

# Welcome

Airbus A350 Fleet VAA the story so far.

virgin atlantic 



# Virgin Atlantic Engineering Organisation

- EASA Part M organisation in house.
- EASA Part 145 organisation in house.
- EASA Part 21 organisation in house.
- EASA Part 147 organisation in house.
  
- Dedicated Airbus Systems Management team combining Reliability, Maintenance Programmes, Mechanical Systems, & Avionics.

# Virgin Atlantic Engineering Organisation

- Line maintenance carried out by VAA staff.
- Scheduled checks up to A check (and multiples) carried out at VAA hangars (LGW and LHR).
- Heavy checks carried out by 3<sup>rd</sup> parties:
  - A330-300 at Delta Airlines Minneapolis (C checks)
  - A330-300 at HAECO Xiamen (4C & 8C checks)
  - A340-600 at Lufthansa Technik Philippines

# Virgin Atlantic A350 Fleet

- 4 Airbus A350-1000 will be in service by Dec 2019.
- Total of 12 A350-1000 will be in Service by Q4 2021

To date VAA has not experienced any  
A350 Fleet Issues



First Revenue Flight was on G-VLUX on 10/Oct/2019 VS0138 LHR to JFK operated with no issues.

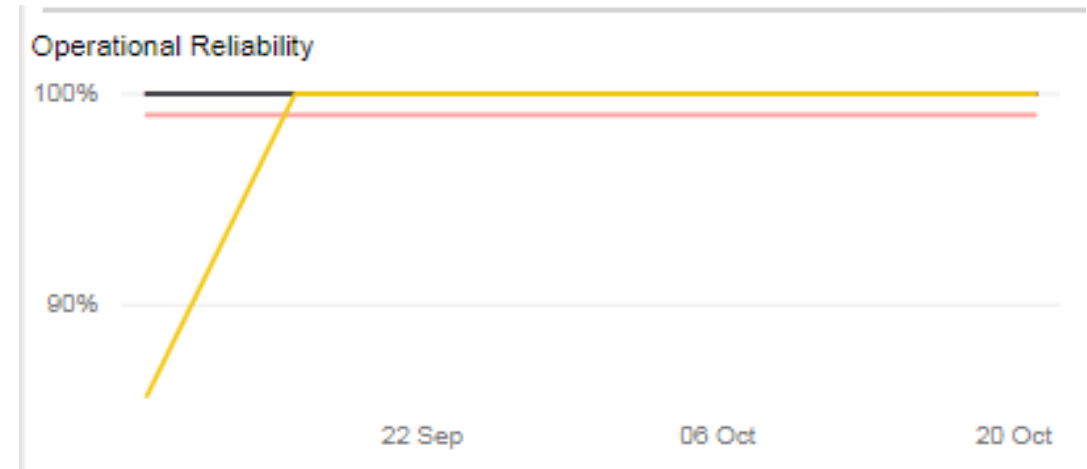
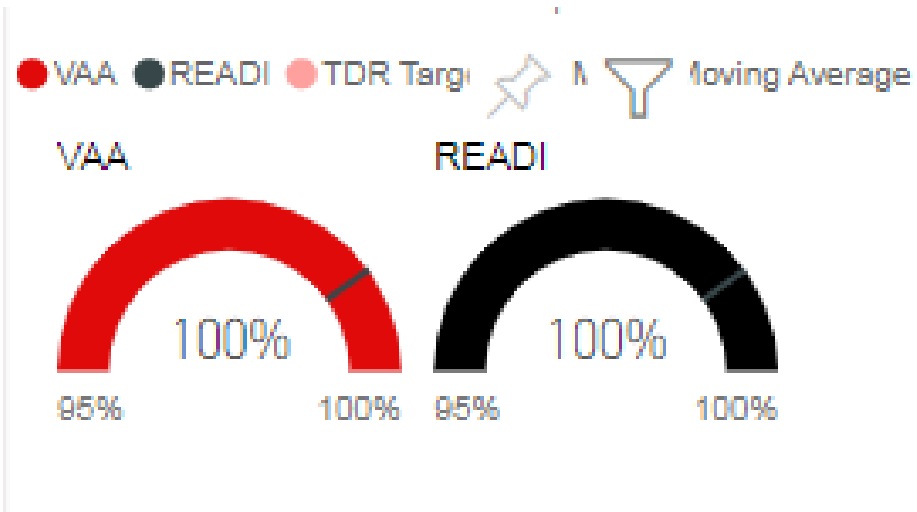


# A350 Fleet Hours & Cycles 01/11/2019

Mfg Serial	Registry	Total Cycles	Total Hours
0298	G-VPOP	88	539.28
0274	G-VLUX	154	635.52
0319	G-VPRD	34	26.63
0336	G-VJAM	5	10.67

Total VAA Flt Hours: 1,212  
Total VAA Flt Cycles: 281  
Total VAA Revenue Departure:169

