

MD-11 maintenance analysis & budget

Given its size and ability as a high capacity long-haul freighter, the MD-11 has competitive and steady maintenance costs. The aircraft is likely to continue operating for 15-20 years.

Only 200 MD-11s were ever built, but with 195 remaining in operation, the aircraft has become established as an important freighter type. It is also relatively young, ranging in age from six to 16 years old. The MD-11F is also in a class of its own in terms of the payload capacity it offers to freight carriers. There are no direct alternatives, since the 777 factory freighter has a higher payload but also a disproportionately higher financing cost. The MD-11 is therefore a sought-after aircraft, whose popularity is expected to continue for the next 15-20 years.

Only 34 MD-11s remain in passenger configuration, eight of which have already been purchased for conversion to freighter. The remaining 26 are likely to be retired by their operators within the next 10 years, and subsequently converted to freighter. In 1999 UPS stated its original intention to acquire 35 MD-11s for conversion to freighter, and has now acquired 37. This reduces the number of passenger-configured aircraft available to 26 units, which are in high demand.

The MD-11's full maintenance costs are analysed here, including line and ramp maintenance; base check maintenance; engine repair and overhaul; rotatable repair and management; and heavy component repair and overhauls.

MD-11 in operation

The MD-11 is used as a medium- and long-haul aircraft in both passenger and freight operations. The freighter's range with a maximum payload is 3,700km, equal to a flight time of eight hours. The route networks of many freight carriers

mean that their average flight cycle (FC) times are in the region of five or six flight hours (FH). Freightier aircraft experience high annual rates of utilisation, which in many cases reach 4,500-5,000FH per year. This means that many aircraft accumulate 800-900FC annually. Lufthansa Cargo, for example, has a large global route network and an average FC time of 5.7FH. Its aircraft accumulate about 4,800FH and 830FC per year.

Finnair has a fleet of seven passenger-configured aircraft. These are operated on its long-haul network from Helsinki, which includes New York and various points in the Asia Pacific. The aircraft have an average utilisation of about 5,000FH per year, an average cycle time of about 7.0FH, and generate about 700FC annually.

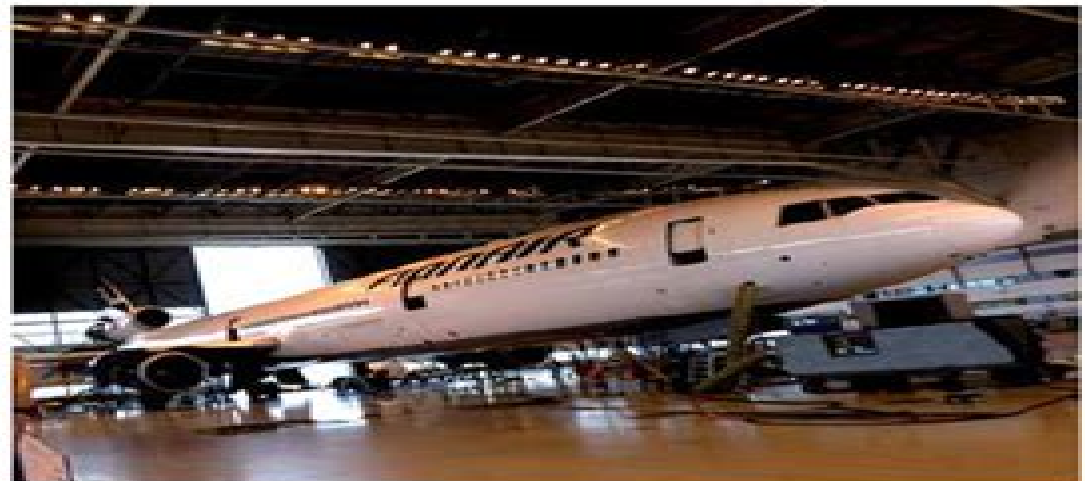
The MD-11's full maintenance costs are examined for a passenger aircraft completing 5,000FH and 700FC per year, at an average FC time of 7.0FH, and for a freighter aircraft completing 4,500FH and 820FC per year, at an average FC time of 5.7FH.

Line maintenance programme

Like all aircraft types, the MD-11 has pre-flight (PF) checks made before the first flight of each day's operations, a transit (TR) check prior to all other flights during the day, and a daily check. Under maintenance steering group 3 (MSG3) philosophy, a daily check can now be performed up to every 48 hours. Daily checks are usually performed when the aircraft is present for a sufficiently long downtime at its homebase. In the case of long-haul aircraft, like the MD-11, this can be more than once every 24 hours.

After the daily check, the A check is the next highest check in the MD-11's maintenance programme. "The MD-11's original 1A tasks interval in the maintenance review board (MRB) in 1990 was 350FH," explains Tapio Leskinen, manager MD-11 fleet engineering at Finnair Technical Services. "We have been able to escalate this interval several times since 1990 and our current interval for the 1A tasks is 700FH. There are also multiples of A check tasks: 2A tasks with an interval of 1,400FH; 3A tasks at 2,100FH; 4A tasks with a 2,800FH interval; and 6A items with a 4,200FH interval. The full cycle of A check tasks is therefore completed at the A12 check, which has a maximum interval of 8,400FH."

The MD-11's maintenance planning document (MPD) now has an interval of 600FH for the basic 1A check items. There are also tasks that have multiples of this interval: the 2A, 3A, 4A and 6A tasks. The 6A tasks therefore have an MPD interval of 3,600FH. The A12 check and the A check cycle would have an interval of 7,200FH.



The MD-11 is operated as a long-haul aircraft both in passenger and freight operations. The aircraft is capable of intensive use, achieving annual utilisations of up to 5,000FH per year.

Md 11 Maintenance Manual

L Reisser



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