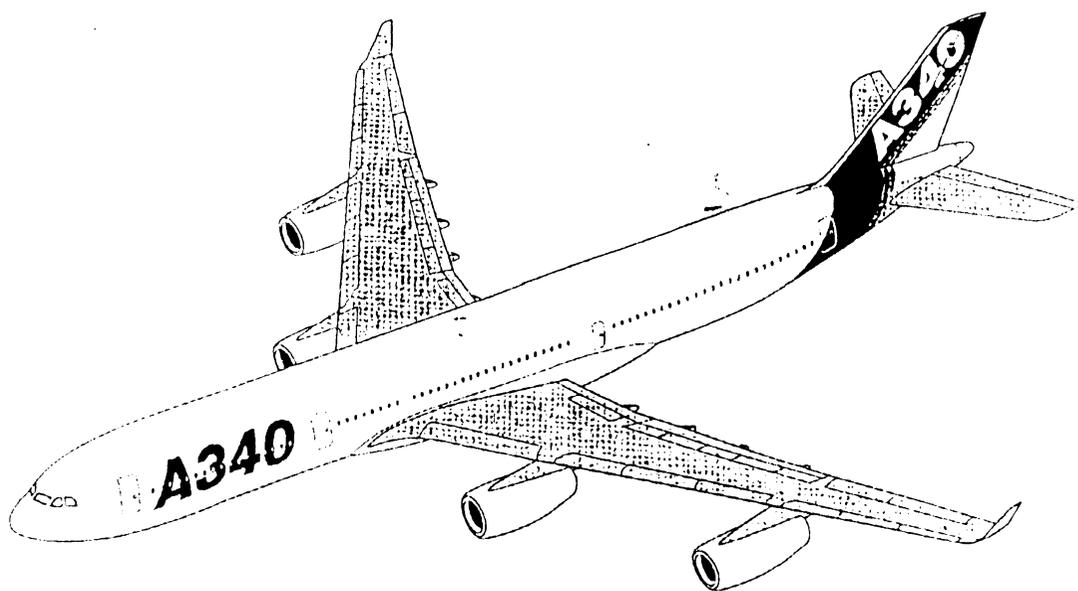


French DGAC - member of the  
Joint Aviation Authorities

# **Maintenance Review Board Report**



## **A340 Maintenance Program**

April 1997

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for

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Issy, October 9, 1997

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O/Ref. : 97828

Y/Ref. AI/SE-M41 95.A-0970/97 21 August 1997

Subject : AIRBUS INDUSTRIE A340 MRB REPORT REVISION 4 (07 April 1997)

This report outlines the initial minimum maintenance/inspection requirements to be used in the development of an approved continuous airworthiness total maintenance programme for the airframe, engines, systems, and components of A340 Aircraft Series 210, 310.

The requirements in the Report have been developed using Maintenance Steering Group MSG3 Revision 1.

The DGAC - F hereby approves this Report on behalf of the Joint Aviation Authorities (JAA) as a starting basis for any A340 Aircraft Maintenance Programme. It is therefore recommended that any JAA member National Aviation Authority uses this report as the starting basis for any such Aircraft Maintenance Programme.



**Georges THIRION  
A340 MRB Chairman**

FAA APPROVAL PAGE

This MRB Report, as revised April 1997, outlines the initial minimum maintenance/inspection requirements to be used in the development of an approved continuous airworthiness maintenance program for the airframe, engines, systems, and components of the Airbus A-340 aircraft.

The requirements in this MRB Report have been developed using Maintenance Steering Group MSG-3, Revision 1 logic.

The Federal Aviation Administration (FAA) hereby approves this MRB Report for use by United States certificated operators of all Airbus A-340 aircraft.

This MRB Report is intended to assist operators and authorities in the development process of an initial maintenance program that is compatible with their own regulations/policies.

This MRBR is not intended to be a controlling report for those operators whose regulatory authorities have not endorsed and approved (or formally accepted) this report.

