



Maintenance Briefing Notes

Maintenance during aircraft storage



Introduction

This Maintenance Briefing Note explains a case of misinterpretation of aircraft storage maintenance instruction, which have led to un-necessary maintenance expenses, and the concern by the operator that the aircraft was in a condition not in compliance with Airworthiness regulation.



What happened:

An operator had an Airbus aircraft on storage. The operator has tried to comply with normal AMM/MPD tasks, and the need to perform C-Checks during the storage period.

As the end of the storage phase approached, the operator realized that they had not performed all storage and MPD tasks that they believed had to be done.

At that time, Airbus was contacted to provide an Airbus Statement of Airworthiness Compliance (ASAC) in order to release the aircraft out of storage with a time limited deviation.

However, in this case it revealed that the operator was in compliance with regulations if he performs the “de-storage” instructions, i.e. all overdue tasks are performed before next flight, and no deviations are therefore required.

Why did it happen:

The operator may have misunderstood the “general rule” that “... *during storage, the maintenance clock do not stop...*”.

The reason for this rule is linked to the fact that for the calendar time dominated maintenance tasks, it makes no difference whether the aircraft is in storage or not.

However, it seems that in this case the operator has made a mis-interpretation that the normal maintenance planning had still to be followed, including for example the C-Check tasks as per the MPD.



Lessons learned:

The AMM provides the following de-storage instructions under the chapter 10-10-00 Parking:

CAUTION: DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS. IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

It means that the scheduled maintenance tasks do not need to be performed on the aircraft whilst in storage. However, before the aircraft is returned back into service, all maintenance tasks which became “overdue” during the storage period, will have to be done before the first flight.

Operators which have a block check maintenance planning, may consider to perform a complete C-Check before the aircraft is returned to service, in order to start with a new check cycle, and no “drop-out” tasks.

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We appreciate receiving feedback to this issue of the Maintenance Briefing Notes.

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