

SAFETY

FLEET STATUS

PARKING & STORAGE

TECHNICAL

FLIGHT OPS

GSE

TECHNICAL DATA



Parking and Storage Return to Service

SUMMARY LETTER

Providing guidance during Parking & Storage and support for a smooth return to service

25 May 2021

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AIRBUS



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PREPARE YOUR AIRCRAFT FOR RETURN TO SERVICE

Dear Customer,

Following the Airbus Customer Services Program **Parking and Storage (P&S)/Return To Service (RTS) taskforce** implementation end of March 2020, Airbus would like to provide status on the activity and its main outcomes for our A380, A350, A340, A330 and A320Fam programs.

The intent of this summary letter is **not** to replace the official documentation (**OIT, ISI, TFU, AMM, AOT, FOT...**) but to stress some important points that are key for a smooth **return to service**.

Note: All updates versus the latest summary letter issue will be highlighted in **blue font**

Following the **Aircraft Maintenance Manual (AMM)** or **Maintenance Procedures (MP)** is one of the best ways to manage a smooth and quick return to operation.

Airbus reminds you that all deviations to Aircraft Maintenance Manual (AMM), Maintenance Procedures (MP) or Maintenance Planning Document (MPD) should be limited to address a specific customer constraint and must be covered either by your local authority and/or by Airbus via Repair and Design Approval Form (RDAF) (Former Technical Adaptation (TA)) or Aircraft Maintenance Program Engineering Statement (AMPES).

RDAF/AMPES shall be requested via TechRequest as defined in both Operator Information Transmissions (OIT) 999.0026/20 and 999.0019/20.

Note: Additional information on the new RDAF (Former TA and RDAS) can be found in OIT 999.0057/19





FOLLOW THE GOLDEN RULES



NEED HELP AND SUPPORT RELATED TO RETURN TO SERVICE?

Keep contact with **Field Service Station** for close support.

For **TechRequest** related to Return to Service, please add **#RTS** in the title of your dossier for post treatment analysis.

01 FOLLOW AMM CHAPTER 10

Following the **AMM Chapter 10** Procedure applicable to your fleet – limited number of deviations will ease aircraft return to service.

02 MANAGE DEVIATIONS

In case of AMM Chapter 10 deviations, follow the guidance provided in **OIT 999.0019/20**

03 SCHEDULED MAINTENANCE CLOCK STOPPAGE

In case of scheduled maintenance clock stoppage, follow the guidance provided in **OIT 999.0026/20**

Aircraft that were parked or stored due to the impact of the COVID-19 sanitary crisis are progressively returning to the skies. Airbus has already received several reports of Rejected Take-Off (RTO) and In-Flight Turn Back (IFTB) events post parking/storage period.

Unreliable Airspeed at TakeOff

March 2021

<https://safetyfirst.airbus.com/unreliable-airspeed-at-takeoff/>

You can also refer to FOT 999.0020/21



Safety articles

Preparing for a Safe Return to the Skies

June 2020

<https://safetyfirst.airbus.com/preparing-for-a-safe-return-to-the-skies/>



Aircraft Parking and Storage

May 2020

<https://safetyfirst.airbus.com/aircraft-parking-and-storage/>





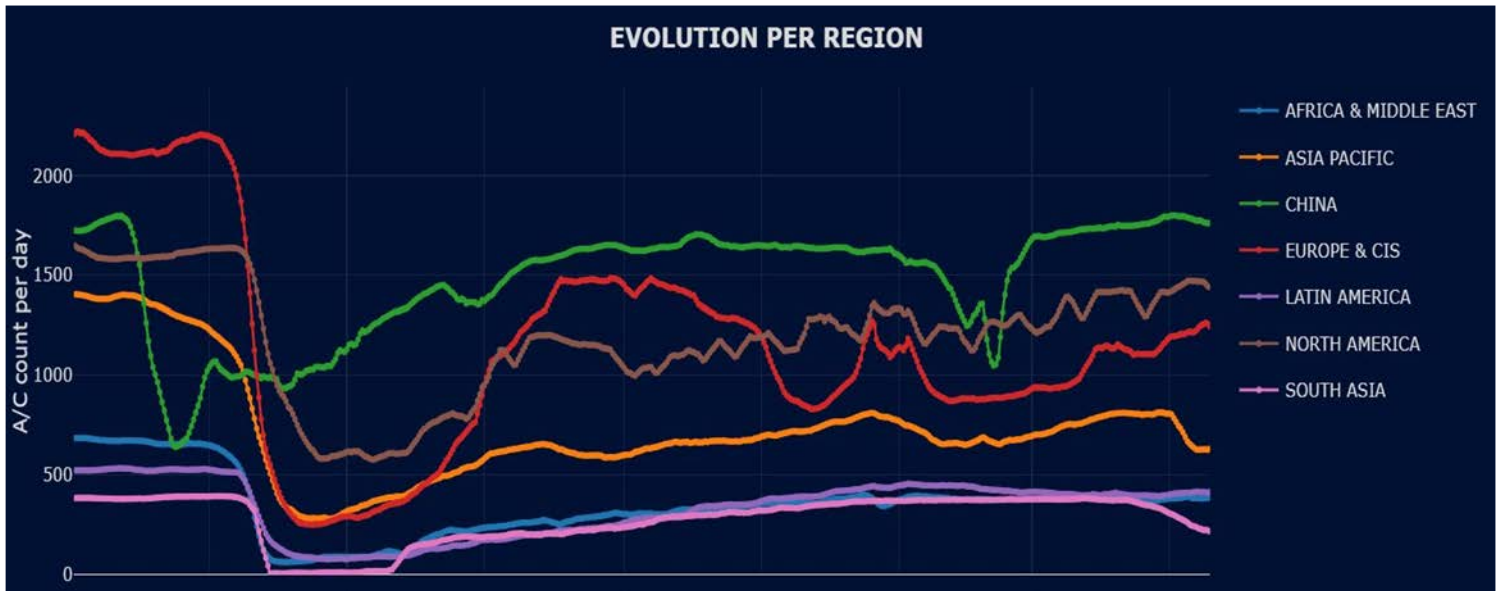
Fleet Status

This section aims at giving worldwide fleet metrics.

Départs			Departures			出发			FLEET STATUS			
Destination	Vol	Terminal	Destination	Vol	Terminal	Destination	Vol	Terminal	Destination	Vol	Terminal	
World Gateway	AF 312	31	1131	AF 305	42	1131	31	A-Team	1131	AF 308	42	31
...

Fleet Metrics

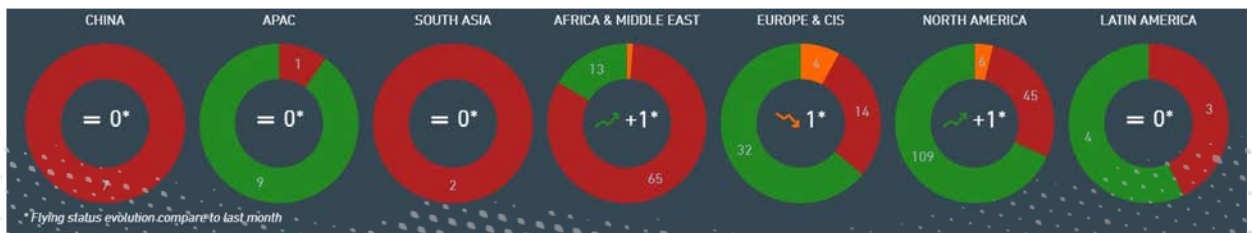
As of date of issuance of this letter, airlines fleet status is as follows:
 (Airbus Internal Source)



Status per Fleet: (Airbus Internal Source)

✕ Flying [0 - 5 days]
 ✕ Ongoing [5-30 days]
 ✕ Ongoing [> 30 days]

A300
A310



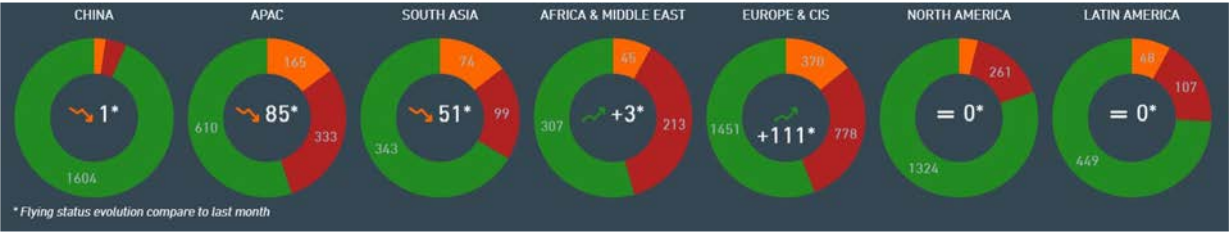
* Flying status evolution compare to last month

Départs			Departures			出发			FLEET STATUS		
Destination	Vol	Terminal	Destination	Vol	Terminal	Destination	Vol	Terminal	Destination	Vol	Terminal
Worldwide	AF 292	15	11:00	AF 292	15	11:00	AF 292	15	11:00	AF 292	15
...