Signed



Brian M. Prudente  
FAA-MRB Representative

Date

9 October 1997

**A340 Maintenance Review Board Report  
April 1997, Revision**

**TRANSPORT CANADA APPROVAL PAGE**

**This report (dated April 1997) outlines the initial minimum maintenance/inspection requirements to be used in the development of an approved continuous maintenance program for the airframe, engines, systems, and components of the A340 aircraft. The tasks and their frequencies listed in this report form part of the Instructions for Continuing Airworthiness as required by AWM 525.1529 Appendix H.**

**The requirements in this MRB report have been developed using the Maintenance Program Development Document, MSG-3, Revision 2, process and logic.**

**Transport Canada hereby approves this MRB report for use by Canadian operators of all A340 aircraft.**

**This MRB report is intended to assist operators in the development process of an initial maintenance program that is compatible with current regulations/policies.**

**Signed**

  
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**Jeffrey Phipps  
Transport Canada  
A340 MRB Representative**

**Date: October 9, 1997**



**SECTION A****INTRODUCTION****1. SCOPE AND PURPOSE**

This Report provides the initial minimum scheduled maintenance tasks and their frequencies for the systems, powerplant and structure of the Airbus Industrie A340 aircraft. It is intended that this Report will be used as a basis for each operator to develop his own maintenance program subject to the approval of his Regulatory Authority.

The tasks and their frequencies given in this Report, together with the Certification Maintenance Requirements and Airworthiness Limitations, form part of the instructions considered essential for proper maintenance as required by certification requirements for JAR 25.1529 and JAR 25 Appendix H, Instructions for Continued Airworthiness.

This Report has been approved by the French DGAC on behalf of the JAA Maintenance Review Board and is proposed to other Authorities for their endorsement. With the addition of Section F, Requirements for U.S. Operators, this Report has been found acceptable by the FAA for use by U.S. operators of the A340 aircraft.

The information and instructions included herein are applicable to the following A340 models and powerplants as defined on the aircraft Type Certificate Data Sheet :

- A340-210 with CFM 56-5C2 engines
- A340-310 with CFM 56-5C2 engines

Also included are the maintenance tasks and frequencies for the following optional equipment.

<u>Mod number</u>	<u>Title</u>
40017	Passenger oxygen (chemical)
40063	Avionics equipment ground cooling unit
40065	ACARS
40068	Single HF system
40069	Second HF system
40097	Temp. control of fwd cargo compartment
40208	Capability for LD3 containers in bulk compartment
40219	Ozone catalytic converter
40243	Independent pressurization of potable water system
40256	TCAS II system
40257	Passenger oxygen (gaseous)
40335	Girt bar fitting heat system for entry doors
40379	Provisions for crew rest room (underfloor)
40483	Duplicated navigation lights
42612	Additional Center Tank (ACT) transfer system
40811	Crew rest room container latches
43319	Connect public address to Battery busbar
43442	NLG warning system in compliance with JAR 25-745
multiple	Crew rest room (cabin)
multiple	Crew rest room (underfloor)

<u>Mod number</u>	<u>Title</u>
multiple	Auxiliary areas fire extinguishing (crew rest room-underfloor)
multiple	Auxiliary areas smoke detection
multiple	Tyre pressure indication system (TPIS)

## 2. BASIS FOR STANDARDS AND PROCEDURES

The scheduled maintenance tasks and frequencies contained in this MRB Report have been developed by an Industry Steering Committee and six joint Airline/Manufacturer Working Groups. The procedures utilized have been based on the "Maintenance Program Development Document -MSG 3 Revision 1" dated March 31, 1988 and are fully detailed in the A330/A340 Maintenance Program Development Policy and Procedures Handbook - Reference ST4/955.1810/90.

The MRB Report for the A340 is based on an airplane utilization of between 2500 FH and 6250 FH within a 15 month period. Operators whose airplane utilization differs significantly from these parameters may need to make adjustment to their program with their Regulatory Authority.

