

Aircraft Storage

AMP Reference: IAL/330/T Revision 00 Initial

Aircraft Storage Programme


The aircraft storage procedure is taken from the Airbus A330 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
			Document No. IALTA_Storage						
			Document Revision 00						
			Document Date 30 Jan 2021						
Aircraft Storage Record & Tracking									
AC Type	REG	MSN	Aircraft Registration						
A330-343	EI-MYT	389	EI-MYT						
Project number	12345								
Storage Duration Requested (D/M/Y)	6M								
Planned entry into storage	15-Jan-20								
Actual entry into storage	15-Jan-20								
Current Storage Duration (Total)	1M								
Current FOB (Fuel on board)	20T								
Event Tracking									
Event Type	Total Count		Document Reference						
7 Day	4		AMM 10-11-00-555-824-A						
15 Day	2		AMM 10-11-00-555-824-A						
30 Day	1		AMM 10-11-00-555-824-A						
90 Day									
180 Day									
7 Day					15 Day				
Due	Performed	Difference	Within Time Frame	Comment	Due	Performed	Difference	Within Time Frame	Comment
27-Jan-20	27-Jan-20	0 Y	Y		04-Feb-20	04-Feb-20	0 Y	Y	With 7 day
03-Feb-20	03-Feb-20	0 Y	Y		19-Feb-20	19-Feb-20	0 Y	Y	With 7 day
10-Feb-20	10-Feb-20	0 Y	Y						
17-Feb-20	17-Feb-20	0 Y	Y						
23-Feb-20	23-Feb-20	0 Y	Y						

Aircraft Storage General Information

General information

(1) The parking or storage period starts at the end of the last flight cycle.

(2) Start to apply one of the four parking or storage protections on the day of the last flight or on the next day:

- Parking not more than 1 month in flight ready condition.
- Parking more than 1 month in flight ready condition.
- Storage not more than 1 year.
- Storage more than 1 year.

NOTE: An aircraft in heavy maintenance (e.g., scheduled check, working party or repair after an incident) is not in parked or stored condition. It is necessary to define and apply an adapted preservation procedure.

(3) "Not more than 1 month" or "more than 1 month" parking in flight-ready condition:
Parking in flight-ready condition is applicable if:

- The aircraft will stay in flight-ready condition.
- The aircraft will be out of operation for a short to medium period.
- There is a risk that the aircraft must return to operation very quickly.
- The aircraft is preserved with limited initial cost.

You must regularly maintain the aircraft with important periodic ground checks (frequent engine runs, etc.).

You must do a non-revenue flight every 3 months during a parking period in flight-ready condition.

You must not remove primary parts (e.g., engines) before or while a parking procedure is used.

If there is cannibalization or removal of non-primary parts from the aircraft during the parking period, it is necessary to install them again before:

- The periodic ground-check tasks
- The return-to-operation procedure.
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NOTE: The function of this procedure is to keep the aircraft in flight-ready condition during the parking period. We recommend not to cannibalize or remove primary parts.

(4) "Not more than 1 year" or "more than 1 year" storage:

Aircraft storage is applicable if:

- You plan to remove primary parts (e.g. engines).
- The aircraft will be out of operation for a medium to long period.
- The aircraft is preserved with optimized total cost for a longer period.
- The aircraft can be maintained with light periodic ground checks most of the time.

You must do a non-revenue flight every 2 years during a storage period.

The return to operation procedure is longer after a storage period than after a parking period.

(5) It is necessary to do a flight to start a new parking or storage period.

(6) The steps you must do for the parking or storage procedure are given in a table.

You must do each step identified with a cross in the column related to the selected period:

- Not more than 1 month in flight ready condition, or
- More than 1 month in flight ready condition, or
- Not more than 1 year, or
- More than 1 year.

(7) You must do the applicable steps in the sequence of the table.

(8) During each parking or storage period, you must do specific periodic ground checks. For the ground checks during the "Not more than 1 month" and "More than 1 month" parking periods, refer to Ref. AMM TASK 10-11-00-555-824:

- At 7-day intervals: parking periodic 7 days
- At 15-day intervals: parking periodic 15 days
- At 1-month intervals: parking periodic 1 month
- At 3-month intervals: parking periodic 3 months
- At 1 year intervals: parking periodic 1 year.

For the ground checks during the "Not more than 1 year" and "More than 1 year" storage periods, refer to Ref. AMM TASK 10-12-00-553-809:

- At 7-day intervals: storage periodic 7 days
- At 15-day intervals: storage periodic 15 days
- At 1-month intervals: storage periodic 1 month
- At 3-month intervals: storage periodic 3 months
- At 6-month intervals: storage periodic 6 months
- At 2 years intervals: storage periodic 2 years

NOTE: You can do a periodic ground check earlier in the specified interval in relation to your operational conditions.

(9) You can replace a parking procedure by a storage procedure at all time:

To do this, you must do all the steps applicable to the new selected storage procedure that you did not do in the last parking procedure. It is not necessary to do the return-to-operation procedure.

Then, you must do the periodic ground checks applicable to the storage procedure. The start date of the storage procedure remains the start date of the initial parking procedure (e.g. last flight date).

(10) At the end of the parking period (up to 1 month), you can:

- If you want to continue with the parking of your aircraft:

Do the applicable periodic ground checks. Then do all the steps applicable to the parking procedure more than 1 month in flight ready condition, that you did not do in the last parking procedure. It is not necessary to do the return-to-operation procedure. The start date of the new parking procedure remains the start date of the initial parking procedure (e.g. last flight date).

- If you want to replace a parking procedure by a storage procedure:

Refer to paragraph (9) above.

If you want to return your aircraft to operation:

Do the applicable Return-to-operation procedure.

Do the "Return-to-operation" procedure at a time, when you schedule a flight in the next 24 hours.

(11) At the end of the storage period (not more than 1 year), you can:

If you want to continue with the storage of your aircraft:

Do the applicable periodic ground checks. Then do all the steps of the storage procedure more than 1 year that you did not do in the last storage procedure. It is not necessary to do the return-to-operation procedure. Continue to do the applicable storage periodic ground checks.

The start date of the new storage procedure remains the start date of the initial storage procedure (e.g. last flight date).

- If you want to return your aircraft to operation:

Do the applicable return-to-operation procedure.

Do the "Return-to-operation" procedure at a time, when you schedule a flight in the next 24 hours unless specified differently by the applicable national authorities regulations. If the return-of-operation procedure is immediately followed by large maintenance operations, the aircraft must fly immediately after the signature of the Certificate of Release to Service (CRS) document. During maintenance, it is necessary to find and use an adapted preservation procedure.