinde değişiklikler olur, yeni bölümler eklenir veya varolan bölümlerden çıkartılanlar olur.

Bir Dokümanın Revizyonu;

Daha önce yayınlanmış nüshasında meydana gelen değişikliklerin güncellenmesi için, bu dokümanın acil durumlarda hemen, acil olmayan durumlarda önceden belirlenmiş zaman dilimleri sonunda, kısmi olarak veya tamamen tekrar yayınlanmasıdır.



Revizyonun doğru işlenmesi neden önemlidir ?

Revizyonda amaç, bir dokümanda zaman içerisinde meydana gelen değişiklikleri, bu dokümanları kullanan kullanıcıların hizmetine zamanında verebilmektir.

Havacılık sektöründe referans olarak kullanılan bilgilerin, kayıtların doğru olması, olmazsa olmaz bir kuraldır.

Dolayısı ile revizyonun eksiksiz ve zamanında işlenmesi, revizyon gelen dokümanın hatasız olarak kullanılmasını sağlar.