The composition of the various working bodies is given in Appendix 5 to this MRB Report.

## 3. REVISION POLICY

This MRB Report will be revised after the completion of the fatigue test program. In addition, the need for revision will be considered on an annual basis following discussion between the ISC Chairman, ISC Co-chairman and the MRB Chairman. An ISC meeting will be called if the revision is significant. Minor changes will be handled by postal correspondence with ISC/MRB members.

## 4. OVERALL PROGRAM DESCRIPTION

The maintenance tasks and their frequencies are presented in the Systems and Powerplant, Structure and Zonal Program sections.

- The Systems and Powerplant Program section defines specific tasks at the level of each Maintenance Significant Item (MSI) considering the failure effects and failure causes.
- The Structures Program section defines the necessary inspections for each Structural Significant Item (SSI) developed through evaluation with respect to environmental and accidental damage. Fatigue damage evaluation will be carried out at the completion of the fatigue test program.

Additionally, the manufacturer has taken a commitment to provide a Corrosion Prevention and Control Program (CPCP) within a period of approximately 2 years from entry into service.

- The Zonal Inspection Program section defines General Visual Inspections of system installations and structure by aircraft zone.
- Certification requirements dictate that the critical systems installed in the A340 aircraft are provided with protective measures against the effects of high intensity radiated fields, HIRF. These were not identified as MSIs or subjected to analysis by the MSG-3 process.

The manufacturer undertakes to identify an appropriate method by which to confirm that in-service operation will not reduce the HIRF and lightning protection to a level which is inadequate to maintain Type Certification objectives.

**5. INSPECTION INTERVALS**

The basic initial inspection check intervals are :

A-check and multiples	400 FH and multiples
C-check and multiples	15 Months and multiples.

For safety related tasks, intervals are given in the appropriate usage parameter (e.g. flight hours, flight cycles, calendar time). For non-safety tasks, intervals are given in terms of letter check unless degradation is predominantly dependent on a particular usage parameter.

The MRB Report is not intended to be the total maintenance program. There are items which are typically performed by each operator in his maintenance program more frequent than "A"-check. The routine content of checks occurring more frequently than the "A"-check shall be developed by the operator and approved/accepted by their local Regulatory Authority. Maintenance/inspection tasks with intervals more frequent than the "A"-check found in this MRB Report were developed through the MSG-3 analysis process.

An operator may desire to perform "A" or "C" interval tasks as part of a continuous or a progressive maintenance program system, i.e. "A" or "C" interval tasks would be phased into a number of individual packages. This would be considered acceptable provided the maximum interval between successive tasks does not exceed that listed in this MRB Report.

**SECTION B****GENERAL RULES THAT APPLY TO ALL A340 PROGRAMS**

1. The operator's manuals shall contain the details and responsibilities for accomplishing the maintenance identified by this MRB Report.
2. The overall reliability of the A340 will be monitored by each operator's system for continuous analysis and surveillance as required by the operator's Regulatory Authority.
3. Task intervals may be changed in accordance with the operator's Regulatory Authority practices and rules. In this respect, attention is drawn :
  - For Systems and Powerplant Program, to the Failure Effect Category (FEC) noted in Sect.C, Systems and Powerplant Program, para 3 Explanation, Column 4
  - For Zonal Inspection Program, to the validity of the General Visual Inspections of the Structures Program.
  - For Structures Program, to tasks derived from Damage Tolerance Evaluation as noted in Sect. D, Structures Program, General.

In addition, CMRs, mandatory structural inspections and life limits are to be handled with specific associated rules, as described in Rules 6,7 and 8 below.

