

Using Critical Chain to boost business jet Maintenance Repair & Overhaul (MRO)

Presented by: Fernando Bertrand – Philip Marris Date: 16th July 2017





Activity of Embraer Executive Jets at Le Bourget (#1/2)





Activity of Embraer Executive Jets at Le Bourget (#2/2)

- Maintenance support for Embraer Executive fleet for the Europe Middle-East Africa – EMEA – zone.
- Maintenance teams :
 - -2 shifts, 5 days/week,
 - A 4ON/4OFF maintenance team dedicated to Line and AOG (Aircraft On Ground) to ensure a 24h/7 service.
- The Hangar is fully booked for the whole year.
- Customer Service is mandatory for Lines et AOG.









Difficulties in bringing visibility on check progress...

- Planning before and during the check is not efficient (notably for the Check-C* maintenance).
- Only 40 % of parts are delivered on time.
- Customers validation for additional work comes in late.
- Technicians don't know their daily priority.
- The visibility given to the teams about check progress is erroneous.
- Management of the hangar's "slots" is not robust nor reliable.
- The amount of Line maintenance and AOG impacts teams working in the hangar.



*Check-C = Major maintenance intervention after 8 years of use

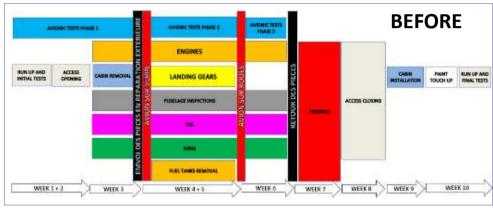
The first step is to build a macro-schedule for a achieving a check in 5 weeks

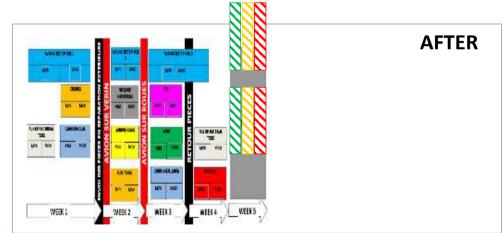
- Construction of a macro-schedule with short-term objectives, example: Jacking – Day 5.
- Analysis of previous Check-C :
 - –Priority is given to aircraft areas that generate the most "findings".
 - –Supply of the most recurring parts.
- Definition of a mini/maxi number of resources per area.
- Training of all employees on Critical Chain.





Macro-schedule for achieving a check in 5 weeks







The macro-schedule is modeled with a more detailed schedule according to Critical Chain rules

- Schedule for the aircraft is created in MS-Project (with an add-on for Critical Chain) in line with the macro-schedule.
- Reduction of the number of work cards thanks to work "packages" (from 1,200 cards to 170 packages).
- Schedule adjustment with aggressive durations and a protection for the whole project through a final buffer.





The macro-schedule is modeled with a more detailed schedule according to Critical Chain rules

- Establishment of a "findings buffer" to model the load due to the discovery of defects during the check.
- Ensure that the schedule respects the basic principles of Critical Chain.
- Analyze and optimize the Critical Chain to ensure a 5-week check.





During project execution, new behaviors have been implemented

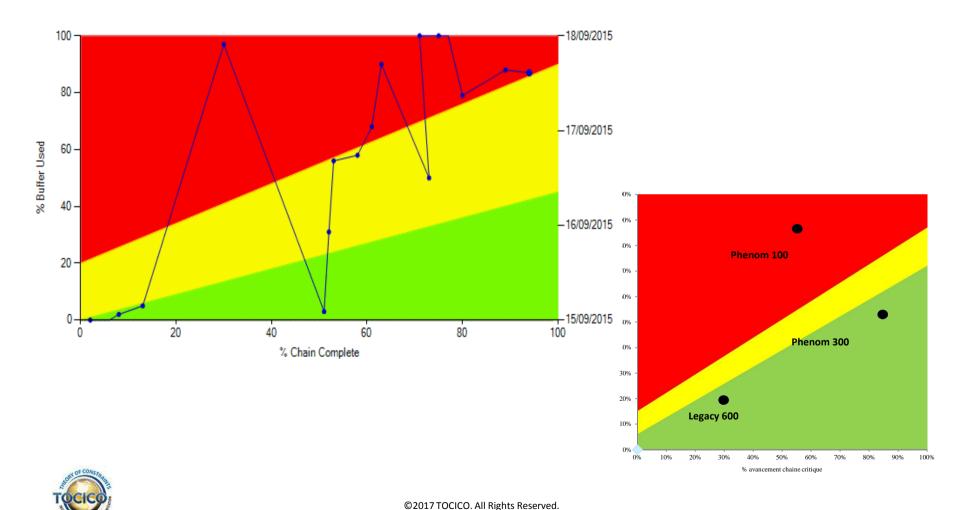
- At the end of each shift, the planner and the team leader prepare the work cards for the following team.
- Independently from their status, at the end of the shift, all the work cards are handed over to the team leader, so they can be rescheduled.
- In order to keep a low work-in-progress, the planner only give new work cards when he gets closed work cards.

