

12. All components (ie. wiring, connectors, rivets) required to create a modification kit must be identified with part numbers. Maintenance concepts must be proposed for all black boxes (sensor components) and subassemblies ie. what components will be repaired by CF technicians on the hangar floor and in the avionics workshops, or by civilian repair and overhaul contractors?

13. All expenses must be identified such as non-recurring costs (ie. engineering, civilian contractor representatives, prototyping), cost of kits or parts, installation costs, and logistic support costs. Supply aspects must be identified such as the primary procurement offices who will be responsible for buying the initial parts and subsequent spares. Also, items for special screening must be identified ie. long-lead and short-supply items. The logistic support elements listed in Figure 5 must all be addressed during the development of the modification proposal.

- Spare Parts (& disposal of old parts)
- Special Tools (ie. for installation and maintenance)
- Test Equipment (ie. for avionics workshops)
- Aircraft Maintenance Support Equipment (ie. additional equipment required)
- Software
- Training/Courseware (ie. training aids & equipment)
- Mission Support and Analysis
- Software Maintenance and Development
- Simulators/Trainers
- Production Tooling
- Drawings and Technical Data (ie. Initial Parts Breakdown list)
- Technical and Operating Manuals (including maintenance instructions, repair & test schemes, parts lists, logistic documents, diagnostic instructions, simulators, trainers, training manuals, software documentation, and wiring diagrams)
- Repair & Overhaul Turn-Around-Times and Costs
- Procurement/Supply (who will buy what components and when)

Figure 5. Logistic Support Elements

14. The modification schedule must be formulated to identify major milestones of the process, ie. engineering, development, provisioning, implementation, and logistic support elements.