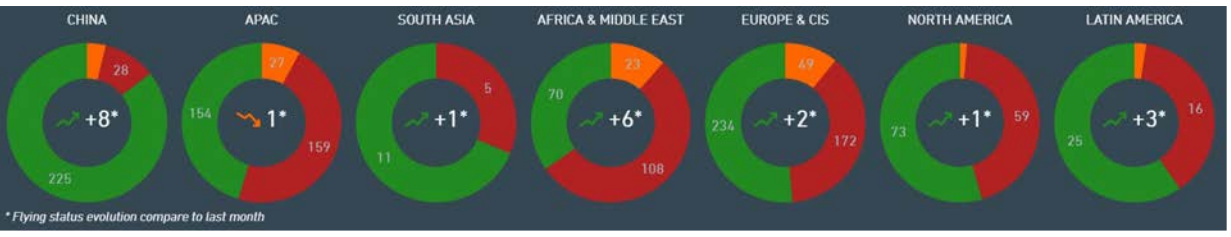
Fleet Metrics (Continued)

✈ Flying [0 - 5 days]
 ✈ Ongoing [5-30 days]
 ✈ Ongoing [> 30 days]

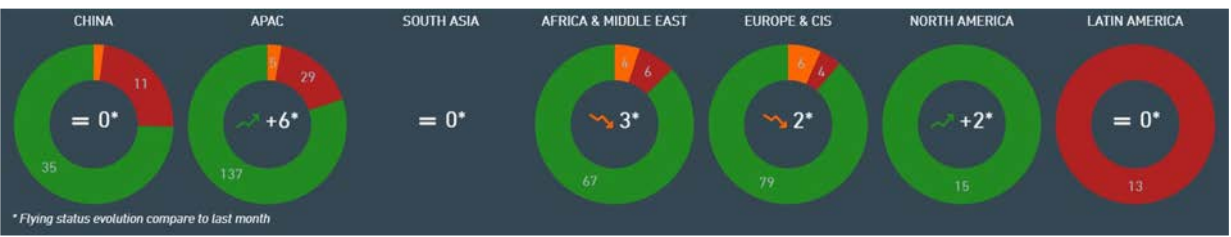
**A318
A319
A320
A321**



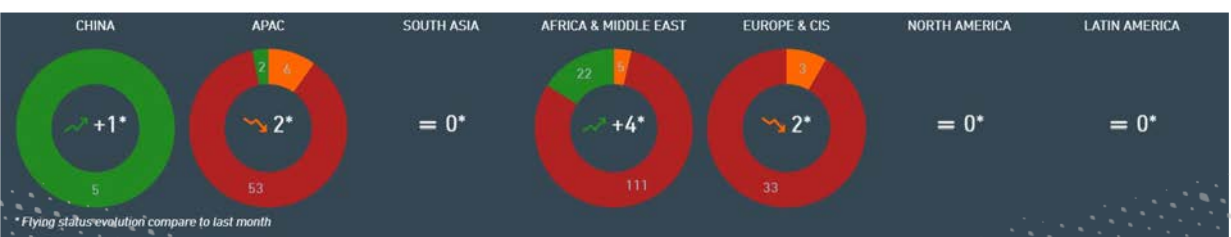
A330



A350



A380



Parking & Storage

This section aims at reminding some of the key safety considerations for a proper parking and storage.

GENERAL RECOMMENDATIONS

REPORTING OF IN SERVICE EVENTS

In the current complex situation with several different parking and storage deviations provided, it is key that you report to Airbus via TechRequest channel, Field Representative or your Customer Support Director (CSD) any issue or finding you encounter.

TechRequest-related to Return to Service, please add #RTS in the title of your query to ease post treatment.

Some additional information for reporting of in service events and data can be found in:

- ISI [00.00.00217](#)-SUPPORTING IN SERVICE DATA REQUESTED FOR OCCURRENCE CREATION
- OIT 999.0066/15 REPORTING OF IN-SERVICE EVENTS



ANTICIPATION

Anticipation is key in the return to service success.

In the event of any deviation from Airbus recommendations, a case by case analysis will be required by Airbus Customer Support in order to provide additional set of recommendations when applicable. In that case, please submit your request via TechRequest 3 to 6 weeks before Return To Service (RTS).

DEVIATION TO AMM/MP PROCEDURES

All AMM deviations covered via Airbus RDAF remain chargeable unless specifically mentioned in the OIT 999.0019/20.

Most RDAF already delivered are valid for a limited period of time (mainly 6 months) and some of them have started or will soon start to expire.

Please note that extensions/renewals can be possible but are not systematic as they require validation by Airworthiness Authorities.

Therefore, the renewal requests (to be made via TechRequest) are treated on a case by case basis upon request from airlines.

In continuation of the support provided during the COVID 19 crisis in 2020, the specific commercial conditions as per OIT 999.0019/20 and OIT 999.0026/20 [are extended to December 31st, 2021](#).

GENERAL RECOMMENDATIONS (Continued)

AMPES (ALL PROGRAMS)

Following OIT 999.0026/20 release, some operators have reported difficulties to get the AMPES approved by their National Airworthiness Authority (NAA). In this case, Airbus can provide a presentation focusing on safety aspects, technical evaluation and risk assessment to support AMPES justification when required. In that scope, we recommend you to contact Airbus via TechRequest (Selecting tab: "Scheduled Maintenance/Documents (ALS/MRBR/MPD)"). Please also note that EASA cannot overrule NAAs but as EASA is fully aware of the Airbus recommendations, they confirmed that they are ready to support NAAs. In that case, NAAs can approach EASA via MRB@easa.europa.eu contact.

To help operators to manage their scheduled maintenance on landing gears, Airbus released ISI [32.00.00180](#) to provide a table defining the list of the excluded tasks performed as part of the MRBR Landing Gear overhaul requirement that are out of scope of the OIT 999.0026/20 & AMPES.

AMPES 6Mo will be delivered free of charge until [end of 2021](#).

OIT 999.0026/20 has been revised to inform about the availability of an AMPES supporting aircraft grounding up to 12 months. AMPES will be delivered on request, per program and respective commercial offer will be shared per program taking into consideration number of Aircraft impacted.

Note: All future 12Mo AMPES will be valid for a grounding period up to 24Mo of Parking or Storage. In case an operator already received a "12Mo extension / 12Mo grounding time" AMPES but needs more grounding time he will get the "12Mo extension / 24Mo grounding time" AMPES on request via Tech Request.

Chargeability policy for this new AMPES remains the same as previously communicated for the "12Mo extension / 12Mo grounding" AMPES.

This 24Mo AMPES is available for A380 and A330 and by the end of the month of April 21 for other programs.

INDUCTION AND RETURN TO OPERATION TASK (A320 PROGRAM)

An operator has up to 48 hours (depending on latest flight time) to start the induction procedure and 24 hours before the next flight to complete the return to operation tasks as per AMM. ISI article [10.00.00021](#) provides additional guidance on the timeline to perform each individual work-step (sometimes beyond 24h) and provides additional technical background on the potential risks.

GENERAL RECOMMENDATIONS (Continued)

LOW UTILIZATION RECOMMENDATION (LUR) vs MRBR

Interview with **Oliver WEISS**
Head of Maintenance Programs Competence Group
AIRBUS Operations GmbH



- **H**ow do I know I need to change from MRBR to LUR?

The Airbus MRB Reports have been developed based on program specific utilization assumptions. If an aircraft is operated outside of these utilization assumptions for a longer period of time (e.g. more than 3 months), adjustments to the AMP are to be evaluated.

In addition, national requirements may exist requesting the operator to review the AMP in case the utilization is changing by more than 25% in reference to initial assumptions / previous utilization.

- **H**ow do I do in this case?

In case of aircraft utilization below the MRB Report assumptions, it needs to be evaluated if a calendar cap has to be added to scheduled maintenance tasks with an interval given in flight hour or flight cycle. These caps can be identified in different ways, from a pure mathematical approach, which would lead to very conservative and even not technically justified calendar cap, up to a task-by-task engineering assessment.

- **I**n which Airbus documentation can I find more details if I am concerned?

Airbus is providing Low Utilization Recommendation (LUR) with the A320FAM Maintenance Planning Document (MPD), which can be applied in case aircraft utilization has dropped due to the COVID-19 aviation traffic situation.

For more advanced LUR on A320FAM and for the other Airbus aircraft programs, Airbus Customer Service is available to provide support via TechRequest.

Airbus has published OIT 999.0002/21 to provide further guidance in regards to potential needs for adjustments on operators Aircraft Maintenance Program (AMP) if aircraft utilization differs significantly from the pre COVID-19 regular utilization.

As described in the OIT, LURs have been developed by Airbus and can be provided via an Airbus Maintenance Program Engineering Statement (AMPES) on operators request (via TechRequest).

FREQUENTLY ASKED QUESTIONS

It is to be noted that Airbus released ISI [10.00.00023](#) to consolidate Frequently Asked Questions (FAQ) related to OIT 999.0019/20 and OIT 999.0026/20 received from operators via TechRequest and those collected at the opportunity of the Webinar sessions held to support Airbus operators on parking & storage.

GENERAL RECOMMENDATIONS (Continued)

SUPPLIERS

Many suppliers noticed that airlines were putting repair of unserviceable parts on hold, stocking their removed equipment. As a result, Suppliers fear that they will receive large batches of equipment to repair at the same time and so, will not be able to ensure correct flow back to service. We recommend regular management of unserviceable parts.

MONTHLY PRESERVATION CHECK FOR STORED AIRCRAFT (ALL PROGRAMS)

For aircraft in storage preservation, Airbus can provide an RDAF solution to differ the 7 and 15 days periodic ground check to monthly interval. More information is available in OIT 999.0019/20. If interested, please contact Airbus via TechRequest.

LIGHT PROCEDURE FOR PARKED AIRCRAFT UP TO 7 DAYS (A320 PROGRAM)

For aircraft in parking up to 7 days, Airbus has developed a dedicated light procedure. This procedure has been derived from the current AMM chapter 10 for parking not more than 1 month. More information is available in OIT 999.0019/20. If interested, please contact Airbus via TechRequest.

Please note that for other programs, similar procedure is currently under investigation with new updates coming soon.

TRANSFER OF SERVICEABLE PARTS FROM ONE AIRCRAFT TO ANOTHER (ALL PROGRAMS)

Transferring serviceable parts from one aircraft to another is not recommended by Airbus unless specified clearly by the Trouble Shooting Manual (TSM) or Aircraft Fault Isolation (AFI).

