

SAFETY

PARKING & STORAGE

TECHNICAL

FLIGHT OPS

GSE

TECHNICAL DATA

20 AIRBUS

Parking and Storage Return to Service

SUMMARY LETTER

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

15 March 2024

Copyrights © Airbus SAS. 2024 All rights reserved. X10ME2404870

AIRBUS



Table Of Content

I ntroduction	Page 3
G olden rules	Page 4
S afety	Page 5-6
P arking & Storage (General recommendations)	Page 7-18
T echnical topics	Page 19-46
F light Operations	Page 47-51
G round Support Equipment	Page 52-56
T echnical Data	Page 57-83
D ocuments references	Page 84-89
N ext webinar, Survey, Contact us	Page 90



Reason For Revision

MARCH 2024 Issue:

I sls replace cancelled OIT 999.0019/20 & 999.0069/19	Multi.
R DAF/AMPES/FCD requests	Page 3
M anage deviations Parking and Storage & Scheduled Maintenance	Page 4
A nticipation is key	Page 8
A MPES recommendation updated	Page 9
P DS AMPES for A320Neo PW1100G	Page 16
P DS RDAF for Storage without engines for A320Neo PW1100G	Page 17
T ech Topics: ATA 24 NI-CAD Batteries - AD 2023-0196	Page 23
F light Ops: Generalities (link update)	Page 48
G SE: ATA 71 Dummy weight (A320 program)	Page 55
G SE: ATA 71 Dummy engine tool (A320Neo PW1100G)	Page 56



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 Transmission (OIT) [999.0069/19](#) and **In Service Information (ISI)** [10.00.00007](#), [10.00.00009](#) & [10.00.00010](#).

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 **ISI 10.00.00009 & 10.00.00010**

03 SCHEDULED MAINTENANCE CLOCK STOPPAGE

In case of scheduled maintenance clock stoppage, follow the guidance provided in **ISI 10.00.00007 & 10.00.00009**

Aircraft that were parked or stored due to the impact of the COVID-19 sanitary [as well as other recent](#) crises 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-air-speed-at-takeoff/>

You can also refer to FOT 999.0020/21



Safety First 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/>



Safety Experience

Always follow the procedure !

Return to Service
after Parking/Storage
remain Vigilant!

! Potential consequences

- Erroneous Air speed Parameters
- Unexpected Fire extinguisher Discharge
- Electrical issues
- Fuel quantity indication fluctuations
- Fuel contamination
- Bleed issues
- Corrosion
- FoD and wildlife nesting
etc.

✓ Recommendations



Ensure the AMM tasks for the
Return to Service are followed -
Refer to Chapter 10



Double check all tasks are completed
using the checklist provided in the AMM



Find out more on
Airbus D10X Together app



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.

For 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 [AMM chapter 10](#), 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 several weeks before Return To Service (RTS). Current lead time for final delivery of RDAF/AMPES/FCD documentation can take up to 30 business days after [acceptance](#) of Purchase Order (PO). For cases with large quantities of deviations more time may be required.

[Airbus recommends submitting your request 7 to 8 weeks in advance of the start of the RTO activities.](#)

DEVIATION TO AMM/MP PROCEDURES

All Airbus RDAFs covering AMM deviations are chargeable. As they typically concern several ATA chapters, the price for a single-ATA RDAF quoted in the Airbus Service Store on Airbus World is not applicable.

Most RDAF already delivered are valid for a limited period of time (mainly 6 months or 12 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.

GENERAL RECOMMENDATIONS (Continued)

AMPES (ALL PROGRAMS)

The OIT 999.0026/20 is now cancelled, the 6 and 12 MO AMPES documents are no longer available, and with effect from 01 July 2023, the 6 and 12 month AMPES should no longer be used to support a one-time postponement of any scheduled maintenance task.

If the one time extension supported with the 6 or 12 month AMPES was approved by the NAA prior to 30 June 2023, then this is still acceptable and remains valid.
For more information, please read OIT 999.0026/20-Rev.07, release for cancellation.

Airbus can support with a dedicated document on request for both non-revenue flight(s) and for in service aircraft. A lead-time of 6 to 8 weeks has to be considered for delivery of a dedicated AMPES or FCD document.

Questions about ASAC, FCD and AMPES documents are to be addressed to Airbus Customer Services through TechRequest on Airbus World, selecting the “Scheduled Maintenance” domain and the “ASAC/FCD/AMPES request” topic.



GENERAL RECOMMENDATIONS (Continued)

LOW UTILIZATION RECOMMENDATION (LUR) vs MRBR

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

- How 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 6 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.

- How 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.

- In 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 downloaded from AirbusWorld when required (www.airbusworld.com; Content library / Maintenance and Engineering / Scheduled maintenance requirements / Low Utilization Recommendations).

INDUCTION AND RETURN TO OPERATION TASK (A320 PROGRAM)

Within one day, an operator has (depending on latest flight time) to start the induction procedure and in less than 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)

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.

STORAGE GROUND CHECK OPTIMIZATION (ALL PROGRAMS EXCEPT A300/A310)

For aircraft in storage preservation, Airbus can provide an RDAF solution to defer the 7 and 15-day periodic ground checks to a monthly interval. Moreover, for the A320FAM, A330, A340 and A380 aircraft, the 3-month periodic ground check can be deferred to a 6-month interval. If interested, please contact Airbus via TechRequest.

LIGHT PROCEDURE FOR PARKED AIRCRAFT UP TO 7 DAYS (ALL PROGRAMS EXCEPT A300/A310)

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. If interested, please contact Airbus via TechRequest.

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.

GENERAL RECOMMENDATIONS (Continued)

RETURN TO SERVICE TASKS AFTER PARKING AND STORAGE PERIOD (ALL PROGRAMS)

The existing "Return to Service" tasks of the Parking and Storage procedures have been enhanced to include a "checklist" at the end of the task to ensure that all key tasks are completed prior to the Aircraft Return to Service.

This checklist is complementary to the existing content, and is intended only as an Aide Memoire to ensure that the aircraft can safely return to service. It is reiterated that all steps of the "Return to Service" tasks must be completed and in the event certain steps cannot be completed, then Airbus should be contacted for further assistance.

PARKING PERIOD BEYOND 3 MONTHS (ALL PROGRAMS EXCEPT A300/A310)

Airbus is proposing an RDAF, allowing operators to preserve aircraft during several consecutive parking periods of up to six months each with a renewal flight in between.

The maximum validity of this RDAF is twelve months from date of issue. If interested, please contact Airbus via TechRequest.

STORAGE PERIOD BEYOND 2 YEARS (ALL PROGRAMS EXCEPT A300/A310)

As per the current AMM/MP procedures, a Non-Revenue Flight (NRF) is required to renew the storage period at every 2 year intervals. Airbus is now also able to propose an RDAF, allowing operators to keep aircraft on ground in storage preservation beyond two years for unlimited period with additional ground check tasks. The NRF will only be required at the Return To Operation (RTO). If interested, please contact Airbus via TechRequest.

Note: The clock for the 2 years storage period starts from the last day of the flight. If the Aircraft was initially in parking status and moved to storage later without a NRF, the time from the first parking induction needs to be counted.

GENERAL RECOMMENDATIONS (Continued)

MAINTENANCE CLOCK RESET FOR AIRCRAFT NOT IN SERVICE AND POST TRANSFER OF TITLE (ALL PROGRAMS)

This solution enables operators to defer the starting point for their scheduled maintenance planning, as per the MPD, from the date of "First Flight" or "Transfer of Title" to the date of "Entry into service" after a parking or storage period.

Please note that this solution can only be applied for aircraft not entered into commercial operation prior.

If interested, please contact Airbus via TechRequest.

ONE-TIME THRESHOLD/INTERVAL DEFERRAL OF STRUCTURE CALENDAR SCHEDULED MAINTENANCE TASK FROM 6 YEARS TO 12 YEARS (A320Fam PROGRAM)

In order to support operators, Airbus has developed a Pre-Defined Solution Airbus Maintenance Program Engineering Statement (PDS AMPES) that provides flexibility regarding the next accomplishment of Maintenance Review Board Report (MRBR) structure tasks having a six (6)-year threshold/interval.

More information is available in OIT 999.0089/20. If interested, please contact Airbus via TechRequest.

DIFFICULTIES TO COVER SOME AIRLINES DEVIATIONS (ALL PROGRAMS)

It is highly recommended that operators strictly follow the OIT 999.0026/020 which addresses the postponement of the calendar intervals of certain scheduled maintenance tasks.

Airbus receives more and more requests from operators mixing deviations to MRBR (that can be justified most of the times), plus non compliance to AD's (hard to substantiate or sometimes impossible) and Overhaul requirements (difficult to justify, even for a ferry flight, beyond a certain threshold).

These combinations of deviations make the requests even more complex to manage because they cannot be treated separately but as a whole.

For large list of tasks, Airbus recommends operators to remove the tasks which are linked to a minimum effort in terms of tooling/manpower/equipment and access requirements. For instance, tasks simple to be performed or not time consuming, tasks with easy access, tasks with intervals smaller than 12 MO, MRB ZL source, GVI/FNC/CHK/SVC/VCK tasks. These tasks should then be performed before the ferry flight.

Please also take into account tasks that will need to be performed as part of the return to operation as per AMM 10-30. Indeed, those tasks will not usually be granted for extension. Airbus wish to avoid duplication as there is no reason for these tasks to be performed twice.

GENERAL RECOMMENDATIONS (Continued)

DEVIATIONS ON ENGINES AND APU (ALL PROGRAMS)

Engine and APU deviations are not addressed in the Airframe RDAF. 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](#).

SWITCHING FROM PARKING TO STORAGE (ALL PROGRAMS)

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).

LATE RDAF APPLICATION (ALL PROGRAMS)

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.