4. The individual maintenance task and frequency shown in this MRB Report may be adjusted with the assigned Regulatory Authority. However, tasks with Failure Effect Category 5 and 8 may not be deleted from the operator's program without MRB approval.
5. Each operator should be aware of the various inspection techniques such as X-Ray, ultrasonic, eddy current, radio isotope,... which are available and described in the Non-Destructive Testing Manual (NTM). The use of such techniques can be developed to provide a valuable adjunct to the prescribed inspections. For any substitution of such inspection technique, it must be ensured that the same damage size will be detectable by the proposed technique with the same level of confidence.
6. Items that are life limited will be discarded according to the life limits stated in the appropriate section of the engine or aircraft manufacturer's manuals. These sections are referenced in the aircraft "Type Certificate Data Sheet".
7. Certification Maintenance Requirements tasks/intervals arising from analyses (eg Systems Safety Assessments) performed as part of the Type Certification process are given in Airbus Industrie document 955.3019/92 which is located in Appendix 1a of this MRB Report. The process by which CMRs are identified is independent of the MRB analysis process. The CMR document is the controlling document for all tasks identified as CMRs.

8. Mandatory structural inspection thresholds and intervals resulting from damage tolerance evaluation are given in the Structural Inspection Requirements document ref SE-M4/95A.0051/97 which is located in Appendix 1b of this MRB Report. This is the controlling document for all tasks identified as Structural Inspection Requirements.
9. Within this MRB Report the terms "test", "check" and "inspection" are not intended to imply a level of skill required to accomplish the task.
10. Tasks may be considered to conform to the requirements of the scheduled maintenance program if accomplished as part of an equivalent check/test performed by the operators flight crew in accordance with an approved/accepted flight crew normal check list and with Regulatory Authority concurrence.
11. It is the responsibility of each operator to adjust their own maintenance program in accordance with their National Requirements, and to comply with existing rules with respect to reporting to their Regulatory Authority and to the manufacturer, events having effects on the continued airworthiness of the aircraft.
12. The reapplication of all protective materials (e.g. temporary protection systems, paints etc.) shall be carried out following their removal to perform the inspection/maintenance task.
13. Revisions to this MRB Report may be considered as sufficient justification for Regulatory Authority approval/acceptance.



# A340 MRB REPORT - Systems and Powerplant Program

Reference	Task	MSI and task description(s)/applicability	FEC	Interval	ZIP
21.27.00	OP	4. Operational check of cooling effect detector (AEVC SYSTEM TEST) (Mod 41936)  AVIONICS EQUIPMENT GROUND COOLING (Mod 40063) 1. Operational check of fault warning.	8	8000 FH  2C	
21.28.00 21.43.00	OP	LOWER DECK CARGO COMPARTMENT VENTILATION AND COOLING (FWD, AFT AND BULK) LOWER DECK CARGO COMPARTMENT HEATING (FWD, AFT AND BULK) 1. Operational check to verify automatic closing of isolation valves and shut-off of extraction fans in case of smoke warning. 2. Operational check to verify automatic closing of cold air valve in case of smoke warning. (Mod 40097) 3. Operational check to verify automatic closing of isolation valve of crew rest room (underfloor) in case of smoke warning. (Mod 40379) 4. Operational check of hard wired backup to verify closing of isolation valve of crew rest room (underfloor). (Mod 40379) 5. Operational check of hard wired backup of ventilation controller (to verify closing of isolation valves and cold air valve).	8	2500 FH Note 24  2500 FH Note 24  1400 FH Note 24  4C  4C	



# A340 MRB REPORT - Systems and Powerplant Program

Reference	Task	MSI and task description(s)/applicability	FEC	Interval	ZIP
21.00.00		AIR CONDITIONING			
21.21.00	VC	CABIN AIR DISTRIBUTION AND RECIRCULATION	9	4C	YES
	OP	1. Visual check of mixer unit.			
	DS	2. -task deleted-			
		3. Discard recirculation filter elements (without Mod 42051 or Mod 42052).	9	8A Note 15	
21.23.00		LAVATORY/GALLEY VENTILATION			
		No task selected.			
21.25.00		AIR CONDITIONING COMPARTMENT VENTILATION			
	OP	1. Operational check of abnormal ventilation warning.	9	C	
	IN	2. Detailed inspection of turbofan supply duct.	9	4C	
	VC	3. Visual check of piccolo tubes.	9	2C	YES
21.26.00		AVIONICS EQUIPMENT VENTILATION			
	OP	1. Operational check of override (OVRD) function.	9	C	
	OP	2. Operational check of low extraction flow warning.	9	2C	
	OP	3. Operational check of ditching configuration control.	9	2C	

The term "reserved" indicates that the task number has been allocated to an A330 MRB Report task. This ensures that corresponding Systems Program tasks have the same reference number in the A300 and A340 MRB Reports.