In case Airlines decide or need to perform part transfer, it must be closely managed via clear parts traceability and correct aircraft configuration, in accordance with the applicable local regulations from National Airworthiness Authorities (NAA).

Please refer to ISI [10.00.00005](#) for further guidance or contact Airbus via TechRequest.

NON REVENUE FLIGHTS

On all Airbus programs, a Repair and Design Approval Form (RDAF) can be provided to keep aircraft in Parking Flight Ready Condition up to 12 months without performing a Non Revenue Flight (NRF) or Revenue Flight (except A300/A310).

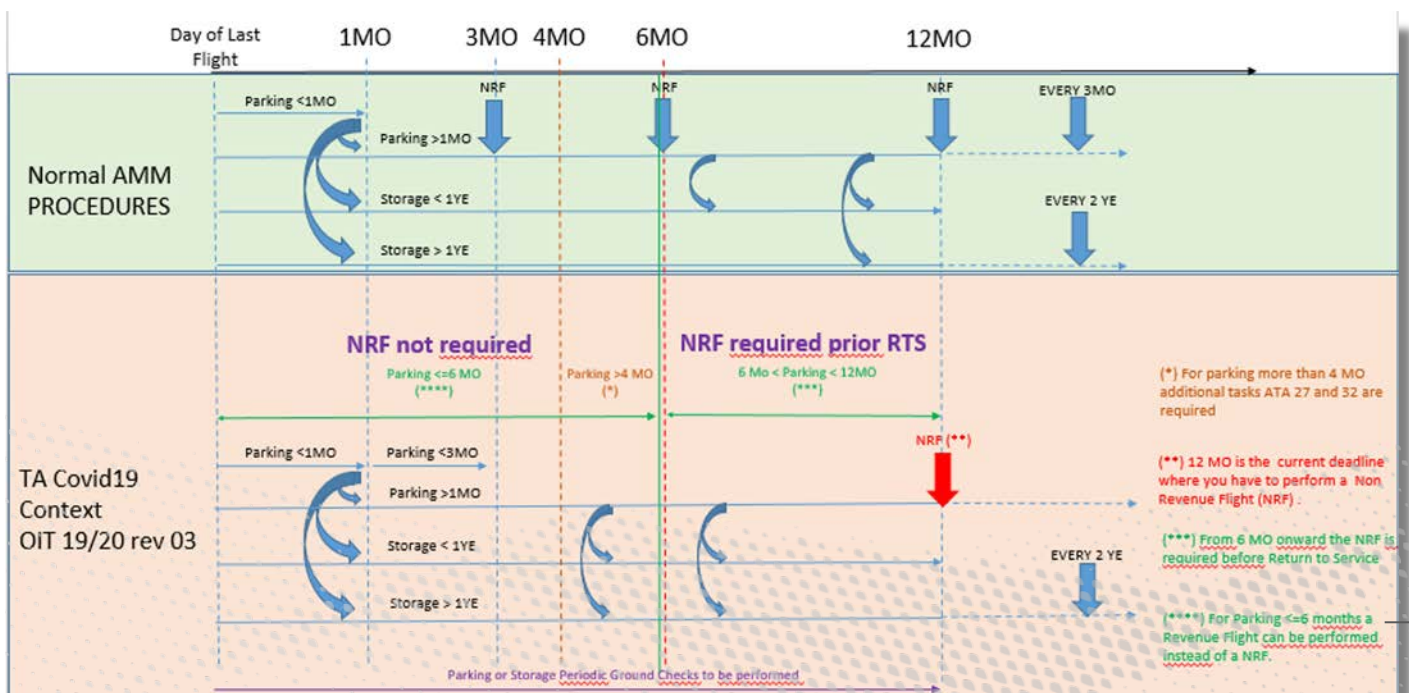
Engine and APU deviations are not addressed in the Airframe technical adaptation. It is the responsibility of the operator to apply an engine and APU preservation method as described in the AMM or request support from the engine or APU manufacturer in case of any deviation (please refer to ISI 10.00.00008 for contact list). In case of engine or APU manufacturer cannot support a deviation, Airbus may be able to develop a customized solution to align the airframe requirements with engine and APU OEM requirements on request. More details can be found in ISI 71.00.00075.

In case of switching from parking to storage, all the steps not done in the previous parking procedure must be performed. It is Customer duty to check and perform tasks not done between induction into Parking Condition and induction into "Storage up to 1 year" or "Storage more than 1 year".

The start date of the storage procedure remains the start date of the initial parking procedure. Follow applicable steps for the "Storage up to 1 year" or "Storage more than 1 Year", until the aircraft returns to service.

Record any deviations, during the storage procedure and revert to Airbus before the Return To Service (RTS).

Note: In Storage conditions, 7/15 days periodic ground checks moved to a 1 month check package. A solution for the monthly storage package is available on request.



NON REVENUE FLIGHTS (Continued)

It may happen that some additional tasks linked to the RDAF described above are already or will become overdue.

In that case, overdue work-steps shall be done at the next opportunity with particular diligence, recording all findings, even if rectified. In case of findings, please contact Airbus.

For aircraft in parking beyond four months, landing gear Retraction/Extension and Free-Fall extension (REFF) tests have to be performed. Two options are generally available and have to be covered by RDAF:

- To jack the aircraft and perform the tests at the storage site or
- To perform a ferry flight with the landing gear down and locked as per supplementary procedure of the FCOM "Flight with gear down" (to another site where jacking is possible)

In case none of the above solutions can be applied, Airbus has developed a method allowing operators to perform the check of the extension and retraction system during a Maintenance Check Flight (specific flight crew qualification required). This solution can be provided in the form of an FCD (Flight Condition Document for issuance of permit to fly).

Please refer to ISI [32.00.00178](#) and OIT 999.0019/20 for further information.

Technical

Solutions to ensure safe efficient maintenance across the entire aircraft lifecycle.

TECHNICAL

ATA 10 Parking & Storage

ATA 10 BIRD NESTING (ALL PROGRAMS)

Some operators reported cases of bird nesting. Airbus released ISI [10.00.00022](#) providing recommendations in order to prevent bird nesting.

ATA 10 AIRCRAFT PARKING & STORAGE UNDER HIGH WIND CONDITIONS (A320 & A330 PROGRAMS)

Aircraft in parking or storage preservation shall be protected against shifting or tipping under high wind conditions. ISI [10.10.00003](#) (A320) and ISI [10.10.00004](#) (A330) have been issued to provide additional guidance and alternatives beyond the information given in the AMM.

TECHNICAL

ATA 12 Servicing

ATA 12 SURVIVAL EMERGENCY LOCATOR TRANSMITTER (ELT) UNEXPECTED BEHAVIOUR (ALL PROGRAMS)

Some operators reported unwanted transmission from the Survival Emergency Locator Transmitter “ELT” due to the use of non-approved disinfectant products and/or improper application procedures inside the cabin.

Please refer to OIT 999.0084/20 for more details.

ATA 12 CABIN HANDSETS DAMAGE (ALL PROGRAMS)

Some operators reported damage on their cabin handsets most likely caused by cleaning. OIT 999.0011/21 has been issued to remind Airbus recommendation concerning products and procedures to be used during aircraft interior cabin cleaning.

TECHNICAL

ATA 21 Air Conditioning

ATA 21 HIGH EFFICIENCY PARTICULE AIR (HEPA) FILTERS REPLACEMENT (ALL PROGRAMS)

Following several requests on HEPA filter replacement, we confirm that Airbus does NOT recommend to replace HEPA filters more frequently due to COVID or in case of contaminated passengers in an A/C. These recommendations are compiled in ISI [21.00.00119](#). For any HEPA spares procurement please contact SATAIR.

TECHNICAL

ATA 24 Electrical Power

ATA 24 AIRCRAFT LI-ION BATTERIES (A350 PROGRAM)

A high number of removals of the Aircraft Lithium batteries have been reported. When the aircraft is not planned to be powered during more than 48 hours in parking condition, it is recommended to disconnect the batteries as per ISI [24.00.00046](#).

Even disconnected from the A/C, there is still a slow discharge. The discharge rate varies with the temperature. ISI [24.00.00046](#) has been updated to include the temperature of the avionic bay.

If the State of Charge (SOC) of the battery goes below 20%, the battery will send a SOC alarm but recharge remains possible. If the State of Charge (SOC) of the battery goes below 10%, the battery will be latched. It is a protection mechanism, which requires the battery to be sent to SAFT for rectification.

During battery removal/installation, MP sequence needs to be strictly followed (including toggling switch) to prevent batteries to be locked under safety mode. Recommendations are provided in ISI [24.36.00004](#).

ATA 24 Electrical Power

ATA 24 AIRCRAFT BATTERIES (ALL PROGRAMS)

When the aircraft is parked and if not supplied by an electrical power source, the battery will discharge rapidly. To avoid such situation, please refer to OIT 999.0019/20 and ATA 24 engineering ISI [24.00.00046](#) which provide recommendation for battery based on the temperature and relative humidity within the avionic bay (“...the average temperature does not exceeds 30°C and the relative humidity does not exceeds 85%...”).

For any battery spares procurement need, please contact SATAIR.

ATA 24 NI-CAD BATTERIES - RISK OF CAPACITY REDUCTION DURING AIRCRAFT PARKING (ALL PROGRAMS)

Capacity of the main batteries may be reduced due to repetitive disconnections and connections during an aircraft parking period. Thus restoring the capacity of these batteries within a defined time frame is needed.

Please refer to:

- AOT A24R009-20 for A380
- AOT A24L007-20 for A330/A340
- AOT A24N006-20 for A320 Fam
- OIT 999.0061/20 for A350

More explanations are available in ISI [24.00.00046](#).