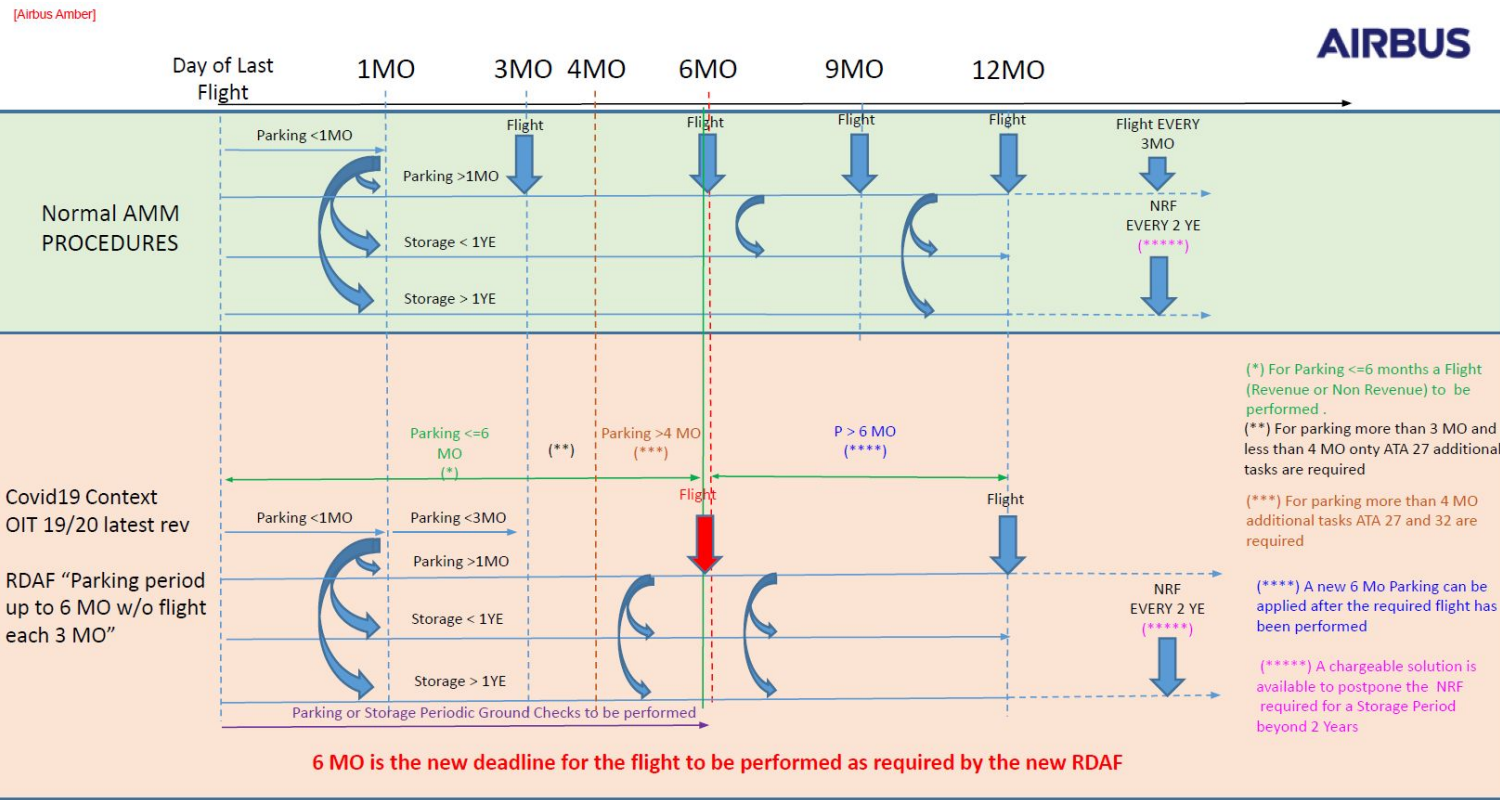
LANDING GEAR RETRACTION / EXTENSION TEST (ALL PROGRAMS)

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)

GENERAL
RECOMMENDATIONS (Continued)

LANDING GEAR RETRACTION / EXTENSION TEST (ALL PROGRAMS)(Continued)



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 [ISI 10.00.00009](#) for further information.

GENERAL RECOMMENDATIONS (Continued)

P&W PDS AMPES SUPPORT (A320NEO - PW1100G)

Airbus will not provide an other generic AMPES like the 6 and 12 MO AMPES. Instead Airbus plans to provide more tailored solutions to meet the requirements of the A320Neo - PW1100G Engine Shortage issue.

The A320 P&W PDS AMPES-F is planned to be available by Q4 of 2024 as a chargeable service.

Airbus is working on a Pre-Defined Solution (PDS) AMPES-F to support ferry flight(s) to relocate an aircraft with overdue maintenance. The following limitation will apply (non-exhaustive list):

- For 25 FH, 5 FC and up to 18 months (TBC) deviation from the tasks original due date
- For aircraft in parking/storage (P&S) for a maximum of 2 years from last flight
- Only for the tasks that fall due during the P&S period
- For MPD tasks with MRBR source, calendar tasks only
- The AMPES will be for tasks that will be grouped together in appropriate checks
- Focussing on larger checks only - first the selected 24 month and 36 month tasks, then the 6 YE tasks. 12 YE tasks may be considered in future.
- All tasks with intervals below 24 MO, and 24 MO tasks that are considered simple to perform and/or with light access, will not be supported. These tasks should be performed in conjunction with the engine replacement(s) and return to service activities.
- The AMPES cannot be used in addition to a covid AMPES if already applied
- The AMPES will be available to aircraft that do not have any P&S deviations, and to aircraft with P&S deviations that are supported with an Airbus RDAF.

Airworthiness Directives (ADs) and tasks with ALS source (LLP, ALI, CMR, SEMR, FAL) will not be included - for these the usual FCD process will be required. The FCD is a chargeable service and takes approximately 6 to 8 weeks.

Please also refer to the ISI article 10.00.00007 - 'How does a Parking or Storage Period Influence the Scheduled Maintenance?'.

GENERAL RECOMMENDATIONS (Continued)

P&W Engine Shortage – P&S Pre-Defined Solution (PDS) RDAFs (A320NEO - PW1100G)

Due to the ongoing PW1100 engine shortage, caused by the metal powder issue, the number of A320neo grounded aircraft has increased significantly.

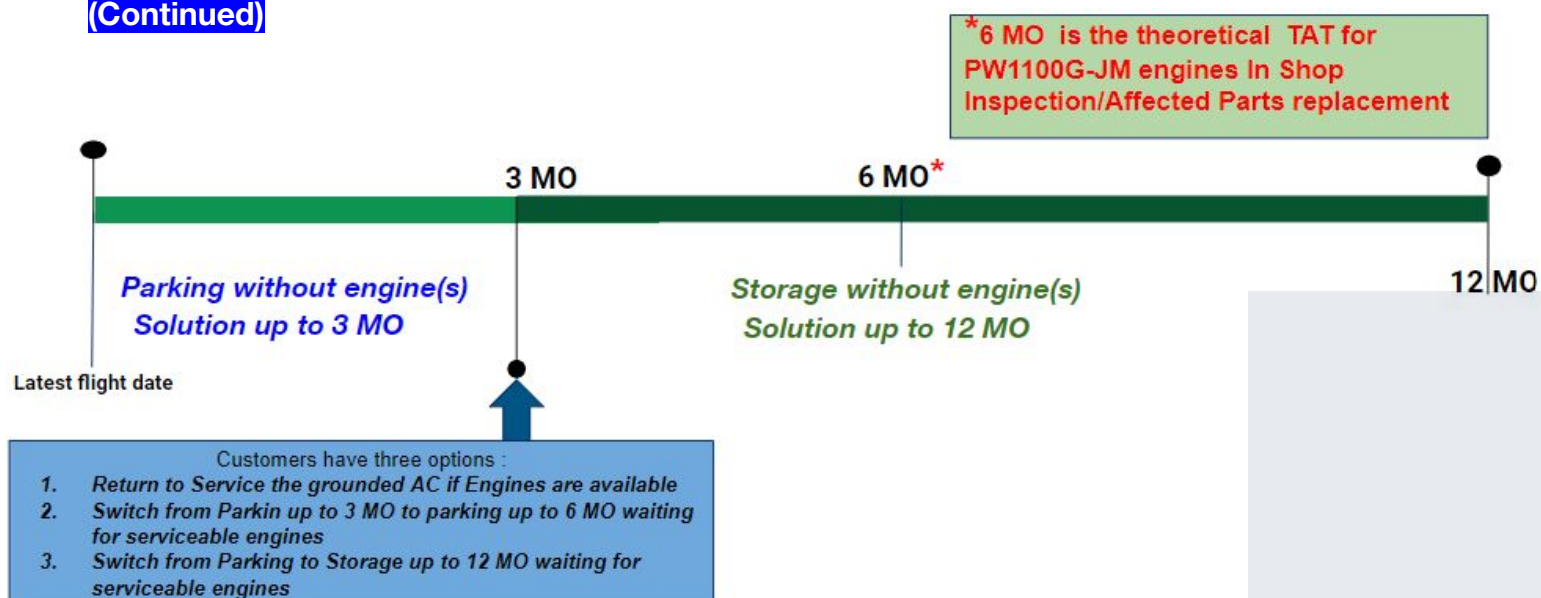
In order to support the affected operators, Airbus has defined the following RDAF solutions allowing operators to keep the impacted aircraft on ground for up to 12 MO with engines removed:

- Parking w/o engine(s) up to 3 MO w/ or w/o TRs. The following configurations are covered:
 - One or Two engines removed,
 - All Nacelle removed on the side where the engine(s) is(are) missing or Thrust Reversers only kept installed.
- Parking up to 6 MO w/o NRF w/o engine(s) w/ or w/o TRs. The following configurations are covered:
 - One or Two engines removed,
 - All Nacelle removed on the side where the engine(s) is(are) missing or Thrust Reversers only kept installed.
- Storage w/o engine(s) up to 12 MO w/ or w/o TRs. The following configurations are covered:
 - One or Two engines removed,
 - All Nacelle removed on the side where the engine(s) is(are) missing or Thrust Reversers only kept installed.

Please note all these solutions will be provided Free of Charge. In addition, an RDAF allowing Towing shall be requested by the operator. This RDAF will also be provided FOC.

GENERAL RECOMMENDATIONS (Continued)

P&W Engine Shortage – P&S Pre-Defined Solution (PDS) RDAFs (A320NEO - PW1100G) (Continued)



Customers can take benefit of the Parking without engine(s) up to 3 MO solution. If it is not possible to return to operation at the end of the 3 month parking period, they can extend the parking period using the second PDS Parking without engine(s) up to 6MO and/or switch to storage, taking benefit of the third PDS Storage without engine(s) up to 12 MO.

These Pre-Defined Solution RDAFs are dependent upon a full application of all work-steps from the AMM chapter 10 procedures, except for those work-steps that cannot be done without serviceable engines.

In case that certain other parking & storage-related work-steps are not performed, although it would have been possible to do them without serviceable engines, these deviations need to be addressed with an RDAF, providing corrective action, at the time of Return-To-Operation (RTO).

Providing such an RDAF will be a chargeable service. The RDAF price will be adapted considering the alleviations supported in our free-of-charge PDS RDAFs, as the cost linked to all deviations which are covered in these RDAFs will be deducted from the RTO RDAF cost.

Questions and request about these services are to be addressed to Airbus Customer Services through TechRequest on Airbus World, selecting the “Scheduled Maintenance” domain and the “Parking & Storage” topic.

Technical

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

AIRBUS

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.

ATA 10 CORROSION RECOMMENDATION (ALL PROGRAMS)

Mapping of all known/reported corrosion defects has been done by Airbus Parking and Storage Multi Functional Team (MFT) and recommendations published in the three following ISI, for System, Structure and Engine/Nacelle:

- ISI 10.00.00024 Aircraft Systems Corrosion effects due to Parking & Storage - prevention and mitigation.
- ISI 10.10.00005 Parking And Storage - ATA5X Corrosion Prevention.
- ISI 71.00.00075 Engine / Nacelle recommendations and acceptable deviations for Parking/Storage and Return To Service (RTS)

At the opportunity of the General Visual Inspection (GVI) mentioned in the P&S AMM 10-10, any paint cracking or flaking around panel edges shall be addressed by local rework and paint touch up (e.g. wing bottom skin manholes cover corrosion have been reported and are suspected to be related to erosion leading to paint deterioration).

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 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 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.

ATA 24 NI-CAD BATTERIES - REPLACEMENT (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.

The following documents have been released for cancellation:

- AOT A24R009-20 for A380, AOT A24L007-20 for A330/A340, AOT A24N006-20 for A320 Fam
- OIT 999.0061/20 for A350, OIT 999.0063/20 for WB

AD 2023-0196 has been released to supersede AD 2020-0274. In this frame, to be compliant with safety requirement (regarding battery capacity level) a recharge at constant current has to be performed at regular interval.