4- This column identifies the Failure Effect Category (FEC). MSG-3 analysis allocates tasks against the following FECs depending on the consequence of failure :

- FEC 5 : Evident Safety Effects
- FEC 6 : Evident Operational Effects
- FEC 7 : Evident Economic Effects
- FEC 8 : Hidden Safety Effects
- FEC 9 : Hidden Non-Safety Effects.

The notation "SSI" in the FEC column indicates that the task results from structural analysis procedure.

The notation "-" (hyphen) in the FEC column indicates that the task has not been developed through the MSG-3 logic process. Such tasks arise from either a specific MRB requirement (e.g. escape slide sampling) or have been determined as necessary to maintain compliance with Type Certification requirements.

Multiple FECs are quoted only when the task is associated with both a hidden and an evident FEC. Where multiple hidden FECs (8, 9) or multiple evident FECs (5, 6, 7) are applicable only the most important one is quoted.

5- This column identifies the interval between successive accomplishments of the task. Refer to Section A para 5 "Inspection Intervals".

The "Note..." referred to in this column is detailed in Section C para 2.

Some of the tasks necessary to maintain compliance with Type Certification requirements have been determined to warrant Certification Maintenance Requirement (CMR) status. Such tasks are highlighted in the program by the notation "NOTE 24" in the interval column. The corresponding handling instructions are given in the approved document "A340 Certification Maintenance Requirements" reference 955.3019/92 which is located in Appendix 1 of this MRB Report.

6- This column indicates (by the notation "YES") those scheduled maintenance tasks derived from MSG-3 analysis and subsequently considered adequately covered by the Zonal Inspection Program (ZIP). These tasks may be either General Visual Inspections or Visual Checks. It should be noted that the interval given in the ZIP may be more frequent than that required by the Systems and Powerplant Program.

These requirements are quoted for record purposes and are not subject to tasks additional to those given in Section E.

3. EXPLANATION OF SYSTEMS AND POWERPLANT PROGRAM FORMAT

Reference	Task	MSI and task description(s)/applicability	FEC	Interval	ZIP
1	2	3	4	5	6

1- This column indicates the MSI reference number and is directly obtained from the Airbus Industrie ATA Breakdown and Nomenclature Reference document. The presence of two or more numbers indicates that two or more systems/sub-systems have been analysed under a single MSI, eg. 32.30.00 and 32.60.00.

2- This column identifies the task type and thus enables the user to understand from which MSG-3 Level 2 logic question the task has been developed, ie :

- LU Lubrication 5A, 6A, 7A, 8A, 9A
- SV Servicing 5A, 6A, 7A, 8A, 9A
- OP Operational Check 8B, 9B
- VC Visual Check 8B, 9B
- IN Inspection 5B, 6B, 7B, 8C, 9C
- FC Functional Check 5B, 6B, 7B, 8C, 9C
- RS Restoration 5C, 6C, 7C, 8D, 9D
- DS Discard 5D, 6D, 7D, 8E, 9E

This information can be used to clarify whether the task is to detect a failure (8B, 9B) or to detect degradation (5B, 6B, 7B, 8C, 9C).

3- This column identifies the MSI title (which is in accordance with the Airbus Industrie ATA Breakdown) and the description of each task identified through the MRB Report development process.

The term "No task selected" indicates that the MSI has been subjected to a full MSG-3 analysis but no applicable and effective tasks were identified.