ATA 24 TRANSFORMER RECTIFIER UNIT (TRU) SMELL IN CABIN AFTER PARKING AND STORAGE PERIOD (ALL PROGRAMS)

Some operators reported smell in cabin after parking or storage period. Analysis concluded that an abnormal dust accumulation on TRU's can occur when aircraft are parked or stored leading to overheating of the unit and by consequence, becoming inoperative or faulty.

Preventive recommendations for RTS are available in the latest OIT 999.0019/20.

ATA 25 Equipment Furnishing

ATA 25 RESIDUAL PRESSURE IN CABIN DURING PARKING/STORAGE (ALL PROGRAMS)

Residual pressure warning system may not be operational on aircraft during parking or storage. Therefore, to avoid any high energy passenger door opening due to residual pressure inside the cabin, please ensure before entering in the aircraft:

- No air conditioning ground cart is connected to the aircraft.
- A door opening toward the inside (eg: for instance avionics bay door) can be opened.

Please refer to ISI [00.00.00379](#) for more details.



ATA 25 PRESERVE CABIN IN HIGH HUMIDITY ENVIRONMENT (ALL PROGRAMS)

A procedure detailing how to preserve aircraft in a high humidity environment on top of current AMM chapter 10 procedures is available in ISI [00.00.00379](#) - paragraph 6.

To support inclusion of this procedure into the AMM chapter 10, Airbus request customer in-service feedback through TechRequest or FAIR-ISP Item 20.0145 “too high humidity in cabin during parking”, details of the data required are listed in ISI [00.00.00379](#).

ATA 25 DRY ICE TRANSPORTATION (ALL PROGRAMS)

Airbus is frequently requested to state its position with regards to the transport of solid CO₂ (Dry Ice (ICE)) by air. The following documents have been updated:

ISI [25.50.00011](#) and OIT 999.0085/20 in order to inform operators on the Airbus position with regards to the transport of Dry Ice in lower deck cargo compartments, ventilated and non-ventilated, as well as in the Main Deck where applicable.

ISI [00.00.00370](#) in order to reflect the guidelines from the EASA (17th December 2020) for Dry-ice transport in Cabin.

ISI [00.00.00390](#) in order to give general guidelines for cockpit and cabin occupants when transporting large quantities of dry ice.

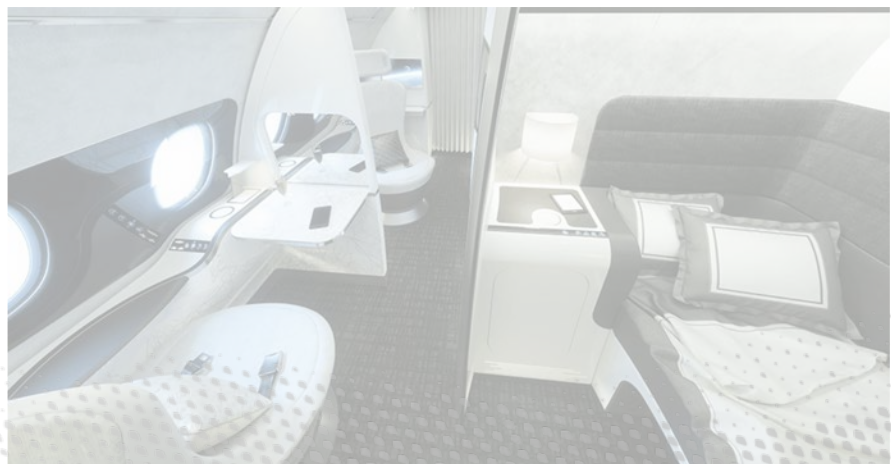
ATA 25 Equipment Furnishing

ATA 25 LOSS OF EMERGENCY LOCATOR TRANSMITTER (ELT) ANTENNA BLADES (ALL PROGRAMS)

ELT antenna blades loss is already addressed in ISI [25.65.00042](#). Nevertheless, if the corresponding MPD task has never been performed on a given aircraft, Airbus recommend to use the current grounding time and perform it at the next maintenance opportunity and preferably close to Return To Service (RTS) in order to reduce the risk of ELT antenna failure and Part Departing Aircraft (PDA).

ATA 25 PASSENGER SEATS AIRBAG ELECTRONIC MODULE ASSEMBLY (EMA) FAILURE (ALL PROGRAMS / OPTIONAL EQUIPMENT)

Some operators reported several cases of AMSAFE EMA (Electronic Module Assembly) batteries unserviceable after aircraft parking or storage. Root-cause analysis highlighted a risk of EMA batteries depletion on passenger seats that are equipped with an AMSAFE EMA “NextGen” which contains a Lithium battery and exposed to elevated temperatures during parking and storage periods. More details and additional recommendations can be found in ISI [00.00.00379](#) and AMSAFE VSB 14518-25-01.



ATA 27 Flight Controls

ATA 27 FLAP MOVING DAMPER (A350 PROGRAM)

As part of the preventive maintenance before RTS, a new method to check on ground the condition of flap moving damper fluid level accumulator has been made available. The monitoring via ACMS is part of TFCU [27.54.00.020](#), and available through Airman as described in ISI [27.54.00061](#). On top of this ACMS monitoring which is only possible after a few flights, a preventive maintenance procedure on ground has been added in the ISI [27.54.00061](#) through a formula to use prior RTS or between short flights to prevent AOG situation.

ATA 27 ELECTRICAL BACK-UP HYDRAULIC ACTUATOR (EBHA) (A350 PROGRAM)

Post parking and storage, some EBHA removals have been reported. Prior Return to Service, it is recommended to perform operational check and FCGS ground scanning after power-up to detect faults related to EBHA electrical motor. Also, in parking mode, Airbus recommend to pressurize the Yellow hydraulic system every 7 days for at least 2 minutes to reduce the probability of occurrence. Information, preventive and troubleshooting recommendations are provided in ISI [27.64.00020](#).



ATA 28 Fuel

ATA 28 FUEL MICROBIOLOGICAL CONTAMINATION PREVENTION (ALL PROGRAMS)

Some engine manufacturers (OEM) have issued statements restricting the use of Kathon TMFP1.5. Further to the Covid-19 pandemic leading to the unprecedented level of parking and storage of aircraft worldwide, Airbus issued OIT 999.0049/20 to remind the best practices to prevent microbiological growth during the parking and storage period.

Information provided in this OIT is also available in the AMM.

ATA 28 USE OF KATHON™ FP1.5 BIOCIDES (A320 PROGRAM)

GE and its associated joint ventures (CFM and Engine Alliance) have banned the use of Kathon™ FP1.5 on their engine models.

Airbus has deleted the AMM TASK 28-11-00-600-010-A01 and AMM TASK 28-11-00-600-010-A03 and created new AMM TASK 28-11-00-600-018-A and AMM TASK 28-11-00-600-019-A re-introducing incorrectly the procedure and associated formula to apply Kathon™ FP1.5 preventive treatment without defueling the aircraft.

This formula should not be used as mentioned in Temporary Revision 28-005.

Update of these AMM procedures have been done in the Nov 2020 revision.

Please refer to OIT 999.0060/20 and OIT 999.0053/19 for more details.



ATA 29 Hydraulic Power

ATA 29 RESERVOIR FLUID LEVEL CHECK (ALL PROGRAMS)

A Reservoir fluid level check at 7-Days and/or 15-Days must be performed as part of the parking procedures ground check intervals.

Airbus is able to support operators via RDAF (to be requested via TechRequest) to perform these checks at 1-Month interval. Details are available in ISI [29.00.00213](#).

ATA 29 ANALYSIS OF THE HYDRAULIC FLUID (ALL PROGRAMS)

F Fluid sampling is required during the Return to Service (RTS) task after storage period.

Airbus can provide RDAF to support when the following deviations are required:

- If the hydraulic sampling results are not available at RTS.
- If the fluid sampling has been done up to 6 months before RTS.

Additional details are available in ISI [29.00.00213](#).

ATA 29 IMPROVEMENT IN HYDRAULIC PROCEDURES – PARKING AND STORAGE (ALL PROGRAMS)

Some procedures improvements have been developed:

- Hydraulic Fluid Sampling

Concerning repetitive check tasks for aircraft at Parking or Storage period, Airbus will introduce new task for hydraulic sampling every 24-Months. The aim is to make sure that the MPD clock won't be stopped and that the hydraulic fluid will maintain its properties.

- Protection of the Hydraulic System

For aircraft stored more than 1-Year, Airbus will remove the step to check the hydraulic components for external leakage. If this task is required before technical documentation revision, Airbus is able to support operators to deviate from this task via RDAF (to be requested via TechRequest).

ATA 30 Ice & Rain Protection

ATA 30 ANTI ICING PROTECTION RECOMMENDATIONS (A320Neo / A350)

A320neo - Leap-1A

Several operators are reporting ECAM alerts ENG X A.ICE correlated with NAI VLV PRSOV fault that are becoming more frequent after parking, Airbus has no objection that operators perform NAI test as per AMM TASK 30-21-00-710-802-A or AMM 10-11-00-555-804-A SUBTASK 10-11-00-710-060-B E.(5) at a shorter interval than recommended in AMM (less than 1 month).

A350 - Trent XWB

Following parking/storage, some operators have reported Nacelle Anti-Ice PRSOV valve(s) issues during the subsequent flight. To avoid unnecessary removals when dispatch messages are triggered, it is recommended to follow the FCOM procedure (increase N1 up to 35%) or to cycle the NAI Push Button to clear the faults.

Please refer to ISI [30.21.00017](#) for more details.