AD 2023-0196 is sufficient to be compliant with safety requirements. However new update of AMM has been launched to be also compliant with certification requirements which are more restrictive than safety requirements for battery capacity level. The new replacement recommendations will require, for all NiCD battery P/Ns, a replacement of the batteries before RTS for parking and storage periods exceeding 6 MO or less depending on the OAT at the parking/storage location.

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



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 except A330/A340)

ELT antenna blades loss is already addressed in ISI [25.65.00042](#) (Now cancelled and replaced by TFU 25.65.00043). 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 25 SEAT CLEANING AND USE OF DISINFECTANTS (ALL PROGRAMS)

In the frame of COVID19 researches, some testing results have shown that the soft materials of seats (fabrics and leather) could be affected by disinfecting liquids not approved in AMM/MP. In some cases the materials do not fulfill the flammability certification requirements after the test. It is reminded to strictly follow the AMM/MP procedures.



ATA 26 Fire Protection

ATA 26-2x CHECK OF PIPING NON OBSTRUCTION AFTER PARKING AND STORAGE FOR ENGINE/APU (ALL PROGRAMS)

Engine fire extinguishing piping inspection for non obstruction is now required for RTS following parking for more than 1 month and storage to ensure that fire extinguishing pipes are not obstructed and that the system will properly operate if a fire happens.

ATA 26-24 PORTABLE FIREX INOP AFTER LONG-TIME EXPOSURE TO HIGH TEMPERATURE (ALL PROGRAMS / Part Numbers (P/Ns) P3APP003010A, P3APP003010B and P3APP003010C)

Umlaut engineering GmbH, manufacturer for EN-HAFEX (Halon Free Fire Extinguisher), carried out engineering tests where the EN-HAFEX were exposed to high temperature ($> +65^{\circ}\text{C}$ corresponding to $\text{OAT} > +50^{\circ}\text{C}$) for several days to simulate long-time storage phase. The tests revealed that in these conditions the EN-HAFEX may become inoperative due to valve blockage.

Umlaut released VSB P3VSB000003 issue C for inspection and replacement if affected parts are identified (not only linked to parked/stored aircraft), EASA released SIB 2021-14 & AD 2021-0185 and Airbus dispatched OIT 999.0054/21 including Umlaut VSB with commercial policy and EASA AD query mailbox.

ATA 26-25 LAVATORY FIREX BOTTLES DISCHARGE ON AIRCRAFT PARKED OR STORED FOR A PROLONGED PERIOD OF TIME IN A HIGH TEMPERATURE ENVIRONMENT (ALL PROGRAMS)

FAA has received reports of numerous lavatory fire extinguishing bottles found discharged. Consequently, FAA issued Safety Alert For Operators SAFO 21003 to alert on the importance of inspecting lavatory fire extinguishing bottles as part of the return-to-service maintenance checks on aircraft that have been parked or stored for a prolonged period in a high-temperature environment.

On Airbus side, RTS tasks request, now for both parking and storage to check the lavatory firex bottle pressure.

Note: Similar reports, after aircraft parking or storage period, have been recently received at Airbus. We would like to remind the Operators of the importance to perform a check of the lavatory fire extinguishing bottle pressure before RTS.



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 TFU [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.

BIOCIDES APPLICATION PROCEDURE CHANGES (ALL PROGRAM)

Improvements have been implemented in the biocide application procedures:

- Enhancement of some AMM and MP tasks for biocide application.
- Removal of biocide application means using premixed fuel with biocide keeping the use of metered injection rig as the only way to perform biocide.
- removal of FUELSTAT RESINAE PLUS test kit.

More information are available in OIT 999.0027/21 and especially on the details regarding AMM/MP updates.

INTERMITTENT TRIM TANK PUMP FAULT (A380 PROGRAM)

Since beginning of COVID, Airbus noticed A380 trim tank pump faults following extended time on ground between A380 operations.

Long periods of inactivity where the Trim Tank has low fuel levels may induce a loss of priming due to fuel being gradually replaced by air

More information are available in ISI 28.00.00172.

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](#).

In addition, please note that OIT 999.0051/21 has been released in order to reduce the allowable limit of hydraulic fluid acidity from 1.5 to 1 mgKOH/g. The AMM will be updated from Jan 2022 to June 2022. Laboratories may not have yet taken into account this reduced tolerance change because the hydraulic fluid specification NSA307110 is not yet updated (expected update by Q2 2022), hence it is recommended to carefully check that the given value and the given limit are in accordance with AMM procedure.

More details can also be found in the safety article accessible under the following link:

<https://safetyfirst.airbus.com/good-quality-hydraulic-fluid-for-safe-operations/>

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 31 Indicating & Recording System

ATA 31 PRINTER PLATEN ROLLER FAILURE (A320 PROGRAM)

Some Operators reported a higher removal of printers on A320 family in hot and humid conditions (Outside Air Temperature (OAT) more than 30 DEG.C and outside Air Humidity equal to or more than 80%). In these conditions, the platen roller of the printer can soften and break down, leading to paper jam. AMM has been updated in August 21 revision to incorporate the following:

- For storage: To remove the printer,
- For parking: Either to remove the printer or to perform a periodic checks every 15 days

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](#).



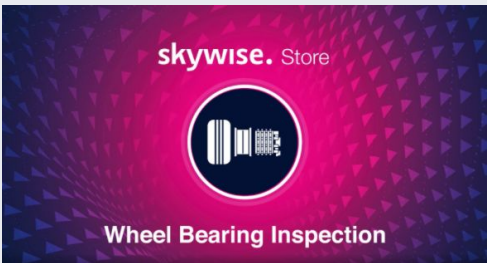
ATA 32 REPLACEMENT OF ALL WHEELS DURING STORAGE BEYOND 4 MONTHS (ALL PROGRAMS)

As an example for A320Fam: AMM task 10-30-00-554-005-A “Return to operation after a storage period higher than 4 months” requires to remove all the wheels from the aircraft and to send them to a shop for inspection as per vendor instructions.

Airbus is able to support operators via an RDAF (to be requested via TechRequest), to keep wheel/tyre assembly on wing beyond 4 months on ground (details available in ISI [32.41.00102](#)). The inspection results can now be reported through the ‘Wheel Bearing Inspection’ application. This skywise application offers additional Airline cost saving benefits and easy data exchange.

The Skywise Wheel Bearing Inspection Application helps to centralise and consolidate data, allowing Airbus to work on a possible alleviation of some inspection requirements that would have been extremely challenging without this application. The benefits for Airlines result in significant cost savings due to:

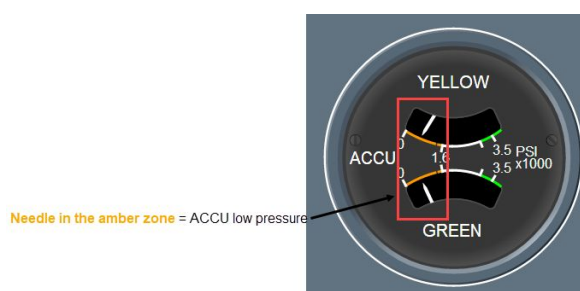
- Reduced Wheel inspections by ~ 50% per Aircraft
- Reduced wheel replacements (depending on inspection results)
- Reduced Airline resources required
- Efficient reactive support via digital processes offered by the application



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)

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. Airbus have investigated the possibility to extend the interval of the emergency test, 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.

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](#) and ISI [10.00.00024](#) where some topics are addressed like tie bolts corrosion, landing gear sensors, landing gear lubrication fittings corrosion, etc ...

It is to be noted that for all programs, the AMM will be updated in order to request the lubrication of all landing gears at entry into parking. More details can be found in ISI [32.00.000178](#).

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 33 EMERGENCY POWER SUPPLY UNIT (EPSU) DISCHARGE (ALL PROGRAMS)

Some operators reported discharge of the EPSU batteries.

After investigation, it was due to use of the EMER Light Push Button to illuminate the cabin when no ground power was connected to the aircraft.

Recommendations are now available in ISI [00.00.00379](#).



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.

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)

In addition, Airbus highlights that majority of events, especially Unreliable AirSpeed (UAS) events due to Pitot contamination, are now experienced during short A/C grounding time. (i.e. out of ATA10 AMM tasks).

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
- > [Safety Enhancement](#)
- > [Maintenance Videos](#)
- > 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 (ALL PROGRAMS)

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 34 AIR DATA INERTIAL REFERENCE UNIT (ADIRU) FAILURE (A350 PROGRAM)

Some internal ADIRU micro leaks could let ambient air go into the internal cavities (due mainly to temperature variation) when Aircraft is parked outside leading to ADIRU failures.

To prevent such contamination, the internal ADIRU laser needs to be powered up regularly. In accordance, the MP task below has been updated:

- During parking periodic ground check every 15 days (refer to MP TASK A350-A-10-11-XX-03001-282A-A Parking Periodic Ground Checks; Close-up section)
- During storage periodic ground check every 1 month (refer to MP TASK A350-A-10-31-XX-05001-282A-A Storage Periodic Ground Checks; Close-up section)

And a minimum duration power-up has been added:

- A minimum of 30 min power-up for parking periodic ground check every 15 days
- A minimum of 1 hour power-up for storage periodic ground check every month.



Figure : lasers gyroscope

ATA 35 Oxygen

ATA 35 O2 FLEXIBLE HOSE PRESSURE CHECK (A380 and A330 PROGRAMS with Hydraflow 32209 series)

Airbus recommend to perform the following AMM tasks prior to RTS for aircraft fitted with Hydraflow 32209 series:

- AMM Task 35-10-00-790-801-A - Leak Test of the LP Oxygen for the Crew
- AMM Task 35-21-00-790-802-A - Leak Check and Pressure Holding Test of the Intermediate Pressure Line

More information can be found in TFU 35.00.00.028 and TFU 35.10.00.016

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 (HONEYWELL APUs)

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 in severe conditions like humidity 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.

TECHNICAL

ATA 52 Doors

SLIDE SEAMS DETACHMENTS (A380 PROGRAM)

Some operators have reported several cases of slide seams detachments during overhaul (fuselage and belly fairing) slides only), resulting from the long parking and storage conditions during the Covid-19 pandemic period. In order to prevent this issue to occur, Airbus is updating the AMM related to parking & storage and request the removal of the fuselage slides in case the aircraft remains non operational for a certain period of time.

More details and additional recommendations can be found in the AMM revision (advanced copy on request)

TECHNICAL

ATA 54 Pylons

WATER/HUMIDITY INGRESS PREVENTION (ALL PROGRAMS except A350)

In order to improve our AMM procedures and limit humidity ingress inside the pylon/engine area, Airbus have decided to blank precoolers grid and ventilation exhaust on the pylon during storage. Please see "Technical Data" chapter for technical publications implementation dates.

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 REMOVAL DURING PARKING - EXCEPTION (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 [ISI 71.00.00075](#) detailing three options available to protect the air inlet lip skin (short term, long term and in case no protective product is available). Also when installing the desiccant bags on air inlet acoustic panels, recommendations shall be followed carefully to install desiccant bags on absorbent mats to prevent corrosion development under desiccant bags.

ATA 7x Powerplant

ATA 71 AIR INLET LIP SKIN CORROSION REPAIR SOLUTION (IAE - V2500)

Following air inlet lip skin corrosion issues, Vendor Structural Repair Manual (SRM) has been updated in order to give more damage allowables and on-wing solutions. This Nacelle SRM can be found on COLLINS website.

