

Aircraft Storage

AMP Reference: IAL/777/T Revision 00 Initial

Aircraft Storage Programme


The aircraft storage procedure is taken from the Boeing 777 Aircraft Maintenance Manual in ATA chapters:

- 10 – Parking & Storage Procedure.
- 49 – APU.
- 72 – Engine.

The aircraft storage permits different options and requirements based on duration, as such the relevant procedures will be adhered to from the chapters ATA 10, 49 & 72.

Following storage, the procedure for aircraft return to service will be followed and as such the relevant procedures will be adhered to from the chapters ATA 10, 49 & 72 for aircraft returning to service.

Where the aircraft is stored we will record the storage on the form IALTA_Storage_Tracking_Example and record the details accordingly noting that the requirements of ATA chapters 10, 49 and 72 will form the basis of all storage.

	A	B	C	D	E	F	G	H	I	J
1				Document No. IALTA_Storage_B						
2				Document Revision 00						
3				Document Date 30 Jan 2021						
4	Aircraft Storage Record & Tracking									
5	AC Type	REG	MSN							
6	B777-200	EI-GSK	12345							
7										
8	Project number	PGS-2023-01	Event Tracking							
9	Storage Duration Requested (D/M/Y)	12M			Event Type	Total Count	Document Reference			
10					7 Day	12	AMM 10-11-02-620-811			
11	Planned entry into storage	15-Jan-20			14 Day	6	AMM 10-11-02-620-812			
12	Actual entry into storage	15-Jan-20			30 Day	2	AMM 10-11-02-620-813			
13					60 Day	1	AMM 10-11-02-620-814			
14	Current Storage Duration (Total)	3M			90 Day	0				
15	Current FOB (Fuel on board)	30T			180 Day	0				
16					365 Day	0				
17										
18	7 Day					14 Day				
19	Due	Performed	Difference	Within Time Frame	Comment	Due	Performed	Difference	Within Time Frame	Comment
20										
21										
22										
23										
24										
25										
26										
27										
28										

Aircraft Storage General Information

A. When an airplane is not in active service or is not being actively maintained for a period of 7 days or more, the airplane must be protected. The procedures that follow will prevent the deterioration of the airplane structure, finish, or system components. There are different procedures to prepare some systems for storage. These procedures are calculated by the length of time the airplane is to be in prolonged parking/storage. In addition, there is also a task to put the airplane back to a serviceable condition after it has been in prolonged parking/storage.

B. This procedure contains the following airplane prolonged parking preservation tasks:

NOTE: The preservation prolonged parking/storage procedure tasks that follow prevent the deterioration of the airplane structure, finish, or system components.

(1) Airplane Prolonged Parking Preservation Quick Check Procedure

(a) This gives an overview of the procedures that are done for various storage and cycle times.

(2) These tasks are done at the start of the storage time.

(a) Prepare the Airplane for Storage for More than 7 Days (1 Week)

(b) Prepare the Airplane for Storage for More than 30 Days (1 Month)

(c) Prepare the Airplane for Storage for More than 60 Days (2 Months)

(d) Prepare the Airplane for Storage for More than 180 Days (6 Months)

(e) Prepare the Airplane for Storage for More than 365 Days (1 Year)

(3) These procedures are done throughout the storage time.

(a) Service and Protection on 7 Day (1 Week) Cycles

(b) Service and Protection on 14 Day (2 Week) Cycles

(c) Service and Protection on 30 Day (1 month) Cycles

(d) Service and Protection on 60 Day (2 month) Cycles

(e) Service and Protection on 90 Day (3 month) Cycles

(f) Service and Protection on 180 Day (6 month) Cycles

(g) Service and Protection on 365 Day (1 Year) Cycles

C. This procedure contains the following airplane prolonged parking de preservation tasks:

- (1) Put the airplane back to service when stored for seven days or more.
- (2) Put the airplane back to service when stored for 14 Day (2 Week) Cycles
- (3) Put the airplane back to service when stored for 30 Day (1 Month) Cycles
- (4) Put the airplane back to service when stored for 60 Day (2 Month) Cycles
- (5) Put the airplane back to service when stored for More Than 60 Days (2 Months)
- (6) Put the airplane back to service when stored for More Than 90 Days (3 Months)
- (7) Put the airplane back to service when stored for More Than 180 Days (6 Months)
- (8) Put the airplane back to service when stored for More Than 365 Days (1 year)
- (9) Put the airplane back to service when stored for More Than 730 Days (2 years)

WARNING: WHEN THE STATIC PORTS/PITOT PROBES ARE COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM THE GROUND. IN ADDITION, ATTACH TAGS TO THE LEFT CONTROL WHEEL IN THE FLIGHT DECK AS REMINDERS THAT STATIC PORTS/ PITOT PROBES ARE COVERED. FAILURE TO OBSERVE AND REMOVE COVERINGS OVER STATIC PORTS/PITOT PROBES BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

(10) Use this procedure, do this task: Park the Airplane (Normal Parking), TASK 10-11-01-580-804 for attaching static port covers to the airplane and the locations of the static ports and pitot probes on the airplane.

(11) During extended hot weather periods monitor the passenger cabin for maximum temperature. If the temperature is expected to exceed 130°F (54.4°C) for more than two days, reduce the temperature.

NOTE: The temperature can be lowered with an air conditioning ground air cart hooked to the airplane and the cabin pressurization air outflow valves set in the open position.

(a) The internal temperature of both the flight deck and the electronics bay must be monitored to keep the temperature below 185°F (85°C).

(12) The preservation prolonged parking/storage times are as follows:

(a) Short Term prolonged parking/storage - Applies to times that are 0 to 60 days unless specified differently.

(b) Long Term prolonged parking/storage - Applies to times that are more than 60 days unless specified differently.