ATA 32 Landing Gear

ATA 32 FUNCTIONAL TEST OF LANDING GEAR EXTENSION/RETRACTION SYSTEM AND FREE FALL SYSTEM IN STORAGE ONLY (ALL PROGRAMS)

As per storage procedure, functional test of the Landing Gear Extension/Retraction is required every 6 months and during return to service task.

Airbus is able to support operators via RDAF (to be requested via TechRequest) to perform these tests only once at return to service. Details are available in ISI 32.00.00178.



ATA 32 REPLACEMENT OF ALL WHEELS DURING STORAGE BEYOND 3 MONTHS (ALL PROGRAMS)

AMM task 10-30-00-554-005-A "Return to operation after a storage period higher than 3 months/12 weeks" requires to remove all the wheels from the aircraft and to send them to the overhaul shop.

Airbus is able to support operators via RDAF (to be requested via TechRequest), to extend the current 3 months/12 weeks limit to 4 months/16 weeks with no additional requirements for inspections and tests other than the ones already published in AMM procedures. Details are available in ISI [32.41.00102](#).

In order to avoid sending wheel/tire assembly to shop after a 4 month deadline, and to allow operators an extended usage of the wheels, Airbus has developed a line side bearings inspection procedure covered by TA (requested via TechRequest).

Details available in ISI [32.41.00102](#) where 2 options are proposed as an alternative to the wheels removal (both covered by chargeable TA):

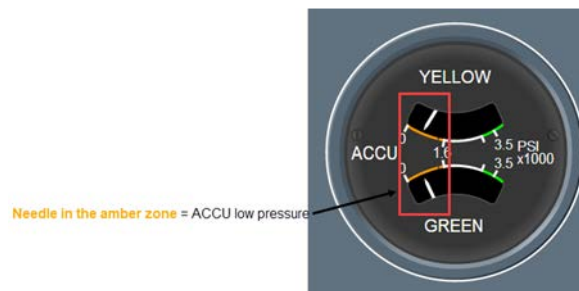
- Option 1 (no reporting data from operators): 100% of the wheels to be inspected. If nil finding then another 4 months period is granted. Inspection data can be reported to Airbus but this is not a prerequisite for the RDAF issuance/validity.
- Option 2 (operators report data on wheel condition): Airbus receives the information, performs the analysis and confirms which wheels are to be inspected (minimum 50% sampling inspection). This is a more tailored solution also covered by RDAF.

Furthermore, Airbus requires airlines' feedback on the condition of the bearings, grease etc, to support justification for wheel replacement extension up to 6 months. Should you wish to support this sampling program, you can approach Airbus support engineering via TechRequest.

ATA 32 Landing Gear (Continued)

ATA 32 SPURIOUS DISPATCH MESSAGE (NO GO) (A350 PROGRAM)

Post parking/storage, some A350 operators reported spurious dispatch messages (NO GO) at or after pushback if the aircraft is powered up with low braking accumulator pressure, causing delay.



If the aircraft is powered up with a braking accumulator in the Amber zone prior return to service, it is recommended to perform BITE scanning of BSCS1 and BSCS2 after power-up to confirm no fault is latched (MP TASK A350-A-45-45-XX-00002-345A-A) in BSCS.

For more info please refer to TFU [32.43.00.032](#).

ATA 32 RETRACTION EXTENSION FREE FALL (REFF) REQUIREMENT IN PARKING MODE AT 1 YEAR (ALL PROGRAMS) - Excluding TA coverage

When an aircraft remains inactive for more than one year, the friction within the extension and retraction system may increase. By performing a normal powered landing gear swing test regularly (at 3 months during the AMM renewal process), it enables the grease to be distributed within the system. However, it may not be sufficient to ensure there are no issues with the emergency system. At this point, Airbus is not in a position to provide alleviation to this requirement.

If the aircraft is parked for more than 12 months, the functional test of the free fall of the landing gears have to be performed at 1 year as per AMM.

Please refer to ISI [32.00.00178](#) for more details.

ATA 32 WHEELS AND BRAKE CORROSION

Some operators based in high-humidity environments reported findings of corrosion on the wheels & brakes and some of the subassemblies when returning to service.

Airbus would need more feedback and inputs to assess the impact of this issue. Please refer to ISI [32.40.00066](#) for more details.

TECHNICAL

ATA 32 Landing Gear (Continued)

ATA 32 AIRCRAFT TOWING WITH FUEL ON BOARD (ALL PROGRAMS)

There has been an increased number of request to cover overweight towings (i.e. tows at aircraft weights greater than the maintenance operations permitted under the AMM/MP).

To support the fleet during this period, it is now acceptable to perform up to 500 additional pushback or forward start/stop towing manoeuvres, at an aircraft weight not greater than 75% of Maximum Ramp Weight.

Details on the possible RDAF and additional information can be found in ISI [32.00.00178](#).

ATA 32 LANDING GEAR CORROSION PREVENTION (A320Fam/A330/A340/A380 PROGRAMS)

Some operators reported corrosion on their landing gear during inspections.

Airbus added some additional recommendations for the protection of the landing gear and wheels when performing the AMM 10-10-00 Parking and Storage Procedures.

Procedures are available for the A320Fam/A330/A340/A380.

More information can be found in ISI [32.00.00178](#).

TECHNICAL

ATA 33 Lights

ATA 33 BATTERY CAPACITY TEST (ALL PROGRAMS)

Performing capacity test several times on the battery which was detected by the EPSU (Emergency Power Supply Unit), ASPSU (Autonomous Standby Power Supply Unit) and SRPSU (Slide Release Power Supply Unit) as unserviceable could lead to the battery damage or even explosion.

It is reminded not to repeat performing a battery capacity test further to failure of it. More information can be found in OIT 999.0075/20.



ATA 34 Navigation

ATA 34 AIR DATA PROBES (ALL PROGRAMS)

Air data probes can be prone to ingress of Foreign Object Debris (FOD) (e.g. insects found in pitot tubes) or water ingress (e.g. water ingestion in static lines after aircraft washing). In the cases already reported, the approved probes covers were not installed.

It is reminded that the covers are delivered with every aircraft within the fly-away kit. Should they be missing, Airbus would like to inform operators that air data probes covers are currently available via SATAIR channel. Airbus does not recommend to use non-approved covers and is able to provide support to operators thanks to RDAF to be requested via TechRequest. More information can be found in OIT 999.0019/20.

Following an analysis of cases reported to Airbus, most frequent causes of unreliable air data parameters after parking/storage period are:

- > Air data probe contaminated by FOD or water, due to protective devices not adequately installed
- > Quick Disconnect (QD) not properly reconnected after flushing of static and total pressure lines
- > Air data sensors damaged by pressure injected during flushing procedure as Air Data Module (ADM) or Integrated Standby Instrument System (ISIS) were disconnected
- > AOA discrepancy due to some water ingestion during A/C washing (due to protective devices not adequately installed)

More information can be found in OIT 999.0048/20.



You can also refer to
Safety First Article:

<https://safetyfirst.airbus.com/aircraft-parking-and-storage/>
<https://safetyfirst.airbus.com/unreliable-airspeed-at-takeoff/>



And a video to illustrate flushing and leak testing on A320 could be found under Airbus World pathway:

- > Content Library
- > Maintenance & Engineering
- > General Information
- > Information on M&E products & Services
- > Video support Flush & Leak test AMM Procedure

ATA 34 Navigation (Continued)

ATA 34 INTEGRATED STANDBY INSTRUMENT SYSTEM (ISIS) (ALL PROGRAMS)

ISIS blank displays might be encountered for several minutes after power-up if the unit has not been powered for several days.

To restore ISIS display nominal behavior, Thales/Airbus recommendations are:

- To increase the luminosity to the maximum value by pressing “+” pushbutton (the white screen should have disappeared)
- To restore nominal light input in case of very low luminosity (night conditions, dark environment), point external light source towards ISIS light cell (front face)
Rationale: ISIS screen maximum brightness is function of ambient luminosity
- To let the equipment powered on during more than one hour at high luminosity
- To decrease the backlight luminosity in order to verify that the white screen does not appear again

AMM/TSM have been updated to include above recommendations information is available via the ISI [34.22.00018](#).

ATA 34 PITOT COVERS BURNT

Some operators reported cases of pitot covers burnt. Two cases can occur:

- Covers burn because the aircraft is put in conditions where probes are automatically heated but covers were not removed. Please follow strictly AMM/MP to avoid this situation.
- Covers burn because of inadvertent heating activation, further to an equipment failure like the Probe Heat Computer (PHC). Those cases are remote.

ATA 36 Pneumatic

ATA 36 EQUIPMENT EARLY REMOVAL (ALL PROGRAMS)

Some operators have reported ATA 36 equipments early removals following the parking/storage period. To avoid unscheduled removals of units that could be No Fault Found in shop, OIT 999.0037/20 provides additional maintenance actions to be considered when Return To Service (RTS) procedures are applied before TroubleShooting Manual (TSM) procedures.

Based on their own experience, some operators have implemented EBAS operational test, engine run and OIT recommendations at a lower interval than the recommended ones (e.g. at 7, 15 or 20 days). Please refer to OIT 999.0037/20 for preventive and troubleshooting recommendation details.

ATA 36 INTERMEDIATE PRESSURE CHECK VALVE (ALL PROGRAMS)

Following the FAA Emergency AD 2020-16-51 issued against a competitor's aircraft platform to cover recent reports of single-engine in-flight shutdowns due to engine bleed air 5th-stage check valves being stuck open, Airbus released OIT 999.0055/20 to provide operators with information and recommendations to be considered on Airbus aircraft.