ATA 72 RISK OF LOSS OF THRUST CONTROL DUE TO PRESSURE SUB SYSTEM (PSS) FAILURE (A320Neo - LEAP-1A)

Some Operators of A320neo family A/C equipped with LEAP-1A engines reported a few occurrences of PSS removals due to P0, PS3 and P3B faults after returning the aircraft to service following extended storage periods. Faults not addressed at return to service (RTS) may lead to a potential risk of loss of thrust control. CFM and Airbus amended the AMM procedures for the storage periodic ground checks (10-12-00-553-802-A) to include a FADEC test and an idle run test following a non-revenue flight prior to RTS. Running a FADEC test and the idle run test will allow to detect any PSS faults linked to storage conditions prior to RTS.

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 78 THRUST REVERSER CORROSION (A320 - V2500)

On A320Family equipped with V2500 engines, operators reported an increase of corrosion findings on Thrust Reverser and Translating Sleeves.

Please refer to [ISI 78.30.00.087](#) for additional recommendations.

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.

ATA 7x PROBES BLOCKAGE (ALL PROGRAMS)

Some operators have reported blockage of T20 probes on specific engines, in certain conditions this can lead to loss of thrust on multiple engines. Operators should follow the appropriate storage instructions as per AMM/MP and ensure that engine probes are correctly protected during parking/storage.

As part of de-storage, It is reminded to check the nominal functioning of engines controls probes & sensors by strictly following AMM/MP procedures prior to Return into Service. You can also refer to ISI 71.00.00075.

After parking and storage, flight crews are reminded to follow the SOP's, and ensure that the expected engine performance is monitored and achieved during takeoff. As per SOP, the PM must check that the takeoff thrust is set before 80 kt and must announce "Thrust Set".



TECHNICAL

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
10	Bird Nesting	See dedicated chapter
10	Covers not available	Contact Airbus/Satair
10	Corrosion	See dedicated chapter
12	ELT transmission	See dedicated chapter
12	Cabin handsets damage	See dedicated chapter
24	NiCad Batteries replacement	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	Seat cleaning and use of disinfectants	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
26	Umlaut Portable Firex inop	See dedicated chapter
26	Lavatory Firex discharge	See dedicated chapter
27	Flight Controls - EBHA (A350 Program)	See dedicated chapter
27	Flap Moving Damper (A350)	See dedicated chapter

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

ALL PROGRAMS

ATA	Issue	Comment
28	A380 Trim Tank pump fault	See dedicated chapter
30	NAI PRSOV (A320neo Leap & A350-XWB)	See dedicated chapter
31	Printer Platen Roller failure (A320)	See dedicated chapter
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
33	EPSU discharge	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
34	Air Data Inertial Reference Unit Failure (A350)	See dedicated chapter
35	O2 Hose Px check (Hydraflow 32209 series)	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 (Honeywell APUs)	See dedicated chapter

TECHNICAL

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

ALL PROGRAMS

ATA	Issue	Comment
52	Door Noise Events (A350)	See dedicated chapter
52	DEOA low pressure (A320/A330/A340)	See dedicated chapter
52	Slide Seams Detachment (A380)	See dedicated chapter
7x	Probes blocage	See dedicated chapter
71	Air Inlet Corrosion	See dedicated chapter
72	LEAP-1A Pressure Sub System failure	See dedicated chapter
72	Compressor Vane (A320 – V2500)	See dedicated chapter
78	V2500 Thrust Reverser Corrosion	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)

Provided that no deviation to AMM/MP chapter 10 occurred and 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) Aircraft Return to Service - Flight Operations Guidelines webinar Jun 2020 ([ISI 00.00.00377](#))
- 2) Airbus/Navblue Flight Operation Week Dec 2020 - Day2: Return to Service ([Presentations and Q&A](#))
- 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

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 does not recommend or authorize the use of non-certified boomsets.

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

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



Unreliable Air Speed

FLIGHT OPS

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

For A320Fam Neo applications, please also refer to Technical Follow-Up (TFU) 00.00.00411 and FOT 999.0042/21 : OEB 59 Reinforce Speed Check for Rotation Mode. Cancellation of the OEB 59 is achieved by installation of ELAC standard L103+, refer to A320-27-1288, released on October 15th, 2021, and Retrofit Information Letter (RIL) ref. SA27M21003034. Installation of this ELAC standard is mandated by EASA AD ref 2022-0028.



You can also refer to
Safety First Article:

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



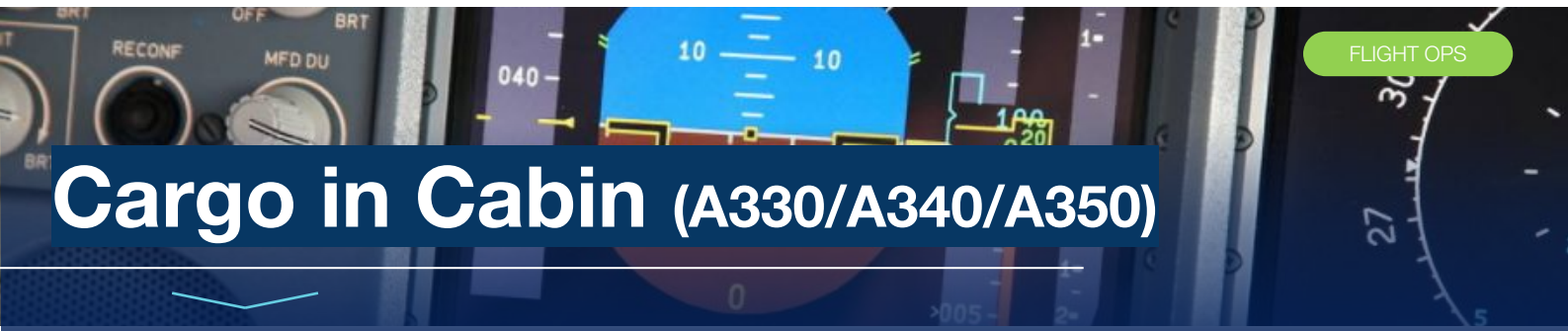
ETOPS

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.



Cargo in Cabin (A330/A340/A350)

Following a review by the EASA of the operational context for transport of cargo in passenger cabin, the EASA agency has concluded that the logistical challenges that arose in 2020 as a result of the COVID-19 crisis no longer exist to the same extent and that those guidelines do not apply anymore. The conditions for issuance of exemptions cannot be valid after July 31st 2022.

Refer to following documents for reference:

- ISI 00.00.00370 issued on 13 May 2022 - How to transport cargo in the aircraft cabin during COVID-19 outbreak?
- EASA Regulation : Transport of cargo in passenger compartment – exemptions under article 71(1) of regulation (EU) 2018/1139 (The basic regulation)” issued April 11th 2022

Ground Support Equipment

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

AIRBUS

ATA 7X | FLASHPLUG® COVERS FOR ENGINE PROTECTION

CFM56-5B / LEAP 1A / V2500

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 us via through Airbus Spares portal.](#)



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)

ATA 32 | FLASHPLUG® COVERS FOR LANDING GEARS PROTECTION

A320 / A330 / A350

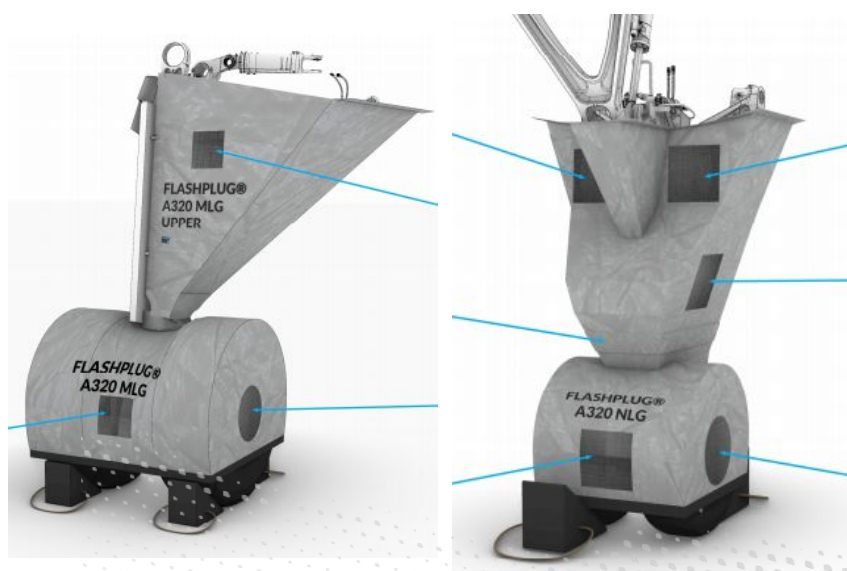
To address the customer need of Landing gear preservation Airbus has developed a highly efficient Landing gear cover.

The pain points with existing solution were:

- Conventional methods to cover Landing gear can trap moisture leading to corrosion.
- Poorly fitted covers can allow animals to nest
- Two-person installation for 120 minutes
- Non reusable and materials go to landfill afterwards
- Adhesive can leave residue causing risk of paint damage

The new landing gear covers can be installed by one person in 8 minutes per landing gear, it is a reusable product and also it mitigates the risk of paint damage and animal nesting.

[Any question, please contact us via through Airbus Spares portal.](#)



Product advantages at a glance:



ATA 71 | DUMMY WEIGHT

CFM56 / PW1100G / LEAP 1A / V2500

When the engines are removed during a structural check, weight ballasts need to be placed in the cargo compartment to ensure the Aircraft stabilization. This drastically limits the access for inspections in that area and increases the turn-around time as well as the effort of resource allocation.

The engine dummy weights have been co-developed with one of our customers, including weight plates local manufacturing and assembly that allow an easy transportable, cost-effective solution that can be used for parking and storage with removed engine nacelle. This tool is directly procurable via SATAIR, through Airbus Spares portal.



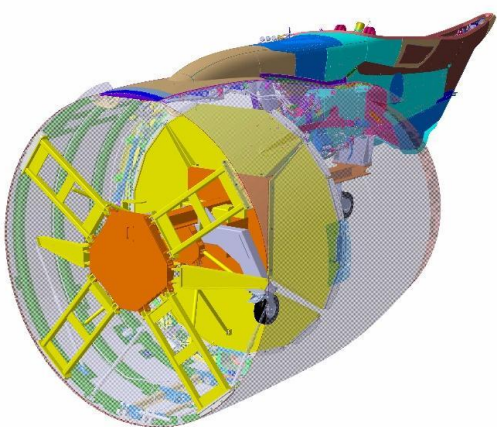
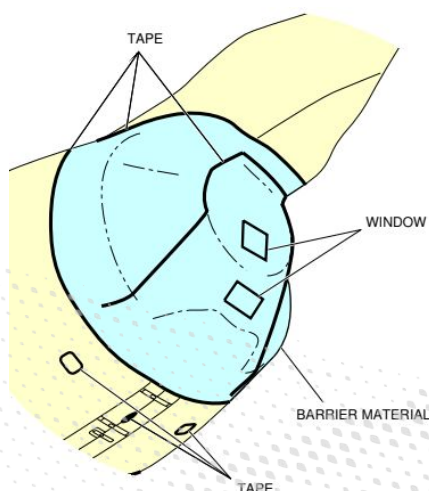
Product advantages at a glance:

- Unique solution for all A320 Family engine types
- Move, store and preserve the Aircraft with 1 or 2 engines removed
- Safe and easy to use thanks to a lifting beam and forklift
- Customer choose his own local weight plates manufacturer

ATA 71 | DUMMY ENGINE TOOL

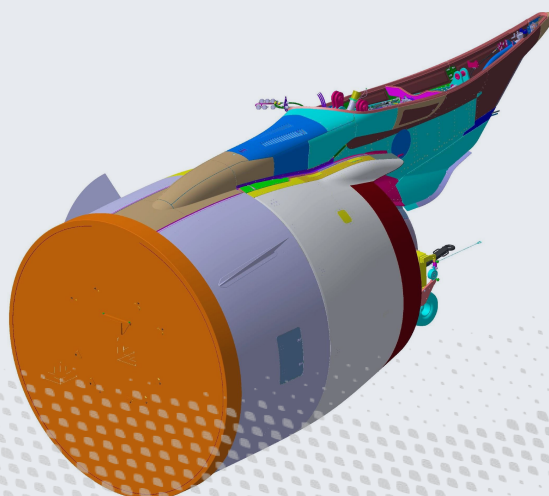
PW1100G (END OF 2024)

To support A320 Family Pratt & Whitney operators that are required to store their Aircraft, a specific Dummy Engine Tool is currently under development to facilitate the operation. It aims to be installed in place of the engines while keeping the cowls in place. This solution is expected to be available by the end of 2024.