The term "-task deleted-" indicates that during the development process a task had been proposed which was eventually deleted due to re analysis, task amalgamation or ISC decision. Renumbering of tasks was avoided in order to minimise impact on cross reference data in operators initial maintenance schedules.

# A340 MRB REPORT

- NOTE 11: Crew rest room (underfloor) not to be removed if installed.
- NOTE 12: When two intervals are assigned to a task, and when not otherwise stated, the interval expiring first shall apply.
- NOTE 13: At entry into service a number of "time limited" Class 3 fault messages exist. Until modifications are embodied to eliminate these messages it is necessary to read and correct in accordance with instructions given in document 955.3019/92.
- NOTE 14: - deleted -
- NOTE 15: Credit may be taken for monitoring filter condition through the CMS in order to maximise service life.
- NOTE 16: - reserved -
- NOTE 17: - reserved -
- NOTE 18: Task is included in manufacturer's ACT removal/installation procedure. Credit can be taken for performance of this task at this opportunity.
- NOTE 19: The SMR time limited faults (non asterisked) must be corrected within 500FH of previous task accomplishment. The interval is controlled by the engine type certificate data sheet and is included in the MRB Report for information.
- NOTE 20: - reserved -
- NOTE 21: If ACT not fitted when task becomes due it may be postponed until next ACT installation.
- NOTE 22: - reserved -
- NOTE 23: ACT serial number to be tracked since task accomplishment is a function of ACT age and not aircraft age.
- NOTE 24: Refer to MRB Report Appendix 1a for identification of specific requirements regarding handling of task interval.

Nose Gear (POST MOD 43866 - two stage oleo) :  
 One gear which has been in service 6 calendar years.  
 One gear which has been in service 8 calendar years.

A nose gear comprises :

- main fitting
  - shock absorber assembly
  - torque links
  - axles
  - dragstay assembly (including downlock mechanism & springs)
- Centerline Gear :  
 Two gears which have been in service 6 calendar years.  
 Two gears which have been in service 8 calendar years.

A centerline gear comprises :

- main fitting
- sliding tube with axle
- shock absorber assembly
- torque links
- dragstay assembly (including downlock mechanism & springs)

AIRBUS INDUSTRIE will notify the MRB of all planned sampling inspections sufficiently well in advance to enable them to attend or to delegate representation. Throughout the program, AIRBUS INDUSTRIE will forward all teardown reports and recommendations to the MRB for scrutiny.

Unless otherwise notified by AIRBUS INDUSTRIE, operators may assume, for maintenance planning purposes, that the restoration interval is 20,000 FC / 10 years.

NOTE 8: Interval quoted is only applicable if no National Requirement exists.

NOTE 9: Task may be undertaken at opportunity of APU removal.

NOTE 10: Operationally check the slide/raft in accordance with the following schedule:

<u>DOOR/EXIT</u> <u>(RH OR LH SIDE)</u>	<u>QUANTITY</u> <u>(PER OPERATOR FLEET)</u>	<u>CHECK</u> <u>INTERVAL</u>
FWD Passenger/ Crew Door	1	36 MTHS
MID Passenger/ Crew Door	1	36 MTHS
AFT Passenger/ Crew Door	1	36 MTHS
Emergency Exit	1	36 MTHS

Checks may be performed on either side and do not all have to be performed on the same aircraft. As an ongoing continuous maintenance program the operator should continue the operational check sequence until this schedule has been revised by the MRB.

Inadvertent deployments may not be used to satisfy the above requirements.

- (h) Cat II/Cat III landing capabilities and RVSM capability are inherent functions of the basic design standard of the aircraft. Scheduled tasks necessary for these operations have been considered in the development of this program. Operators should comply with National Requirements as applicable.
- (i) Lubrication requirements specified in this MRB Report arise from the MSG-3 analysis process and do not represent the total lubrication provisions for the aeroplane. Accordingly, operators should refer to the manufacturer's appropriate maintenance publications for additional lubrication information.