# A350 OR from EIS to 01/11/2019





# A350 General Information Report

A350 Fleet	2019 JUL	2019 AUG	2019 SEP	3 Month Avg
Number of Aircraft in Fleet	0.00	2.00	4.00	2.00
Number of Aircraft in Service	0.00	2.00	4.00	2.00
Total Flight Hours	0.00	58.33	368.07	142.13
Total Flight Departures	0.00	23.00	62.00	28.33
Total Revenue Departures	0.00	4.00	55.00	19.67
Total Non Revenue Departures	0.00	19.00	7.00	8.67
Average Daily Utilisation per Aircraft (Hours)	0.00	0.94	3.07	1.34
Average flight Duration per Aircraft (Hours)	0.00	0.82	5.66	2.16
Total Interrupted Revenue Flights > 15 mins	0.00	0.00	0.00	0.00
Operational Reliability > 15 mins (%)	0.00	100.00	100.00	100.00
Total Aircraft Basic Interruptions > 15 mins	0.00	0.00	0.00	0.00
Total PiReps (ATA 21 - 80)	0.00	7.00	43.00	16.67
PiRep Rate (No. of PiReps per 1000 f/h)	0.00	120.00	116.83	78.94

# First weeks operational review events

- Flap seal on G-VLUX
- VFG incorrect oil, Coms & design cover
- Main Gear Pitch Trimmer
- Engineering ELEC Normal Network protection DM

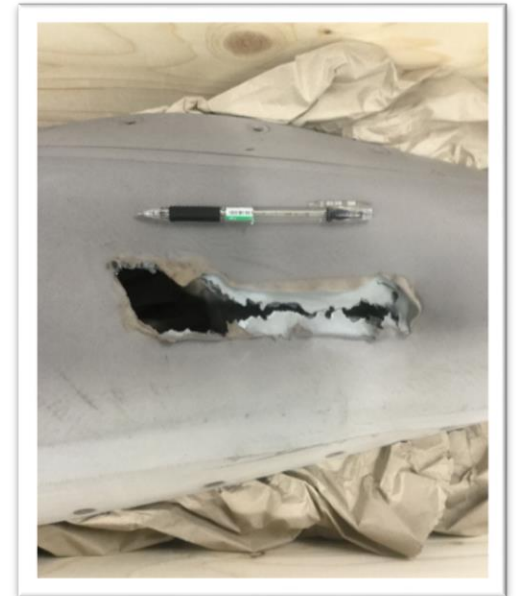
## First weeks operational review events

- Premature Erosion / Tear on Inner To Outer Flap Seal (LH) P/N V0009355000200



Seal was replaced on G-VLUX satis 03/10/19

Root cause & TFU being prepared by Airbus.



# First weeks operational review events

- VFG incorrect oil, Coms & design cover
- VIR reported about a mix of Oil during VFG maintenance activities (topping-up with MJO387 instead of BP2197) previous to aircraft delivery.

# First weeks operational review events

- Main Gear Pitch Trimmer

MSN 274 required Oil & Gas replenishment of L/G L BOGIE ACCU. Due Dispatch Msg 01/Oct/19

Actual bogie pitch trimmer status retrieved from the LGMS BITE interactive menu:

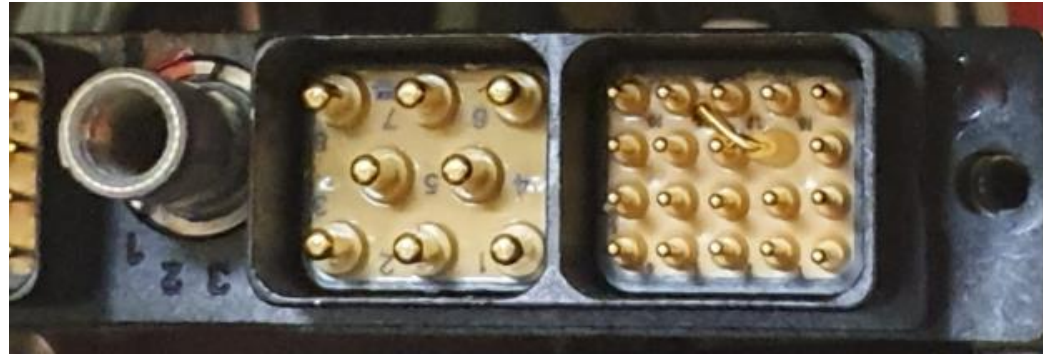
GAS P	2149.7	PSI	BOGIE	GAS P	2427.7	PSI	
GAS T	17.6	°C	L	R	GAS T	18.2	°C
ACCU POS	1.87	IN			ACCU POS	2.00	IN

Following the applicable AFI procedure, oil and gas replenishment performed by the Collins working party on the LH MLG bogie pitch-trimmer. Actual bogie pitch trimmer status retrieved from the LGMS BITE interactive menu after the replenishment:

GAS P	2474.1	PSI	BOGIE	GAS P	2441.2	PSI	
GAS T	18.7	°C	L	R	GAS T	18.6	°C
ACCU POS	2.00	IN			ACCU POS	2.00	IN

# First weeks operational review events

- Engineering ELEC Normal Network protection DM



This fault was discovered during training sectors out of GLA on VIR newly delivered A350 G-VLUX MSN 274 experienced on 2 occasions NO-GO DM >ELEC NORMAL NETWORK PROTECTION

# A350 Items on watch

- VFG Terminal Block Arcing (Known issue on wet runways )
- AFDX switch reliability (Both –POP & LUX have 1 switch each replaced )
- COM OIS CAB & MAINT REDUNDANCY messages & multiple in-flight resets of OIS (Known issue TFU OFC resetting in flight due to faulty ENRM ,ENRM 1 replaced satis )
- Multiple Nuisance Messages Airbus meet and greet Reps expertise at the moment keeping on top of this
- A350 Retrofit . Proactive approach being pursued by VAA.

Thank you

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