Product advantages at a glance:

- Save storing space
- Move, store and preserve the aircraft with the fan and reverse cowls in place
- Open and close the engine cowls with dummy engine in place
- No need to store engine cowls



Technical Data

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

Technical data (All Programs)

TECHNICAL DATA

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 (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
10	Check List in AMM	10-30-00-280-801 10-30-00-280-802 10-30-00-554-804 10-30-00-554-806	Oct 21	Procedure Improvement	A final cross check in the RTS tasks has been added to support a safe RTS which, if not performed correctly, could have severe adverse effects on the aircraft operation. ALWAYS DO AMM TASK RETURN TO OPERATION AFTER A PARKING PERIOD BEFORE YOU DO THIS CHECKLIST. NEVER DO THIS CHECKLIST ONLY.
21	Cabin damages by humidity and temperature (Door opening)	10-12-00-553-809 10-11-00-555-824	Oct 21	Procedure Improvement	Maintenance tasks added to reduce humidity level in cabin.
21	Add a warning notice related to A/C ditching configuration during Prk/Strg period	10-30-00-554-806 10-30-00-554-804 10-12-00-553-809 10-11-00-555-824 10-10-00-555-801	Jan 22	Procedure Improvement	Add a warning notice to warn operator that the A/C is ditched during Prk/Strg period, and ditching needs to be removed to allow A/C towing or performing other maintenance action that requires A/C energization.
23	Static Discharger GVI at RTO	10-30-00-554-804	Jul 21	Clarification	Resistance check to be replaced by a GVI of all static discharger.
24	Batteries handling	10-11-00-555-824	Jul 21	Procedure Improvement	Batteries disconnection /reconnection / removal clarification (with new cross-ref to ATA 24).
24	Batteries handling	10-12-00-553-809 10-10-00-555-801 10-30-00-554-804	Jan 22	Procedure Improvement	Extend the on-wing preservation to the storage periods
24	Batteries handling	10-30-00-554-806 10-10-00-555-801 10-30-00-554-804 10-11-00-555-824 10-12-00-553-809	Jan 23	Procedure Improvement	To add / clarify batteries replacement after 6 M of Srg or Prk at RTO if method on wing preservation done. (T° criteria no more used)

Technical data (A330 Program)

A330 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
25	Cabin damages by humidity and temperature (Ventilation task: open doors)	10-11-00-555-824 10-12-00-553-809	Oct 21	See dedicated chapter	See dedicated chapter on summary letter, technical paragraph ATA 25 Equipment Furnishing.
25	Passenger seat airbag Electronic Module Assembly (EMA) failed	10-30-00-554-804 10-30-00-554-806 10-10-00-555-801 25-21-58-000-801 25-21-58-400-801	Oct 21	Procedure Improvement	Entry prk/strg: add 2 methods for EMA: stay connect or EMA removed. RTO Prk > 1 M & RTO Strg: if removed: EMA re-installed. If remained connected during parking/storage period: EMA operational test on push button (with a cross ref). (No T° condition for test or EMA removal).
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.

Technical data (A330 Program)

A330 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
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.
28	Fuel Biocide	10-10-00-555-801 10-10-00-555-824 10-12-00-553-809 10-30-00-554-806 10-30-00-554-804 12-32-28-281-812 28-11-00-600-822 28-11-00-600-824 28-11-00-600-825 28-11-00-600-826 28-11-00-600-827 28-11-00-600-828	Oct 21	See dedicated chapter	See dedicated chapter in the summary letter, technical paragraph ATA 28 Fuel.
29	Hydraulic Fluid Acidity Value Reduction	12-32-29-281-801	Apr 22	Procedure Improvement	Fluid acidity value reduction for in-service fluid.
32	CORROSION. Preservation /De-preservation of the wheels for/after a long parking or storage period	10-12-00-620-117 10-11-00-620-067 10-10-00-620-052 32-40-00-620-801 32-40-00-630-801	Jul 21	See dedicated chapter	See dedicated chapter on summary letter, technical paragraph ATA 32 Landing Gear.
32	Lubrication of the LG bogie beam	10-30-00-554-804 10-10-00-555-801 10-12-00-553-809	Oct 21	Procedure Improvement	Improvement on the Bogie Pivot Pin lubrication during/after P&S.
32	CORROSION Introduction of CPC protection and wheel covers in the AMM	10-12-00-553-809 10-30-00-554-806 10-30-00-554-804 10-10-00-555-801 10-11-00-555-824 32-40-00-620-801 32-40-00-630-801	Apr 22	Procedure Improvement	Introduction of CPC protection and wheel covers in the AMM

Technical data (A330 Program)

A330 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
32	Clarify Wheel replacement after 4 M	10-30-00-554-804	Apr 22	Procedure Improvement	provide rationale for wheel replacement after 4 months of storage.
32	Add L/G Functional Test for A340-500/600	32-40-00-210-805 10-30-00-554-804	Jan 22	Procedure Improvement	AMM TASK 32-40-00-210-805 - Functional check of nitrogen charge pressure on alternate parking brake accumulator should be requested in AMM TASK 10-30-00-554-804-A - Return to Operation after a Storage Period for both A340-200/300 and A340-500/600.
32	Chromium surface - Confusing protection on LG actuator rod	10-30-00-507-651 10-10-00-507-651	Jan 23	Procedure Improvement	clarify the cleaning method and the hydraulic fluid to be applied on the chromium surface of the actuator rods from. Tech Report from ILMS SA32RP2111620
33	Battery: EPSU Parking less up to 1 month for AJC	10-10-00-555-801 10-30-00-554-806 10-30-00-850-804	Oct 21	Procedure Improvement	Improve alternative method to charge EPSU every 7D until a Parking of 1M.
33	Battery: Warning not to use the emergency light when the A/C is not energized	10-30-00-554-806 10-11-00-555-824 10-10-00-555-801 10-12-00-553-809	Nov 21	Procedure Improvement	Add a warning to avoid using emergency light when the A/C is not energized.
34	Visual check of the static, pitot, AOA and TAT probes	10-10-00-555-801 10-30-00-554-806 10-12-00-553-809 10-11-00-555-824	Jan 23	Procedure Improvement	added a step to request a visual check of the Static, pitot, AOA and TAT probes for all parking and storage periods
34	Drain of the standby air data system	10-10-00-555-801 10-30-00-554-806 10-12-00-553-809 10-11-00-555-824	Jan 23	Procedure Improvement	changed periodicity from 15 day intervals to 1 month

Technical data (A330 Program)

A330 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
34	Flushing of the air data system	10-10-00-555-801 10-30-00-554-806 10-12-00-553-809 10-11-00-555-824	Jan 23	Procedure Improvement	added a condition for the flushing of the ADS at the RTO after a parking period: "If there is water, sand or dust on the static and pitot probes when you remove the protective equipment
38	Waste tank vacuum impeller	10-30-00-554-806 10-30-00-554-804	Jan 23	Procedure Improvement	RTO if Parking > 1M and RTO Storage: add manual check of the vacuum generator 38-31 AMM task
52	Avionic door 811 opening during PGC	10-12-00-553-809	Apr 22	Procedure Improvement	Add opening/closing for depressurization purpose
52	Protection on the External Paint Bubbling around Cabin Window Cut-out	10-30-00-554-804 10-12-00-553-809 10-10-00-555-801	July 22	Procedure Improvement	Improve protection on the External Paint Bubbling around Cabin Window Cut-out.
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.
53	Drain valve inspection	10-10-00-555-801 10-30-00-554-804 10-12-00-553-809	Apr 22	Procedure Improvement	to clarify where the drain valves and the drain holes are located
53	CORROSION - CPC - Light alloy & Steel part clarification	10-10-00-555-801 10-12-00-553-809	Apr 22	Clarification	Clarify the area where CPC or other material needs to be applied (steel part, light alloy area, Other application location to be clarified by the Tech report X10RP2102179

Technical data (A330 Program)



A330 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
54	Pylon drain check at RTS	10-30-00-554-806 10-30-00-554-804 10-12-00-553-809 54-50-00-200-826 54-50-00-200-822 54-50-00-200-823 54-50-00-200-824 54-50-00-200-825 54-50-00-200-821	Jan 22	Procedure Improvement	Replace cross-Ref for the Pylon Drain Test with the new AMM Procedure in ATA 54.
54	CORROSION. Precooler protection Pylon protection (grid and scoop/hole)	10-30-00-554-804 10-12-00-553-809 10-10-00-555-801	Jan 22	Procedure Improvement	Add protection (waterproof + tape) on the pylon precooler grid + ventilation exhaust grid, in order to avoid water and FOD inside pylon compartment and issue at RTS.
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.
56	Cockpit sliding windows & cockpit escape hatch opening test	10-30-00-554-806	Oct 21	Procedure Improvement	Add an opening test when the parking period is more than 1 Month.
57	CORROSION-CPC - Wing Rear Spar protection	101000-555-801	Apr 22	Clarification	Clarify the area where CPC or other material needs to be applied. other application location to be clarified

Technical data (A320 Program)

A320 PROGRAM (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
10	Check List in AMM	10-30-00-280-802 10-30-00-280-803 10-30-00-554-005 10-30-00-554-804	Aug 21	Procedure Improvement	A final cross check in the RTS tasks has been added to support a safe RTS which, if not performed correctly, could have severe adverse effects on the aircraft operation. ALWAYS DO AMM TASK RETURN TO OPERATION AFTER A PARKING PERIOD BEFORE YOU DO THIS CHECKLIST. NEVER DO THIS CHECKLIST ONLY.
21	Cabin damages by humidity and temperature (Door opening)	10-12-00-553-802 10-11-00-555-804	Aug 21	Procedure Improvement	Maintenance tasks added to reduce humidity level in cabin.
21	Add a warning notice related to A/C ditching configuration during Prk/Strg period	10-12-00-553-802 10-10-00-550-801 10-30-00-554-804 10-30-00-554-005 10-11-00-555-804	Feb 22	Procedure Improvement	Add a warning notice to warn operator that the A/C is ditched during Prk/Strg period, and ditching needs to be removed to allow A/C towing or performing other maintenance action that requires A/C energization.
23	Static Discharger GVI at RTO	10-30-00-554-005	Aug 21	Clarification	Resistance check to be replaced by a GVI of all static discharger.
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).
24	Batteries handling	10-10-00-550-801 10-12-00-553-802 10-30-00-554-005	Feb 22	Procedure Improvement	Extend the on-wing preservation to the storage periods
24	Batteries handling	10-12-00-553-802 10-11-00-555-804 10-30-00-554-804 10-10-00-550-801 10-30-00-554-005	Nov 22	Procedure Improvement	To add / clarify batteries replacement after 6 M of Srg or Prk at RTO if method on wing preservation done. (T° criteria no more used)