ATA 36 FAN AIR VALVE (FAV) CORROSION (A320neo and A380 PROGRAMS)

It was reported to Airbus few cases of Fan Air Valve (FAV) found with traces of corrosion inside the actuators on A380 and A320NEO family. This corrosion is believed to be due to humidity present into the FAV actuator sense line. The current installation of the senseline connected to the Fan Air Valve could induce humidity ingested inside the Fan Air Valve actuator if the senseline is not pressurised for a long time and if the aircraft is parked in severe environmental conditions. Please refer to OIT 999.0037/20 for more details.

TECHNICAL

ATA 38 Water / Waste

ATA 38 VACUUM GENERATOR (ALL PROGRAM)

Some operators have reported failure of the vacuum generator shortly after return to service despite preventive tests being performed as per AMM during RTS.

Airbus recommends performing some additional tasks detailed in ISI [00.00.00379](#).

These failures have been reported on A320Fam but it is recommended to report if seen on other programs as similar design.

TECHNICAL

ATA 46 Information Systems

ATA 46 AIRCRAFT COMMUNICATIONS ADDRESSING AND REPORTING SYSTEM (ACARS) (ALL PROGRAM)

Some Operators have reported being charged by their Datalink Service Providers (DSP) because of Datalink transmission detected while the aircraft is being parked or stored.

This Datalink transmission is associated with the normal "ACARS link requests" while the ACARS system is operational and with any ACARS message being generated during the parking and storage maintenance tasks/actions.

To avoid this, Airbus recommends to disable the Datalink System during the Parking and Storage period and enable it before the aircraft Return To Service (RTS).

More details and procedures can be found in ISI [46.21.00124](#).

TECHNICAL

ATA 49 Auxiliary Power Unit

ATA 49 AUXILIARY POWER UNIT (A350 PROGRAM)

Some operators have reported APU being seized after around two weeks of inactivity. Please note that ISI [49.00.00092](#) article has been revised to inform operators about the possibility to run the APU every 7 days if humidity is above 40%.

TECHNICAL

ATA 52 Doors

ATA 52 DOORS NOISE (A350 PROGRAM)

Several reports have been received linked to door noise events occurring a few Flight Cycles after the aircraft was released from a parking/storage period. When the door is closed for a long time, the seal might remain deformed during a certain time after door opening. Hence, Airbus recommends to open all pax doors after a parking/storage period during at least two hours or perform alternative mitigation after a noise event as described in the below referenced TFUs to help the upper area of the pressure seal coming back to its original shape.

Please refer to TFU [52.10.00.045](#) (PAX Door 1&4) and TFU [52.10.00.038](#) (PAX Door 2&3) for further details.

ATA 52 - PAX DOORS - DAMPER AND EMERGENCY OPENING ACTUATOR (DEOA) LOW PRESSURE (A320 & A330/A340 PROGRAMS)

Several reports of Pax Doors DEOA low pressure events have been reported to Airbus after parking/storage period. There is no requirement as per AMM to check the pressure level of the Pax Doors DEOA nitrogen tank connected to the CIDS, prior returning the aircraft to service. In case the pressure level has reached the switching value during the parking/storage period, a warning will be triggered to the FAP at door closure, potentially creating a delay. Hence, Airbus recommends to check the pressure level of all Pax Door DEOA nitrogen tanks after a parking/storage period.

Please refer to ISI [52.10.00051](#) for DEOA maintenance precautions.

ATA 7x Powerplant

GENERALITIES

It is the operator's responsibility to apply an engine and APU preservation method as described in the AMM or to request support from the engine or APU manufacturer in case of any deviation (please refer to ISI [10.00.00008](#) for contact list). In case engine or APU manufacturer cannot support a deviation, Airbus may be able to develop a customized solution to align the airframe requirements with engine and/or APU OEM requirements on request. More details can be found in ISI [71.00.00075](#) and ISI [10.00.00005](#).

ATA 7x ENGINE RUN-UP EXTENSION FROM 15 TO 30 DAYS (ALL PROGRAMS)

Parking/storage webinar highlighted that engines could be removed during the parking procedure as long as a serviceable engine is re-installed within a month to allow the engine run procedure. This is acceptable for Airbus on an exceptional basis and should be requested via TechRequest.

ATA 71 AIR INLET LIP SKIN CORROSION (ALL PROGRAMS)

Some airlines are reporting air inlet lip skin corrosion developing under covers. Recommendations on air inlet corrosion are provided in OIT 999.0019/20 detailing three options available to protect the air inlet lip skin (short term, long term and in case no protective product is available).

ATA 72 POWERPLANT RECOMMENDATIONS (A320 - V2500)

Several A320 V2500A5 operators have reported COMPRESSOR VANE faults associated with LPC 2.5 bleed faults shortly after return to service. Airbus reminds that a lubrication task of the LPC bleed valve mechanisms IAW AMM Task 72-00-00-600-011-A is required for any engine returning to operation after more than 31 days (Subtask 71-00-00-550-055-A). In addition, Airbus encourages operators to consider performing this lubrication task for engines preserved less than 31 days (Subtask 71-00-00-550-063-A).

ATA 7x Powerplant

ATA 79 OIL SERVICING (ALL PROGRAMS)

Following an engine In-Flight Shut Down (IFSD) report due to oil overservicing after the aircraft was released from a parking/storage period, investigations highlighted that an internal oil leak in the oil system resulted in multiple and excessive uplifts of oil into the engine oil tank.

Slight over servicing of the oil tank will not adversely affect engine operation. However a very severe over servicing may result in high oil temperatures during operation, which may lead to an In-Flight Shut Down (IFSD).

We recommend all operators to contact Airbus and/or the Engine Manufacturer in case unusual oil levels in the engine oil tank are observed during the parking/storage period. Please refer to ISI [71.00.00075](#) for additional recommendations.

AWARENESS OF ISSUES REPORTED POST PARKING OR STORAGE PERIOD

ALL PROGRAMS

ATA	Issue	Comment
00	AMM tasks not performed or partially performed	Contact Airbus via TechRequest
00	Aircraft under maintenance were unnecessarily transferred to parking and storage category	An Aircraft is not considered in parking or storage condition when undergoing maintenance in the hanger under controlled condition. (see OIT 999.0019/20)
10	Bird Nesting	See dedicated chapter
10	Covers not available	Contact Airbus/Satair
12	ELT transmission	See dedicated chapter
12	Cabin handsets damage	See dedicated chapter
24	NiCad Batteries capacity reduction	See dedicated chapter
24	A350 Batteries discharged	See dedicated chapter
24	TRU smell in cabin	See dedicated chapter
25	Cabin preservation in high humidity environment	See dedicated chapter
25	Residual Pressure in Cabin	See dedicated chapter
25	ELT antenna loss	See dedicated chapter
25	Pax seat airbag batteries depletion	See dedicated chapter
27	Flight Controls - EBHA (A350 Program)	See dedicated chapter
27	Flap Moving Damper (A350)	See dedicated chapter
30	NAI PRSOV (A320neo Leap & A350-XWB)	See dedicated chapter

AWARENESS OF ISSUES REPORTED POST PARKING OR STORAGE PERIOD (Continued)

ALL PROGRAMS

ATA	Issue	Comment
32	Spurious ATA32 Despatch Message (A350)	See dedicated chapter
32	Landing gear corrosion	See dedicated chapter
33	EPSU, ASPSU, SRPSU Battery Damage	See dedicated chapter
34	Increase of RTO/IFTB	See dedicated chapter
34	FOD in pitot tubes	See dedicated chapter
34	Pitot cover burnt	See dedicated chapter
34	Integrated Standby Instrument System (ISIS) Blank display	See dedicated chapter
36	Fan Air Valve Corrosion (A320neo & A380)	See dedicated chapter
36	Bleed Fault	See dedicated chapter
38	Vacuum Generator Failure	See dedicated chapter
46	ACARS not disabled	See dedicated chapter
49	APU Seized (A350)	See dedicated chapter
52	Door Noise Events (A350)	See dedicated chapter
52	DEOA low pressure (A320/A330/A340)	See dedicated chapter
71	Air Inlet Corrosion	See dedicated chapter
72	Compressor Vane (A320 – V2500)	See dedicated chapter
79	Engine Oil over servicing	See dedicated chapter



REPOSITIONING FLIGHT

Should a repositioning flight be required by the airline, and following a case by case analysis, Airbus may be able to provide a repositioning flight through FCD or RDAF depending on which tasks have not been performed.

Flight Operations

Flight Operations solutions to help you deliver safe, on-time services and increase operational efficiency

FLIGHT OPS

Generalities (All Programs)

Following AMM/MP procedures conducted for aircraft returning to service, the aircraft will be considered ready for flight.

Airbus provides recommendations, guidelines and reminders for the Flight Operations in the RTS context. These include:

- 1) Strict adherence to the Standard Operating Procedures (SOP), with particular attention to some procedures (e.g. exterior walkaround)
 - 2) MEL/CDL management: e.g. possibility to request Approved Deviation to the OSD-MMEL (ADOM)
- For more details, refer to the "ISI [00.00.00377](#) Aircraft Return to Service - Flight Operations Guidelines".

Airbus provides also additional Flight Operations information in the following materials:

- 1) Flight Ops perspective on RTS webinar Jun 2020 (*Available in Airbus World under AirbusWorld > Content Library > Events > Symposiums & Seminars*)
- 2) Airbus/Navblue Flight Ops Live Week Dec 2020 - Day1: Return to Service (*Available in Airbus World under AirbusWorld > Content Library > Events > Symposiums & Seminars*)
- 3) AirbusWIN (Airbus Worldwide Instructor News, <https://www.airbus-win.com/>): videos such as "What about the Exterior Walkaround" and "The Power of Monitoring"

You can also contact your Airbus Flight Operation Support Director (FOSD) for additional support.

FLIGHT OPS

Cargo in Cabin (A330/A340/A350)

Airbus has issued a set of guidelines to support the exemptions for the transportation of the Cargo in the passengers cabin on Airbus aircraft.