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During project execution, new behaviors have been implemented



Deployment of Visual Management to facilitate the monitoring of daily activities

 Modification of the "control room" to optimize the monitoring of the check as well as the monitoring of couple of checks simultaneously.





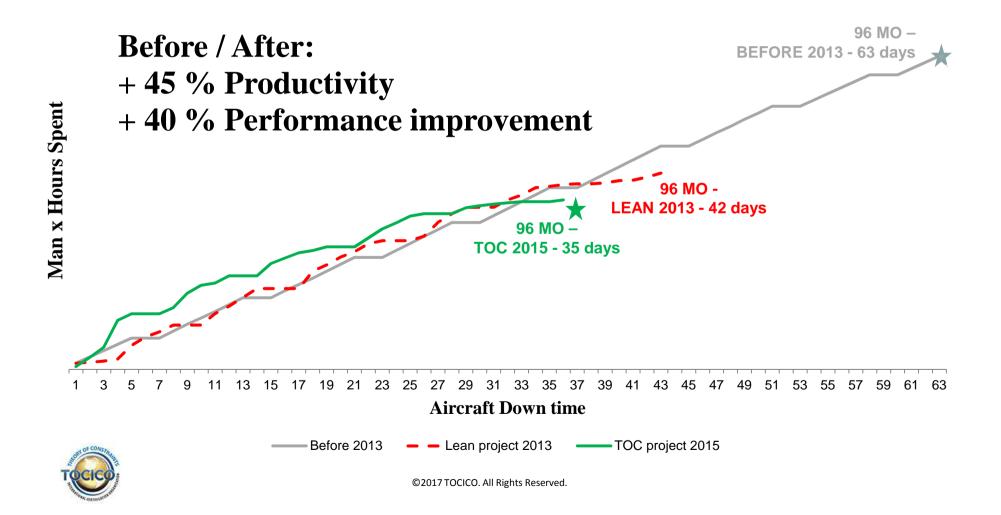


Monitoring parts is more peaceful

- The impact of vagaries (parts delivery, internal or external intervention,...) is easily visible on the Fever Chart.
 - Indeed, Critical Chain allows simulation of the corrective actions effects on aircraft delivery date.
- Managers don't need to have details for all activities. Only aircrafts in the Fever Chart's Red Zone should be considered.
- During the check, the progress and remaining work is much clearer and shared with everyone.



Downtime has been reduced ...



...and some phenomena have disappeared

- Late deliveries
- Lack of visibility on aircraft release dates
- Important workload for planners
- Constantly changing priorities
- Forced multitasking
- Stress caused by work environment





Any questions?