Technical data (A320 Program)

A320 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
25	Cabin damages by humidity and temperature (Ventilation task: open doors)	10-11-00-555-804 10-12-00-553-802	Aug 21	See dedicated chapter	See dedicated chapter on summary letter, technical paragraph ATA 25 Equipment Furnishing.
25	Passenger seat airbag Electronic Module Assembly (EMA) failed	10-30-00-554-005 10-30-00-554-804 10-10-00-550-801 25-21-58-000-001 25-21-58-400-001	Aug 21	Procedure Improvement	Entry prk/strg: add 2 methods for EMA: stay connect or EMA removed. RTO Prk > 1 M & RTO Strg: if removed: EMA re-installed. If remained connected during parking/storage period: EMA operational test on push button (with a cross ref). (No T° condition for test or EMA removal).
26	Fire Extinguishing Bottles	10-30-00-554-804	Aug 21	Inspection Improvement	Add check of fire extinguisher for return to service after parking.
26	Engine / APU / Cargo fire Extinguisher bottle, test at RTO parking if OAT > 50° C	10-30-00-554-005 10-30-00-554-804 10-12-00-553-802 10-11-00-555-804 10-10-00-555-801	Aug 22	Procedure Improvement	Entry P&S removal of fire exting bootle if OAT forecast is > 50°C for cargo + LDMCR and > 56°C for engine and APU ; PGC check OAT forecast at 7 D and reinstall engine and APU bootle if engine test or APU is required during PGC; RTO re-installed removed bottles.
26	Fire extinguish Piping check at RTO	103000_554_804	Aug 22	Procedure Improvement	Replaced the test of the fire extinguisher piping lines by DVI of the firex piping nozzles. Applicable for APU and engines
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

TECHNICAL DATA

Technical data (A320 Program)

A320 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
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.
27	Wing tip brake engagement test 2	10-30-00-554-005 10-30-00-554-804 10-30-00-280-802 10-30-00-280-803	Nov 21	Procedure Improvement	Confirmation that Flap & Slat WTB operational tests must be removed from SAfam (only due to fatigue effect and included in MPD). Test removed from RTO Park & Strg & Checklists.
28	Fuel Biocide	10-30-00-554-005 10-30-00-554-804 10-12-00-553-802 10-10-00-550-801 28-11-00-600-021 28-11-00-600-022 28-11-00-600-023 28-11-00-600-020 12-32-28-281-003 28-11-00-600-003 28-11-00-600-024	Aug 21	See dedicated chapter	See dedicated chapter on summary letter, technical paragraph ATA 28 Fuel
29	Hydraulic Fluid Acidity Value Reduction	12-32-29-281-001	Aug 21	Procedure Improvement	Fluid acidity value reduction for in-service fluid.
30	Rain repellent test	30-45-00-720-002 30-45-00-720-002 30-45-00-040-002	Aug 21	Procedure Improvement	Add the test after a parking period.
31	Cockpit Printer management with high Temperature & Humidity	10-11-00-555-804 10-30-00-554-005 10-30-00-554-804 10-10-00-550-801	Aug 21	See dedicated chapter	See dedicated chapter on summary letter, technical paragraph ATA 31 Indicating & Recording System.

Technical data (A320 Program)

A320 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
32	CORROSION. Preservation/ De-preservation of the wheels for/after a long parking or storage period	10-12-00-553-802 10-11-00-555-804 10-10-00-550-801 32-40-00-620-801 32-40-00-630-801	Aug 21	See dedicated chapter	See dedicated chapter on summary letter, technical paragraph ATA 32 Landing Gear.
32	CORROSION. Introduction of CPC protection and wheel covers in the AMM	10-12-00-553-802 10-30-00-554-005 10-30-00-554-804 10-10-00-550-801 32-40-00-620-801 32-40-00-630-801	Feb 22	Procedure Improvement	Introduction of CPC protection and wheel covers in the AMM.
32	Clarify Wheel replacement after 4 M	10-30-00-554-005	Feb 22	Procedure Improvement	provide rationale for wheel replacement after 4 months of storage.
33	Battery: EPSU Parking less up to 1 month for AJC	10-11-00-555-804 10-30-00-554-804 10-10-00-550-801	Aug 21	Procedure Improvement	Improve alternative method to charge EPSU every 7D until a Parking of 1M.
33	Battery: Warning to not use the emergency light when the A/C is not energized	10-10-00-550-801 10-30-00-554-005 10-30-00-554-804 10-11-00-555-804 10-12-00-553-802	Nov 21	Procedure Improvement	Add a warning to avoid using emergency light when the A/C is not energized.
34	Visual check of the static, pitot, AOA and TAT probes	10-10-00-550-801 10-11-00-555-804 10-12-00-553-802	Feb 23	Procedure Improvement	added a step to request a visual check of the Static, pitot, AOA and TAT probes for all parking and storage periods
34	Drain of the standby air data system	10-10-00-550-801 10-11-00-555-804 10-12-00-553-802	Feb 23	Procedure Improvement	Added a step (and updated periodicity for PGC storage) to request the drain of the standby air data system at 1 month intervals

Technical data (A320 Program)

A320 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
38	Waste tank vacuum impeller	10-30-00-554-005 10-30-00-554-804	Nov 22	Procedure Improvement	RTO if Parking > 1M and RTO Storage: add manual check of the vacuum generator 38-31 AMM task
52	Avionic door 811 opening during PGC	10-12-00-553-802	Feb 22	Procedure Improvement	Add opening/closing for depressurization purpose
52	Protection on the External Paint Bubbling around Cabin Window Cut-out	10-10-00-550-801 10-12-00-553-802 10-30-00-554-005	May 22	Procedure Improvement	Improve protection on the External Paint Bubbling around Cabin Window Cut-out.
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.
53	Drain valve inspection	10-30-00-554-005 10-12-00-553-802 10-10-00-550-801	Feb 22	Procedure Improvement	to clarify where the drain valves and the drain holes are located
53	CORROSION - CPC - Light alloy & Steel part clarification	10-10-00-550-801 10-12-00-553-802 10-12-00-553-802	May 22	Procedure Improvement	Clarify the area where CPC or other material needs to be applied (stell part, light alloy area, Other application location to be clarified by the Tech report X10RP2102179.
54	Pylon drain check at RTS	10-30-00-554-804 10-30-00-554-005 10-12-00-553-802 54-50-00-720-801 54-50-00-720-802 54-50-00-720-803	Feb 22	Procedure Improvement	Replace cross-Ref for the Pylon Drain Test with the new AMM Procedure in ATA 54.

Technical data (A320 Program)



A320 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
54	CORROSION. Precooler protection Pylon protection (grid and scoop/hole)	10-30-00-554-005 10-12-00-553-802 10-10-00-550-801	Feb 22	Procedure Improvement	Add protection (waterproof + tape) on the pylon precooler grid + ventilation exhaust grid, in order to avoid water and FOD inside the pylon compartment and issue at RTS.
55	Add additional inspection on VTP/HTP elevator and rudder inspection at RTO	10-30-00-554-005	Aug 21	Inspection Improvement	Add inspection and open necessary panel to check actuators and areas.
56	Cockpit sliding windows & cockpit escape hatch opening test	10-30-00-554-804	Nov 21	Procedure Improvement	Add an opening test when the parking period is more than 1 Month.
70	Test on leap engine after a non revenue flight. (Leap engine only)	10-12-00-553-802	Nov 21	Procedure Improvement	Add a test on FADEC and at idle after the non revenue flight (on leap engine only).

Technical data (A350 Program)

A350 PROGRAM (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
10	Check List in AMM	A350-A-10-4X-XX-10Z ZZ-282Z-A A350-A-10-4X-XX-04Z ZZ-282Z-A A350-A-10-4X-XX-00Z ZZ-282Z-A A350-A-10-4X-XX-03Z ZZ-282Z-A	Sep 21	Procedure Improvement	A final cross check in the RTS tasks has been added to support a safe RTS which, if not performed correctly, could have severe adverse effects on the aircraft operation. ALWAYS DO AMM TASK RETURN TO OPERATION AFTER A PARKING PERIOD BEFORE YOU DO THIS CHECKLIST. NEVER DO THIS CHECKLIST ONLY.
21	Cabin damages by humidity and temperature (Door opening)	A350-A-10-31-XX-05Z ZZ-282Z-A A350-A-10-11-XX-03Z ZZ-282Z-A	Sep 21	Procedure Improvement	Maintenance tasks added to reduce humidity level in cabin.
21	Add a warning notice related to A/C ditching configuration during Prk/Strg period	A350-A-10-4X-XX-00Z ZZ-282Z-A A350-A-10-4X-XX-03Z ZZ-282Z-A A350-A-10-31-XX-05Z ZZ-282Z-A A350-A-10-11-XX-03Z ZZ-282Z-A A350-A-10-1X-XX-00Z ZZ-170Z-A	Jan 22	Procedure Improvement	Add a warning notice to warn operator that the A/C is ditched during Prk/Strg period, and ditching needs to be removed to allow A/C towing or performing other maintenance action that requires A/C energization.
24	Batteries handling	A350-A-10-11-XX-03Z ZZ-282Z-A	May 21	Procedure Improvement	Batteries disconnection /reconnection / removal clarification (with new cross-ref to ATA 24).
24	Batteries handling	A350-A-10-31-XX-05Z ZZ-282Z-A A350-A-10-11-XX-03Z ZZ-282Z-A	Dec 22	Procedure Improvement	To add / clarify batteries replacement after 6 M of Srg or Prk at RTO if method on wing preservation done. (T° criteria no more used)
25	Cabin damages by humidity and temperature (Ventilation task: open doors)	A350-A-10-31-XX-05Z ZZ-282Z-A A350-A-10-31-XX-03Z ZZ-282Z-A	Sep 21	See dedicated chapter	See dedicated chapter on summary letter, technical paragraph ATA 25 Equipment Furnishing.

Technical data (A350 Program)

A350 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
25	Passenger seat airbag Electronic Module Assembly (EMA) failed	A350-A-10-4X-XX-03Z ZZ-282Z-A A350-A-10-4X-XX-00Z ZZ-282Z-A A350-A-10-1X-XX-00Z ZZ-170Z-A A350-A-25-21-46-C00 01-520A-A A350-A-25-21-46-BY0 02-720A-A	Nov 21	Procedure Improvement	Entry prk/strg: add 2 methods for EMA: stay connect or EMA removed. RTO Prk > 1 M & RTO Strg: if removed: EMA re-installed. If remained connected during parking/storage period: EMA operational test on push button (with a cross ref). (No T° condition for test or EMA removal).
26	Fire Extinguishing Bottles	A350-A-10-4X-XX-00Z ZZ-282Z-A	Jul 21	Inspection Improvement	Add check of fire extinguisher for return to service after parking.
26	Fire extinguish Piping check at RTO	A350-A-10-4X-XX-03Z ZZ-282Z-A	Jun 22	Procedure Improvement	Replaced the test of the fire extinguisher piping lines by DVI of the firex piping nozzles. Applicable for APU and all engines, except for the RR engines.
26	APU Fire extinguish Piping check at RTO storage, discrepancies between SA, LR VS A350, A380	A350-A-10-4X-XX-03Z ZZ-282Z-A	Sep 22	Procedure Improvement	Alignment with SA and LR programs: Added a step for the APU firex check: A350-A-26-22-XX-00001-310A-A - Detailed Inspection of APU Extinguisher-Bottle Discharge-Outlet, Distribution Piping and Pipe Outlets for Cracks or Blockage
26	Engine / APU / Cargo fire Extinguisher bottle, test at RTO parking if OAT > 50° C	A350-A-10-31-XX-05Z ZZ-282Z-A A350-A-10-4X-XX-00Z ZZ-282Z-A A350-A-10-4X-XX-03Z ZZ-282Z-A A350-A-10-11-XX-03Z ZZ-282Z-A A350-A-10-1X-XX-00Z ZZ-170Z-A	Jul 22	Procedure Improvement	Entry P&S removal of fire exting bootle if OAT forecast is > 50°C for cargo + LDMCR and > 56°C for engine and APU ; PGC check OAT forecast at 7 D and re-instal engine and APU bootle if engine test or APU is required during PGC; RTO re-installed removed bottles.
27	Wing tip brake engagement test	A350-A-10-4X-XX-03Z ZZ-282Z-A A350-A-10-4X-XX-000 01-282A-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.