## 2. PROGRAM NOTES

- NOTE 1: Depending on operating environment and the operator's experience, a less frequent initial interval may be used.
- NOTE 2: Tasks apply only when the door is used regularly during day to day operation. Any door infrequently used shall be maintained as a passenger compartment emergency exit. Refer to MSI 52-22-00.
- NOTE 3: Task may be undertaken at opportunity of engine removal or shop visit
- NOTE 4: For interval refer to Chapter 5 of Engine Shop Manual (ESM).
- NOTE 5: Performance of task is not required by maintenance personnel if accomplished as part of a Regulatory Authority accepted/approved flight crew check list. See Section B, General Rules, para 9.
- NOTE 6: Task may be undertaken at opportunity of IDG change.
- NOTE 7: **LANDING GEAR SAMPLING**

The interval selected for restoration of A340 landing gears is 10 years / 20,000 FC. This interval will be validated through evaluation of results of a sampling program.

The sampling program, managed by AIRBUS INDUSTRIE, will continue until sufficient data has been compiled to enable submittal of a final report, with recommendations, to the A340 MRB. Initially, the following program is foreseen :

- Main Gear :
  - Two gears which have been in service 6 calendar years.
  - Two gears which have been in service 8 calendar years.
  - Two gears which have accumulated 8000 FC.

A main gear comprises :

- main fitting
  - shock absorber assembly
  - bogie beam (including axles)
  - articulation links
  - torque links
  - sidestay assembly (including downlock mechanism & springs)
  - shortening mechanism.
- Nose Gear (PRE MOD 43866 - two stage oleo) :
    - Three gears which have been in service 6 calendar years.
    - Three gears which have been in service 8 calendar years.

**SECTION C****SYSTEMS AND POWERPLANT PROGRAM****1. GENERAL**

This section provides the initial minimum scheduled maintenance tasks and frequencies for all systems including powerplants and auxiliary power unit.

With respect to the evaluation procedures and the resulting tasks the following is noted:

- (a) Operational checks were not considered as forming part of Normal Operating Crew Duties when determining the evident or hidden aspects of functional failures (ref. MSG3 para 2.3.4.1). As a result some tasks given in this section may be considered as flight crew tasks in accordance with Note 5. See also Section B, General Rule 9.
- (b) Shop maintenance tasks ("off-wing") are not mentioned in the APU and Powerplant programs.  
Operators should take the opportunity of engine removal and disassembly to perform "off-wing" inspections and parts/assemblies restoration as per engine shop manuals. No scheduled basis for these tasks is defined, in this MRB Report.
- (c) No threshold or opportunity inspection requirements are given for APU or Powerplant. Manufacturers may recommend such inspections in the event that late development or early in-service experience would indicate the desirability to examine specific components of individual engines. If this is necessary, then direct negotiations between applicable operators and the engine manufacturer will be arranged. Results of these inspections are to be made available by the manufacturers to other customer airlines as well as the Regulatory Authorities.
- (d) As noted in Section B, General Rule 6, limitations of life limited parts are controlled by the manufacturers and published in the following documents:
  - Airbus Industrie A340 AMM Chapter 5
  - CFM 56-5 Engine Shop Manual Chapter 5
- (e) APU task intervals quoted in terms of APU HRS may be converted to another usage parameter in accordance with an appropriate conversion factor based on an operator's specific APU utilization.
- (f) No recommendation is made for scheduled fuel analysis. Operators who suspect the quality of their fuel supplies or who operate in an environment known to promote microbiological growth are recommended to introduce fuel sampling and consider the use of additives to minimize the potential for such growth.
- (g) The program identifies some tasks with intervals less than A-check. These have been developed using the MSG-3 process and should be included in routine checks. With the exception of any task with CMR status, those tasks which are typical for all aircraft types may be scheduled by the operator in accordance with Regulatory Authority accepted standard practices, the quoted interval being given for the guidance of operators who do not have appropriate standards. See also Section A para 5.