ISI [00.00.00370](#) provides all the necessary information on this type of operation.

In addition, beginning of September 2020, three Service Bulletins (SB 25-3766 for A330; SB 25-4381 for A340, and SB 25-P170 for A350) were issued to support the A/Ls in their exemption request process by the installation of standard pallets in the A350, A340 200/300 and A330 passengers cabin.

SB's can be requested via TechRequest (flight ops / cat: weight and balance and WBM / sub cat: weight and balance general)

You may contact your Satair representative for the sourcing of pallet, pallet nets, straps or seat bags.

FLIGHT OPS

Airbus Pilot Relaunch Programme

Airbus offers two programmes to help operators keep their pilots' license current, namely recency training course and newly launched Airbus Pilot Relaunch Programme (APRP).

APRP is a highly customisable program that enables Airbus pilots to train and reinforce operational fundamentals after a long interruption of flying activities. Appropriate training scenarios and exercises could be arranged to meet the airline's recency/refresher training requirements. More information on APRP and recency training course can be found on <https://services.airbus.com> and with your dedicated Airbus training managers.

Please note that Airbus does not provide guidance on the development of recurrent training standards and any subsequent constraints due to travel limitations. It is advisable to consult local regulators to evaluate the applicability of any deviations in the company training policy.

FLIGHT OPS

Technical Flight Familiarization

Developed by the Airbus Flight Test department, the Technical Flight Familiarization (TFF) course provides Flight Crew Knowledge, Skills and Attitudes (KSA) in order to safely and efficiently perform a Maintenance Check Flight (MCF). This technical flight can be requested by local authority, company policy or to perform a landing gear free fall test in flight in replacement of an aircraft jacking.

This course is applicable for all programs, the duration is 5 days and the refresher is 1 day.

Course is located in Toulouse but other locations are possible on request.

In case you are interested, please go to <https://services.airbus.com> for more information or contact karine.delibes@airbus.com

FLIGHT OPS

Unreliable Air Speed

Since aircraft have been returning to service following storage, there has been an increase in reports of unreliable airspeed situations.

The purpose of FOT 999.0020/21 is to highlight that it is essential to actively monitor the airspeeds during every takeoff roll, in order to detect any unreliable airspeed situation as early as possible. In case of unreliable airspeed, the crew is expected to safely reject the takeoff.

Airbus recommend operators to address training items as described in OTT 999.0025/21 at the next recurrent training opportunity.



You can also refer to
Safety First Article:

<https://safetyfirst.airbus.com/unreliable-air-speed-at-takeoff/>

ETOPS

FLIGHT OPS

Due to COVID-19 crisis, a large number of commercial aircraft have been parked or stored and may be out of revenue service for an extended amount of time. Similarly, operators have been forced to reduce or even entirely suspend their ETOPS operations.

The purpose of ISI [00.00.00395](#) article is to provide guidance on applicable requirements and means of compliance to manage:

- The suspension of ETOPS flights with continuation of non-ETOPS flights only, with the concerned fleet of ETOPS aircraft.
- The suspension of ETOPS flights with the grounding (parking or storage) of the concerned fleet of ETOPS aircraft.

FLIGHT OPS

Use of Personal Headsets

Airbus received reports of flight crews who are using their personal boomsets/headsets in the cockpit, for hygienic reasons. Flight crews must use only Airbus certified boomsets/headsets. Non-certified boomsets/headsets can lead to safety risks which could compromise flight operations (e.g. interferences, incompatibility with the aircraft audio system, risk of not hearing radio altitude auto-callouts or master caution/warning audio due to inappropriate noise reduction).

All Airbus' boomsets available in the Airbus catalogue are certified in accordance with CS25 requirements, including laboratory tests and flight tests. Airbus as an OEM would like to emphasize the importance of verifying the certification status of any particular boomset model. Airbus can neither recommend nor authorize the use of non-certified boomsets.

The list of certified cockpit audio equipment is available in [ISI 23.51.00003](#) article.

Ground Support Equipment

Solutions to ensure safe efficient maintenance across the entire aircraft lifecycle.

ATA 7X | FLASHPLUG® COVERS FOR ENGINE PROTECTION

CFM56-5B / PW1100G / LEAP 1A / V2500

[Find out more](#)

This engine preservation solution has been developed in response to operators' need to preserve their engines on-wing. Not only is the solution a fast and cost effective one, but the FLASHPLUG® is also smaller and easier to handle than traditional engine preservation solutions. The FLASHPLUG® weighs a mere 700 grams and can be folded into a tiny package for future use in the fly-away kit and can be shipped in a usual document express envelope. It takes less than 10 minutes for a mechanic to fit the FLASHPLUG®. Any question, please contact Cedric Chamfroy (cedric.chamfroy@airbus.com) or Jack Schwartz SATAIR (jack.schwartz@airbus.com).



Product advantages at a glance:

- Installation time of 8 minutes (one mechanic)
- Low cost (cheaper than film & tape option)
- Re-usable (can be re-fit multiple times)
- Special Adhesive Formulation (will not damage paint or leave sticky residue)
- Small & lightweight (can be packed with Fly Away Kit)

Technical Data

This section aims to communicate the list of updated technical data manuals for Parking Storage & Return to Service.

Technical data (All Programs)

You will find in this chapter the main Technical Data manuals updates linked to Parking and Storage / Return to Service.

The list of updated technical data manuals is managed by aircraft family to give an overview per fleet type and it covers the A380, A350, A340, A330 and A320Fam programs.

For each task listed in the next pages is associated the reason of change, a short technical description and the availability date in Airbus World (AirnavX).



Technical data (A330 Program)

A330 PROGRAM

ATA	Technical Topic	Task	Rev	Reason	Change
24	Batteries handling	10-11-00-555-824	Jul 21	Procedure Improvement	Batteries disconnection /reconnection / removal clarification (with new cross-ref to ATA 24).
26	Fire Extinguishing Bottles	10-30-00-554-806	Jul 21	Inspection Improvement	Add check of fire extinguisher system prior return to service after parking.
27	Cable protection at entry of storage period	10-10-00-550-801 10-30-00-554-005 10-12-00-553-802	Jul 21	Clarification	For Storage > 1Y: If Last cable greasing/check done less than 3 Y, only check of cable on visible part (cargo, avionic comp, unpressurized rear area). If last cable greasing/check done more than 3Y, greasing and cheek all along the cable length.
27	Wing tip brake engagement test	10-30-00-554-804	Jul 21	Procedure Improvement	F/CTRL FLAP TIP BRK FAULT WTB ENGAGEMENT TEST test added at RTO after a parking period of more than 10 days.
53	Adhesive tape used during storage	10-12-00-553-809 10-10-00-555-801 10-30-00-554-806 10-30-00-554-804 10-12-00-553-809	Apr 21	Consumable Improvement	Give first 05RNN1 (Adhesive Film Tape-Surface protection PVC film) and remove high speed tape as alternative . Add caution & steps to prevent paint damage during tape removal
55	Add additional inspection on VTP/HTP elevator and rudder inspection at RTO	10-12-00-553-809	Jul 21	Inspection Improvement	Add inspection and open necessary panel to check actuators and areas

Technical data (A320 Program)

A320 PROGRAM

ATA	Technical Topic	Task	Rev	Reason	Change
24	Batteries handling	10-11-00-555-804 10-30-00-554-804	May 21	Procedure Improvement	Batteries disconnection /reconnection / removal clarification (with new cross-ref to ATA 24)
26	Fire Extinguishing Bottles	10-30-00-554-804	Aug 21	Inspection Improvement	Add check of fire extinguisher for return to service after parking.
27	Cable protection at entry of storage period	10-10-00-555-801 10-30-00-554-804 10-12-00-553-809	May 21	Clarification	For Storage > 1Y: if Last cable greasing/check done less than 3 Y, only check of cable on visible part (cargo, avionic comp, unpressurized rear area). if last cable greasing/check done more than 3Y, greasing and cheek all along the cable length
27	Wing tip brake engagement test	10-30-00-554-005 10-30-00-554-804	Aug 21	Procedure Improvement	F/CTRL FLAP TIP BRK FAULT WTB ENGAGEMENT TEST test added at RTO after a parking period of more than 10 days.
53	Adhesive tape used during storage	10-30-00-554-005 10-30-00-554-804 10-12-00-553-802	May 21	Consumable Improvement	Give first 05RNN1 (Adhesive Film Tape-Surface protection PVC film) and remove high speed tape as alternative . Add caution & steps to prevent paint damage during tape removal

Technical data (A350 Program)

A350 PROGRAM

ATA	Technical Topic	Task	Rev	Reason	Change
24	Batteries handling	A350-A-10-11-XX-03ZZZ-282Z-A	May 21	Procedure Improvement	Batteries disconnection /reconnection / removal clarification (with new cross-ref to ATA 24)
27	Wing tip brake engagement test	A350-A-10-4X-XX-03ZZZ-282Z-A A350-A-10-4X-XX-00001-282A-A	Sep 21	Procedure Improvement	F/CTRL FLAP TIP BRK FAULT WTB ENGAGEMENT TEST test added at RTO after a parking period of more than 10 days.
53	Adhesive tape used during storage	A350-A-10-4X-XX-03001-282A-A A350-A-10-4X-XX-00001-282A-A A350-A-10-31-XX-05001-282A-A A350-A-10-1X-XX-00001-170A-A	May 21	Consumable Improvement	05RNN1 (Adhesive Film Tape-Surface protection PVC film) and remove high speed tape as alternative . Add caution & steps to prevent paint damage during tape removal
56	New Operational Test of cockpit sliding windows/exit hatch	A350-A-10-4X-XX-00001-282A-A A350-A-10-4X-XX-03001-282A-A	May 21	Inspection Improvement	Add a test to open from internal side the cockpit hatch prior Return To Service after storage