Technical data (A350 Program)

A350 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
27	A350 WTB cross references replacement because not correct + adding flap/slat operational test RTO parking	A350-A-10-4X-XX-0 0ZZZ-282Z-A A350-A-10-4X-XX-0 3ZZZ-282Z-A	May 22	Correction	Wrong X-ref called: A350-A-27-54-XX-06ZZZ-320Z & A350-A-27-84-XX-04ZZZ-320Z Replaced by A350-A-27-51-XX-00ZZZ-345Z-A & A350-A-27-81-XX-01ZZZ-343Z + added operational test flaps/slats RTO parking
28	Fuel Biocide	A350-A-10-31-XX-0 5ZZZ-282Z-A A350-A-10-1X-XX-0 0ZZZ-170Z-A A350-A-10-11-XX-0 3ZZZ-282Z-A A350-A-10-4X-XX-0 0ZZZ-282Z-A A350-A-10-4X-XX-0 3ZZZ-282Z-A A350-A-28-11-XX-2 YZZZ-200Z-A A350-A-28-11-XX-0 0ZZZ-221Z-A A350-A-28-11-XX-0 1ZZZ-200Z-A A350-A-28-11-XX-3 UZZZ-200Z-A A350-A-28-11-XX-2 2ZZZ-200Z-A A350-A-28-11-XX-4 QZZZ-200Z-A A350-A-28-11-XX-2 ZZZZ-200Z-A	Nov 21	See dedicated chapter	See dedicated chapter in the summary letter, technical paragraph ATA 28 Fuel.
29	Hydraulic Fluid Acidity Value Reduction	A350-A-29-1X-XX-0 1001-340A-A A350-A-29-1X-XX-0 1001-210A-A	Jan 22	Procedure Improvement	Fluid acidity value reduction for in-service fluid.

Technical data (A350 Program)

A350 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
32	CORROSION. Preservation/ De-preservation of the wheels for/after a long parking or storage period	A350-A-32-4X-XX-02Z ZZ-398Z-A A350-A-32-4X-XX-03Z ZZ-398Z-A	Sep 21	See dedicated chapter	See dedicated chapter on summary letter, technical paragraph ATA 32 Landing Gear.
32	CORROSION Introduction of CPC protection and wheel covers in the AMM	A350-A-10-1X-XX-00Z ZZ-170Z-A A350-A-10-4X-XX-00Z ZZ-282Z-A A350-A-10-4X-XX-03Z ZZ-282Z-A A350-A-10-31-XX-05Z ZZ-282Z-A A350-A-10-11-XX-03Z ZZ-282Z-A A350-A-32-4X-XX-02Z ZZ-398Z-A A350-A-32-4X-XX-03Z ZZ-398Z-A	Jan 22	Procedure Improvement	Introduction of CPC protection and wheel covers in the AMM.
32	Clarify Wheel replacement after 4 M	A350-A-10-4X-XX-03Z ZZ-282Z-A	Jan 22	Procedure Improvement	provide rationale for wheel replacement after 4 months of storage.
32	Clarification material for corrosion	A350-A-10-31-XX-05Z ZZ-282Z-A	Jan 22	Procedure Improvement	Clarification for the wheel inspection to detect bearing defect during PGC Storage
33	Battery: Warning to not use the emergency light when the A/C is not energized	A350-A-10-4X-XX-00Z ZZ-282Z-A A350-A-10-4X-XX-03Z ZZ-282Z-A A350-A-10-31-XX-05Z ZZ-282Z-A A350-A-10-11-XX-03Z ZZ-282Z-A A350-A-10-1X-XX-00Z ZZ-170Z-A	Nov 21	Procedure Improvement	Add a warning to avoid using emergency light when the A/C is not energized.

Technical data (A350 Program)

A350 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
34	Regular ADIRU power up during parking periodic check	A350-A-10-11-XX-03Z ZZ-282Z-A A350-A-10-31-XX-05Z ZZ-282Z-A	Nov 22	Procedure Improvement	Regular ADIRU power up during parking periodic check
34	Visual inspection of the Water level Indicator (standby lines (pitot and static) instead of draining	A350-A-10-11-XX-03Z ZZ-282Z-A A350-A-10-31-XX-05Z ZZ-282Z-A	Nov 22	Procedure Improvement	visual inspection of the WLI (and drain if more than 80%)
34	Cleaning of the MFP	A350-A-10-4X-XX-03ZZZ-282Z-A A350-A-10-1X-XX-00Z ZZ-170Z-A	Jan 23	Procedure Improvement	Deletion of the cleaning of the MFP for the entry into a storage period Deletion of the condition for the cleaning of the MFP at the RTO after a storage period
34	Visual inspection du Water Level Indicator	A350-A-10-4X-XX-03ZZZ-282Z-A A350-A-10-1X-XX-00Z ZZ-170Z-A	Jan 23	Procedure Improvement	Deletion of this step
34	Functional check of altitude and airspeed data	A350-A-10-4X-XX-03ZZZ-282Z-A A350-A-10-1X-XX-00Z ZZ-170Z-A	Jan 23	Procedure Improvement	Deletion of this step
38	Waste tank vacuum impeller	A350-A-10-4X-XX-00Z ZZ-282Z-A A350-A-10-4X-XX-03Z ZZ-282Z-A	Nov 22	Procedure Improvement	RTO if Parking > 1M and RTO Storage: add manual check of the vacuum generator 38-31 AMM task
52	Cargo Door opening postponed from 1M to 3M	A350-A-10-31-XX-05Z ZZ-282Z-A	Sep 21	Procedure Improvement	Cargo Door opening postponed to every 3 month.
52	Avionic door 811 opening during PGC	A350-A-10-31-XX-05Z ZZ-282Z-A	Mar 22	Procedure Improvement	Add opening/closing for depressurization purpose

Technical data (A350 Program)

A350 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
52	Protection on the External Paint Bubbling around Cabin Window Cut-out	A350-A-10-4X-XX-03Z ZZ-282Z-A A350-A-10-31-XX-05Z ZZ-282Z-A A350-A-10-1X-XX-00Z ZZ-170Z-A	May 22	Procedure Improvement	Improve protection on the External Paint Bubbling around Cabin Window Cut-out.
53	Adhesive tape used during storage	A350-A-10-4X-XX-030 01-282A-A A350-A-10-4X-XX-000 01-282A-A A350-A-10-31-XX-050 01-282A-A A350-A-10-1X-XX-000 01-170A-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.
53	Drain valve inspection	A350-A-10-4X-XX-03Z ZZ-282Z-A A350-A-10-31-XX-05Z ZZ-282Z-A A350-A-10-1X-XX-00Z ZZ-170Z-A	Nov 21	Procedure Improvement	to clarify where the drain valves and the drain holes are located
54	Pylon drain check at RTS	A350-A-54-5X-XX-00Z ZZ-320Z-A A350-A-10-4X-XX-00Z ZZ-282Z-A A350-A-10-4X-XX-03Z ZZ-282Z-A A350-A-10-31-XX-05Z ZZ-282Z-A	Sep 21	Procedure Improvement	Replace cross-Ref for the Pylon Drain Test with the new AMM Procedure in ATA 54.
55	Add additional inspection on VTP/HTP elevator and rudder inspection at RTO	A350-A-10-4X-XX-03Z ZZ-282Z-A	Jan 22	Procedure Improvement	Add inspection and open necessary panel to check actuators and areas
56	New Operational Test of cockpit sliding windows/exit hatch	A350-A-10-4X-XX-000 01-282A-A A350-A-10-4X-XX-030 01-282A-A	May 21	Inspection Improvement	Add a test to open from internal side the cockpit hatch prior Return To Service after storage.

Technical data (A350 Program)



A350 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
56	Cockpit sliding windows & cockpit escape hatch opening test	A350-A-10-4X-XX-00Z ZZ-282Z-A	Nov 21	Procedure Improvement	Add an opening test when the parking period is more than 1 Month.

Technical data (A380 Program)

A380 PROGRAM (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
10	Check List in AMM	10-30-00-280-801 10-30-00-280-802 10-30-00-554-801 10-30-00-554-803	Sep 21	Procedure Improvement	A final cross check in the RTS tasks has been added to support a safe RTS which, if not performed correctly, could have severe adverse effects on the aircraft operation. ALWAYS DO AMM TASK RETURN TO OPERATION AFTER A PARKING PERIOD BEFORE YOU DO THIS CHECKLIST. NEVER DO THIS CHECKLIST ONLY.
21	Cabin damages by humidity and temperature (Door opening)	10-12-00-553-806 10-11-00-555-811	Sep 21	Procedure Improvement	Maintenance tasks added to reduce humidity level in cabin.
21	Add a warning notice related to A/C ditching configuration during Prk/Strg period	10-30-00-554-801 10-30-00-554-803 10-12-00-553-806 10-11-00-555-811 10-10-00-555-801	Mar 22	Procedure Improvement	Add a warning notice to warn operator that the A/C is ditched during Prk/Strg period, and ditching needs to be removed to allow A/C towing or performing other maintenance action that requires A/C energization.
23	Static Discharger GVI at RTO	10-30-00-554-803	Jun 21	Clarification	Resistance check to be replaced by a GVI of all static discharger.
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.
24	Battery handling	10-30-00-554-801 10-10-00-555-801 10-11-00-555-811	Dec 22	Procedure Improvement	To add / clarify batteries replacement after 6 M of Srg or Prk at RTO if method on wing preservation done. (T° criteria no more used)

Technical data (A380 Program)

A380 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
25	Cabin damages by humidity and temperature (Ventilation task: open doors)	10-12-00-553-806 10-11-00-555-811	Sep 21	See dedicated chapter	See dedicated chapter on summary letter, technical paragraph ATA 25 Equipment Furnishing.
25	Passenger seat airbag Electronic Module Assembly (EMA) failed	10-30-00-554-803 10-30-00-554-801 10-30-00-555-801 25-21-58-920-801 25-21-58-920-802 25-21-58-920-804 25-21-58-000-801 25-21-58-400-801 25-21-58-000-802 25-21-58-400-802	Sep 21	Procedure Improvement	Entry prk/strg: add 2 methods for EMA: stay connect or EMA removed. RTO Prk > 1 M & RTO Strg: if removed: EMA re-installed. If remained connected during parking/storage period: EMA operational test on push button (with a cross ref). (No T° condition for test or EMA removal).
25	Fuselage, belly FAIRING and doors mounted slides	10-10-00-555-801 10-11-00-555-811 10-12-00-553-806 10-30-00-554-801 10-30-00-554-803	Mar 23	Procedure Improvement	"IF PARKING or STORAGE > 15 days: _Removal (+ protection) of the FUSELAGE and BELLY FAIRING mounted slides _PGC PARK/STO: Inspection of the protection material every 15 days _RTO: Re-install the Fuselage and Belly Fairing evacuation slides"
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.
26	Fire extinguish Piping check at RTO	10-30-00-554-803 10-30-00-554-801	Sep 22	Procedure Improvement	Replaced the test of the fire extinguisher piping lines by DVI of the firex piping nozzles. Applicable for APU and all engines, except for the RR engines.