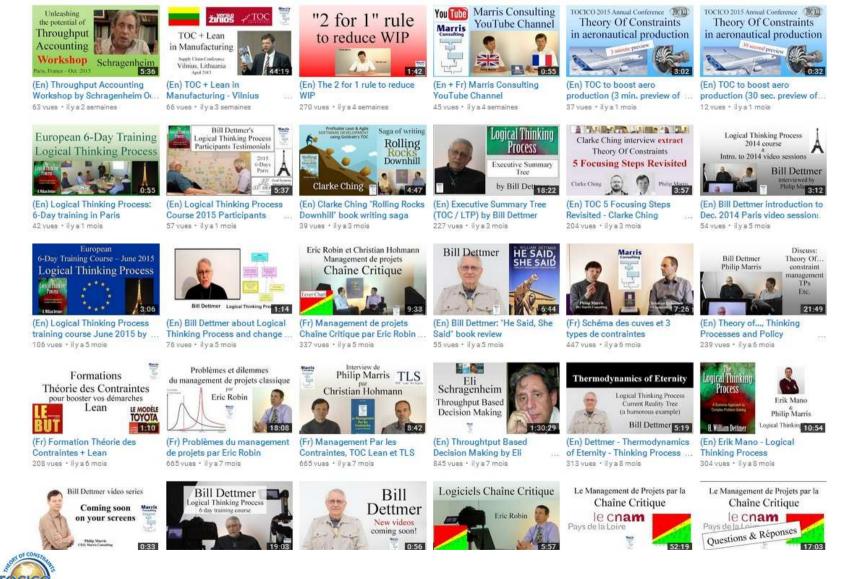
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Annexes



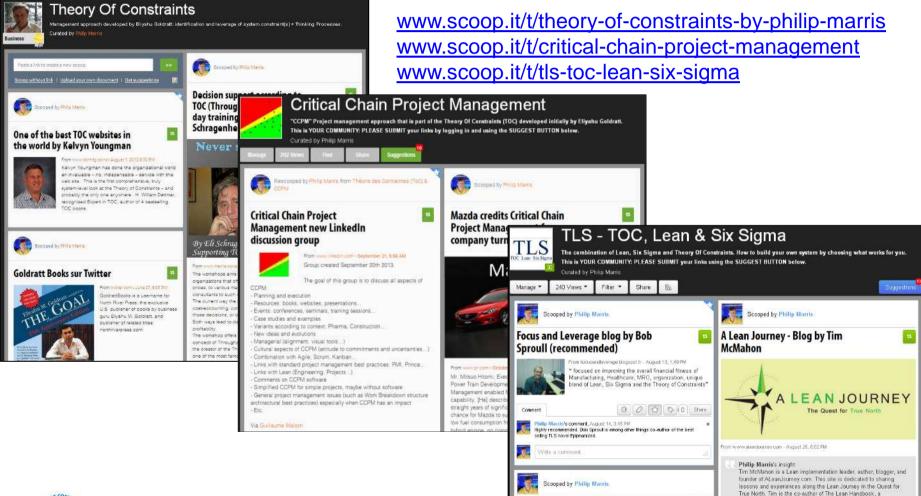
Marris Consulting's YouTube Channel (name: marrisconsulting)

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Kudos to the quality gurus -

comprehensive Lean reference guide for accredited certification. He is

Philip Marris : Biography

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Philip Marris is CEO of Marris Consulting, a management consultancy focused on industrial operations based in Paris, France. Over 80% of the firm's projects are based on the Theory Of Constraints.

He is the author of the French reference book *Le management par les contraintes en gestion industrielle*. He is involved in the "TOC + Lean" movement and founder of the LinkedIn "TLS - TOC Lean & Six Sigma" group and 5 Scoop It TOC related information websites.

He has designed, sold and executed over 150 transformation projects.

He is a member of the board of the TOCICO French regional group and is active in increasing the awareness of TOC worldwide.

He started his TOC journey in 1986 when he joined Creative Output France and had the honor and pleasure of working with Eli Goldratt and Issi Pazgal.

Philip Marris was for many years in charge of Manufacturing Operations in large consulting firms.

He has over 32 years of experience in industry and in consulting. Philip Marris started his career as a production engineer in the steel industry. He is English and is bilingual and bi-cultural. He lives in Paris, France.







Marris Consulting : Paris, France

- Marris Consulting has conducted over 150 engagements over the past 10 years, transforming industrial enterprises in France and around the world.
- The firm is recognized as an expert in TOC & Lean Manufacturing.
- Marris Consulting conducts regular training courses in TOC, TLS, Critical Chain project Management, and other related areas of practice. The courses are delivered in Paris but can be arranged to be conducted at other sites.
- TOC manufacturing & CCPM websites (in French):
 - www.management-par-les-contraintes.com
 - www.chaine-critique.com
- Founded in 2005, 14 consultants + freelance network



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