Technical data (A380 Program)

A380 PROGRAM

ATA	Technical Topic	Task	Rev	Reason	Change
24	Batteries handling	10-11-00-555-811 10-30-00-554-801	Jun 21	Procedure Improvement	Batteries disconnection /reconnection / removal clarification (with new cross-ref to ATA 24) specific requirements for the APU batteries (no swapping)
24	CORROSION. VFG external corrosion check	10-12-00-553-806	Jun 21	Improve check period	Postpone the check of external corrosion every to 1 Year instead 3 Month
26	Fire Extinguishing Bottles	10-30-00-554-801	Sep 21	Inspection Improvement	Add check of fire extinguisher system prior return to service after parking.
53	Adhesive tape used during storage	10-12-00-553-806 10-30-00-554-801 10-10-00-555-801 10-30-00-554-803	Jun 21	Consumable Improvement	Give first 05RNN1 (Adhesive Film Tape-Surface protection PVC film) and remove high speed tape as alternative . Add caution & steps to prevent paint damage during tape removal
56	New Operational Test of cockpit sliding windows / exit hatch	10-30-00-554-803	Jun 21	Inspection Improvement	Add opening closing of sliding windows + operation test of windows + pressure seal check



References



REFERENCES

FOR INFORMATION

AOT (ALERT OPERATORS TRANSMISSION)

AOT A24R009-20 ATA 24 - Ni-Cd Batteries - Risk of capacity reduction during aircraft parking for A380

AOT A24L007-20 ATA 24 - Ni-Cd Batteries - Risk of capacity reduction during aircraft parking for A330/A340

AOT A24N006-20 ATA 24 - Ni-Cd Batteries - Risk of capacity reduction during aircraft parking for A320 Fam

OIT (OPERATORS INFORMATION TRANSMISSION)

OIT 999.0002/21 ATA 05 – Scheduled Maintenance adaptation due to aircraft low utilization post COVID-19 grounding period

OIT 999.0011/21 ATA 12 – Cabin handsets damage due to residue of cleaning products

OIT 999.0019/20 ATA 10 – Parking and Storage: Exceptional Procedures and Recommendations Related to COVID-19 Massive Grounding Situation

OIT 999.0048/20 ATA 34 – Increasing number of events related to adverse effects on air data probes following a parking/storage period

OIT 999.0057/19 ATA 00 - Introducing the Repair and Design Approval Form (RDAF)

OIT 999.0026/20 ATA 05 – Scheduled Maintenance postponement further to COVID-19 grounding situation

OIT 999.0008/20 Virus Outbreaks - Novel Coronavirus (2019-nCov)

OIT 999.0037/20 ATA 36 - Maintenance actions & recommendations after long parking period

OIT 999.0049/20 ATA 28 - Fuel microbiological Contamination Prevention and Guidelines

OIT 999.0053/19 ATA 28 - Recommendations of the use of Kathon Biocide

OIT 999.0055/20 ATA 36 - Information regarding FAA AD 2020-16-51 impact on Intermediate Pressure Check Valve installed on Airbus fleet

OIT 999.0060/20 ATA 28 – Discrepancy between revisions of AMM tasks for biocidal preventative treatment / SA

OIT 999.0061/20 ATA 24 - Ni-Cd Batteries - Risk of capacity reduction during aircraft parking / A350

OIT 999.0066/15 Reporting of in-service events

OIT 999.0069/19 ATA 05 – Use of AMPES/ASAC to support temporary exemptions to scheduled maintenance tasks

OIT 999.0075/20 ATA 33 – Prevent redoing EPSU, ASPSU and SRPSU battery capacity test

OIT 999.0084/20 ATA 12 – Survival Emergency Locator Transmitter (ELT) unexpected behavior due to residue of disinfection products

OIT 999.0085/20 ATA 21 Notification of Updated Guidance for the Transportation of Dry Ice



REFERENCES (Continued)

FOR INFORMATION

FOT (FLIGHT OPERATIONS TRANSMISSION)

FOT 999.0020/21 ATA 00 – MONITORING OF AIRSPEEDS AT TAKEOFF

OTT (OPERATIONS TRAINING TRANSMISSION)

OTT 999.0025/21 ATA 00 – UNRELIABLE AIRSPEED AT TAKEOFF

ISI (IN-SERVICE INFORMATION)

ISI 00.00.00217 Supporting in service data for occurrence creation

ISI 00.00.00370 How to transport cargo in the aircraft cabin during COVID-19 outbreak?

ISI 00.00.00377 Aircraft Return to Service - Flight Operations Guidelines

ISI 00.00.00379 Cabin & Cargo Parking & Storage Recommendations

ISI 00.00.00390 Transportation of Dry Ice

ISI 00.00.00395 Restoration of ETOPS operations after parking/storage or temporary suspension of ETOPS flights (e.g. due to COVID-19 crisis)

ISI 10.00.00005 Is it Possible to Remove Parts from an Aircraft During a Parking or Storage Period?

ISI 10.00.00008 Who shall I Ask Regarding any Questions Related to the Engines and the APU?

ISI 10.00.00020 *** Parking & Storage *** Customer Support Engineering Webinars presentations & Minutes of Meeting

ISI 10.00.00021 Additional Guidance on Parking Induction and RTO procedures to ease planning activities

ISI 10.00.00022 Providing Recommendations in order to prevent bird nesting

ISI 10.00.00023 Parking & Storage #Covid-19 related OITs - Frequently Asked Questions (FAQ)

ISI 10.10.00003 (A320) Aircraft Parking and Storage under High Wind Conditions

ISI 10.10.00004 (A330) Aircraft Parking and Storage under High Wind Conditions

ISI 12.00.00008 COVID-19 - Coronavirus/Cleaning & Disinfection/List of disinfectants applicable for the SARS-Cov2



REFERENCES (Continued)

FOR INFORMATION

ISI (CONTINUED)

- ISI 21.00.00119** COVID-19 (Coronavirus) and Middle East Respiratory Syndrome (MERS)
- ISI 21.00.00143** Webinar - Dangerous Goods - Dry Ice Transportation, Presentation and Q&A from the Webinar 17th December 2020
- ISI 24.00.00046** Electrical Power Generation & Distribution Systems: Recommendations for Parking & Storage during COVID19
- ISI 25.31.00003** Cockpit Audi Equipment (Boomsets, headsets and microphones)
- ISI 24.36.00004** A350 - Li-Ion Batteries Maintenance Best Practices
- ISI 25.50.00011** Dry Ice Transportation
- ISI 25.65.00042** ELT Antenna - Loss of Antenna Blade
- ISI 27.00.00098** A320Fam - Deviations to Parking and Storage Maintenance Procedures related to ATA 27 Flight Control Systems and associated components already covered by a TA
- ISI 27.00.00099** A330/340 - Deviations to Parking and Storage Maintenance Procedures related to ATA 27 Flight Control Systems and associated components already covered by a TA
- ISI 27.00.00100** A350 - Deviations to Parking and Storage Maintenance Procedures related to ATA 27 Flight Control Systems and associated components already covered by a TA
- ISI 27.00.00101** A380 - Deviations to Parking and Storage Maintenance Procedures related to ATA 27 Flight Control Systems and associated components already covered by a TA
- ISI 27.00.00105** A350 - Return to Service after Parking/Storage period - ATA 27 Flight Controls Recommendations
- ISI 27.54.00061** A350 - Moving Damper fill level monitoring - Method and tools
- ISI 27.64.00020** A350 - EBHA electrical motor speed monitoring faults
- ISI 28.00.00166** Fuel Parking and Storage Procedures deviation policy
- ISI 29.00.00213** Deviations from Parking And Storage AMM Procedures related to ATA 29
- ISI 30.21.00017** A350 - Inform about return to service NAI potential issue
- ISI 32.00.00178** Deviations to Parking and Storage AMM Procedures related to Landing Gear
- ISI 32.00.00179** Deviations from Parking And Storage AMM Procedures related to ATA 32
- ISI 32.00.00180** OIT 999.0026/20 & AMPES Table for Excluded Tasks performed as part of the MRBR Landing Gear overhaul requirement
- ISI 32.40.00066** Wheels and Brakes Corrosion during Parking - request for feedback



REFERENCES (Continued)

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ISI 32.40.00067 SA Deviations to Parking and Storage AMM Procedures related to Braking and Steering Systems and associated components ATA 32-4X and 32-5X already covered by TA

ISI 32.40.00069 A350 Deviations to Parking and Storage MP Procedures related to Braking and Steering Systems and associated components ATA 32-4X and 32-5X

ISI 32.40.00070 LR Deviations to Parking and Storage AMM Procedures related to Braking and Steering Systems and associated components ATA 32-4X and 32-5X already covered by TA

ISI 32.40.00071 A380 Deviations to Parking and Storage AMM Procedures related to Braking and Steering Systems and associated components ATA 32-4X and 32-5X already covered by TA

ISI 32.41.00102 Mitigations to wheels removal requirement after parking/storage period exceeding 3 months/12 weeks

ISI 33.51.00004 EPSU batteries storage handling and charging procedure at installation on aircraft

ISI 34.22.00018 Integrated Standby Instrument System (ISIS) - Description, evolutions and maintenance recommendations

ISI 46.21.00124 Datalink Communication: Recommendations for Parking and Storage during COVID19 period

ISI 49.00.00092 APU Parking Procedure deviation policy

ISI 52.10.00051 Door damper premature nitrogen leak

ISI 71.00.00075 Engine/nacelle recommendations and acceptable deviations for parking/storage and return to service (RTS)



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P&S Webinar - **16th June 2021**
Invitation coming later
A320 Symposium - **1/2/3 June 2021**

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