Variants of Maintenance Check Flights

1. Full Maintenance Check Flight
A full Maintenance Check Flight acc. Sec. 04 has to be performed after each D-CHECK / D-MODULE or equivalent base maintenance.

2. Reduced Maintenance Check Flight
A reduced Maintenance Check Flight has to be performed when one or more of the following criteria is given.

2.1. After engine replacement (see note a) or reinstallation (see note b) in accordance with the chart below perform a reduced Maintenance Check Flight acc. Sec. 05

Replacement of two engines	**YES**
Replacement of one engine and reinstallation of one engine	NO
Reinstallation of two engines	NO

2.2. After replacement (see note a) of all primary flight control surface SCU's (Servo Control Unit), excluding THS actuator, on one axis (Pitch, Roll or Yaw) at the same time perform a reduced Maintenance Check Flight.

or

After replacement (see note a) and/or reinstallation (see note b) at the same time of more than one primary flight control surface perform a reduced Maintenance Check Flight acc. Sec.06, except the maintenance work will be done according note d.

These Primary flight control surfaces are:
- **Ailerons**
- **Elevators**
- **Rudder**
- **Trimable horizontal stabilizer (THS)**

2.3. After replacement (see note a) and/or reinstallation (see note b) of all flight control computers (ELAC and SEC), or disconnection/reconnection of all Loops between all flight control computers and adjacent SCU's at the same time, perform a reduced Maintenance Check Flight acc. Sec.06.

In the exceptional case, a deviation from point 2.3. may be granted, provided engineering recommendation is available and FRA L/OF-A and FRA L/OM-EO commonly agree.

2.4. After corrective actions and/or modifications on major systems when the function could be subject to the influence of the flight environment such as airspeed, altitude, temperature operational loads, elastic deformations which cannot be reproduced on the ground by check or measurement (see note c).

2.5. After corrective actions and/or modifications which may affect the performance or handling characteristic and/or for which the optimum adjustment/calibration can only be defined/proven in flight (see note c).

2.6. To prove the performance of individual aircraft systems (see note c).

Notes:

a: The word "replacement" used in this text means the removal of a component from an aircraft, followed by the installation of another assembly or component in lieu of the one which has been removed.

b: The "reinstallation" of a component is the installation of the same component on the same aircraft into the same position provided no major modifications, major repairs or changes of major components (e.g. module change in an engine) have been performed.

c: The definition of the Maintenance Check Flights listed under position 2.4, 2.5 and 2.6 has to be performed by qualified personnel (engineering and Maintenance Check Flight Task Specialist) together with the technical Pilot.

d: After replacement (see note a) and/or reinstallation (see note b) at the same time of more than one primary flight control surface a reduced Maintenance Check Flight is not necessary, if following rules are followed:

- Replacement (see note a) and/or reinstallation (see note b) of the F/CTL surfaces must be per formed by different teams. A duplicate inspection must be performed.
- After all maintenance work is finished, an additional F/CTL Check according "Sec 02/12 Flight Controls" must be performed by an independent maintenance team, who was not involved in to the replacement (see note a) and/or reinstallation (see note b) of the F/CTL surfaces. A duplicate inspection must be performed.

(Note: For the Flight Control Test set the initial condition, e.g.: Hydraulic System, ADIRU, Flight Control System.)