Technical data (A380 Program)

A380 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
26	APU Fire extinguish Piping check at RTO storage, discrepancies between SA, LR VS A350, A380	10-30-00-554-803 10-30-00-554-801	Sep 22	Procedure Improvement	Alignment with SA and LR programs: Added a step for the APU firex check: 26-22-00-220-801-A - Detailed Inspection of APU Fire Extinguishing System Distribution Piping for cracks and damages.
26	Engine / APU / Cargo fire Extinguisher bottle, test at RTO parking if OAT > 50° C	10-30-00-554-801 10-30-00-554-803 10-12-00-553-806 10-11-00-555-811 10-10-00-555-801	Sep 22	Procedure Improvement	Entry P&S removal of fire exting bottle if OAT forecast is > 50°C for cargo + LDMCR and > 56°C for engine and APU ; PGC check OAT forecast at 7 D and re-instal engine and APU bottle if engine test or APU is required during PGC; RTO re-installed removed bottles
27	Wing tip brake engagement test	10-30-00-554-801 10-30-00-554-803	Sep 21	Procedure Improvement	F/CTRL FLAP TIP BRK FAULT WTB ENGAGEMENT TEST test added at RTO after a parking period of 10 days.
28	Fuel Biocide	10-12-00-553-806 10-11-00-555-811 10-30-00-554-801 10-30-00-554-803 10-10-00-555-801 28-11-00-281-802 28-11-00-600-803 28-11-00-600-811 28-11-00-600-812 28-11-00-600-813 28-11-00-600-814 28-11-00 28-11-00 28-11-00-600-815	Sep 21	See dedicated chapter	See dedicated chapter in the summary letter, technical paragraph ATA 28 Fuel.
29	Hydraulic Fluid Acidity Value Reduction	29-10-00-281-801	Sep 21	Procedure Improvement	Fluid acidity value reduction for in-service fluid.

Technical data (A380 Program)

A380 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
32	Clarify Wheel replacement after 4 M	10-30-00-554-803	Dec 21	Procedure Improvement	provide rationale for wheel replacement after 4 months of storage.
32	CORROSION. CPC - Introduction of CPC protection and wheel covers in the AMM	10-30-00-554-801 10-30-00-554-803 10-10-00-555-801 10-12-00-553-806 10-11-00-555-811	Mar 22	Procedure Improvement	Introduction of CPC protection and wheel covers in the AMM
32	CORROSION. CPC - Introduction of CPC protection and wheel covers in the AMM	32-40-00-620-801 32-40-00-630-801	Jun 22	Procedure Improvement	Introduction of CPC protection and wheel covers in the AMM
32	A380 BWS alternative functional test	10-30-00-554-803	Dec 22	Procedure Improvement	Give an alternative of the BWS functional test with the Aft axel on jack at RTO strg
33	Battery: Warning to not use the emergency light when the A/C is not energized	10-30-00-554-803 10-30-00-554-801 10-12-00-553-806 10-11-00-555-811 10-10-00-555-801	Dec 21	Procedure Improvement	Add a warning to avoid using emergency light when the A/C is not energized.
34	Cleaning of the MFP	10-10-00-555-801 10-30-00-280-802 10-30-00-554-803	Dec 22	Procedure Improvement	Deletion of the cleaning of the MFP for the entry into a storage period Deletion of the condition for the cleaning of the MFP at the RTO after a storage period
34	Visual inspection du Water Level Indicator	10-10-00-555-801 10-30-00-280-802 10-30-00-554-803	Dec 22	Procedure Improvement	Deletion of this step
34	Functional check of altitude and airspeed data	10-10-00-555-801 10-30-00-280-802 10-30-00-554-803	Dec 22	Procedure Improvement	Deletion of this step

Technical data (A380 Program)

A380 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
38	Waste tank vacuum impeller	10-30-00-554-801 10-30-00-554-803	Dec 22	Procedure Improvement	RTO if Parking > 1M and RTO Storage: add manual check of the vacuum generator 38-31 AMM task
52	Avionic door 811 opening during PGC	10-12-00-553-806	Sep 21	Procedure Improvement	Add opening/closing for depressurization purpose.
52	Protection on the External Paint Bubbling around Cabin Window Cut-out	10-30-00-554-803 10-12-00-553-806 10-10-00-555-801	June 22	Procedure Improvement	Improve protection on the External Paint Bubbling around Cabin Window Cut-out.
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.
53	Drain valve inspection	10-30-00-554-803 10-12-00-553-806 10-10-00-555-801	Dec 21	Procedure Improvement	to clarify where the drain valves and the drain holes are located
53	CORROSION - CPC - Light alloy & Steel part clarification	10-10-00-555-801 10-12-00-553-806 10-30-00-554-803	Mar 22	Clarification	Clarify the area where CPC or other material needs to be applied (steel part, light alloy area, Other application location to be clarified by the Tech report X10RP2102179
54	Pylon drain check at RTS	54-50-00-710-802 54-50-00-710-801 10-30-00-554-801 10-30-00-554-803 10-12-00-553-806	Sep 21	Procedure Improvement	Replace cross-Ref for the Pylon Drain Test with the new AMM Procedure in ATA 54.

Technical data (A380 Program)

A380 PROGRAM (Continued) (TO BE UPDATED)

ATA	Technical Topic	Task	Rev	Reason	Change
54	CORROSION. Precooler protection Pylon protection (grid and scoop/hole)	10-30-00-554-803 10-12-00-553-806 10-10-00-555-801	Dec 21	Procedure Improvement	Add protection (waterproof + tape) on the pylon precooler grid + ventilation exhaust grid, in order to avoid water and FOD inside pylon compartment and issue at RTS.
55	Add additional inspection on VTP/HTP elevator and rudder inspection at RTO	10-30-00-554-803	Dec 21	Procedure Improvement	Add inspection and open necessary panel to check actuators and areas
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.
56	Cockpit sliding windows & cockpit escape hatch opening test	10-30-00-554-801	Dec 21	Procedure Improvement	Add an opening test when the parking period is more than 1 Month.
57	CORROSION- CPC - Wing Rear Spar protection	10-10-00-555-801 10-12-00-553-806	Mar 22	Clarification	Clarify the area where CPC or other material needs to be applied. other application location to be clarified
70	Add insecticide on P20T20 probe RR engine	10-11-00-553-802	Jun 22	Procedure Improvement	Add in the task removal of protection equipment (ATA 10-11-00) a cross ref for the application method of insecticide on P20T20 engine prode (Only RR) if the engine protections are remove for more than 12h before the next flight or maintenance purpose



References

AIRBUS



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

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

OIT 999.0027/21 ATA 28 – Biocide application AMM procedure changes

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

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

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

OIT 999.0051/21 ATA 29 - Hydraulic fluid sampling - Reduced allowable limit for acidity value

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

OIT 999.0054/21 ATA 26 – EN-HAFEX potentially inoperable after long-time exposure to high temperatures

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

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

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

REFERENCES (Continued)

FOR INFORMATION

OIT (CONTINUED)

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

OIT 999.0089/20 ATA 05 – One-Time Threshold / Interval Deferral of Structure Calendar Scheduled Maintenance Tasks from 6YE to 12YE

FOT (FLIGHT OPERATIONS TRANSMISSION)

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

FOT 999.0037/21 ATA 03,25,26,50 – WEBINAR- TRANSPORT OF CARGO IN PASSENGER COMPARTMENT

FOT 999.0042/21 ATA 00 – OEB 59 REINFORCE SPEED CHECK FOR ROTATION MODE

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?

REFERENCES (Continued)

FOR INFORMATION

ISI (CONTINUED)

ISI 10.00.00007 How does a Parking or Storage Period Influence the Scheduled Maintenance?

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

ISI 10.00.00009 How Can Airbus Support Me Regarding Aircraft Parking or Storage?

ISI 10.00.00010 What Shall I Consider if I Request a "Repair & Design Approval Form" (RDAF) Document from Airbus to Cover Parking or Storage Deviations?

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 10.00.00024 Aircraft Systems Corrosion effects due to parking and storage - Prevention and Mitigation

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 10.10.00005 Parking And Storage - ATA5X Corrosion Prevention

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

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 23.51.00003 Cockpit Audi Equipment (Boomsets, headsets and microphones)

ISI 24.00.00046 Electrical Power Generation & Distribution Systems: Recommendations for Parking & Storage during COVID19

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 (Cancelled and replaced by TFCU 25.65.00043)

REFERENCES (Continued)

FOR INFORMATION

ISI (CONTINUED)

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 28.00.00172 A380 - Intermittent Trim Tank Pump Faults (since Covid start)

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 32.40.00066 Wheels and Brakes Corrosion during Parking - request for feedback

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 4 months



REFERENCES (Continued)

FOR INFORMATION

ISI (CONTINUED)

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)

ISI 78.30.00.087 V2500 Thrust Reverser Corrosion



Next P&S Webinars



Coming back soon...

AIRBUS World

Summary Letter can be found also on Airbus World under the following path:

- > Content Library
- > Publications
 - > Communication and General Information
 - > Newsletter

SUBSCRIBE

In case you did not receive this newsletter directly, please provide your mail to fabrizio.rossi@airbus.com

ASSISTING YOU TO SAFELY RESTART AIRCRAFT OPERATIONS

SAFETY

PARKING & STORAGE

TECHNICAL

FLIGHT OPS

GSE

TECHNICAL DATA

SURVEY

We'd love to get your feedback on this letter to understand the most relevant content for your needs.
<https://forms.gle/v2QbD58MbpF5gne89>

ANSWER SURVEY

CONTACT US

General: Fabrizio ROSSI - fabrizio.rossi@airbus.com
A320: Philippe LE BIGOT - philippe.le-bigot@airbus.com
A330/A340: Fabrizio ROSSI - fabrizio.rossi@airbus.com
A350: Arnaud DEBEGNAC - arnaud.debegnac@airbus.com
A380: Lydie DOUCERON - lydie.douceron@airbus.com

SERVICES

WE MEASURE OUR SUCCESS BY YOURS

© Airbus SAS, 2024. All rights reserved. Confidential and proprietary document. The technical information provided in this document is for convenience and information purposes only. It shall in no case replace the official Airbus technical or Flight Operations data which shall remain the sole basis for aircraft maintenance and operation. These recommendations and information do not constitute a contractual commitment, warranty or guarantee whatsoever. They shall not supersede the Airbus technical nor operational documentation; should any deviation appear between this article and the Airbus or airline's official manuals, the operator must ensure to cover it with the appropriate document such as RDAF, FCD.

MARCH 2024

Copyrights © Airbus SAS, 2024 All rights reserved.

AIRBUS