

The CRJ-100/-200 has a complex maintenance programme. The aircraft has three A check task groups and three C check task groups, all with different basic intervals. This makes check planning complex, with the result that tasks are performed early and checks are uneven in size.

CRJ-100/-200 airframe maintenance cost analysis

The CRJ-100 has become a popular aircraft since entering service in late 1992. There are now more than 930 CRJ-100/-200s in operation with 68 airlines. The oldest aircraft are mature in maintenance terms, having been through their first series of heavy checks. The airframe-related maintenance costs of the CRJ-100/-200 are examined here.

CRJ-100/-200 in service

The CRJ-100 was acquired in large numbers by regional airlines, affiliated with the US majors, in North America in the early 1990s, as a replacement for 35- to 50-seat turboprops, on the assumption that jets were more appealing to passengers and therefore had the potential to generate higher passenger revenues. Many of the aircraft are

operated on hub-feeder route networks on flight cycle (FC) times averaging about 70 minutes. A few are also operated on some point-to-point or hub-bypass routes with relatively weak traffic demands, because their size makes them suitable for low traffic densities.

The CRJ-100/-200 has also had some success in Europe, even though this is a relatively high-cost environment in which to operate, and is less suitable than North America for 50-seat jets. Typical rates of annual utilisation are 2,000-2,300 flight hours (FH) and 2,000FC, with an average cycle time of 60-70 minutes. The analysis of airframe maintenance costs is based on these annual operating parameters.

These average FC times and annual rates of utilisation have a large influence on maintenance check planning, particularly because the CRJ-100/-200 have three sets of base check tasks,

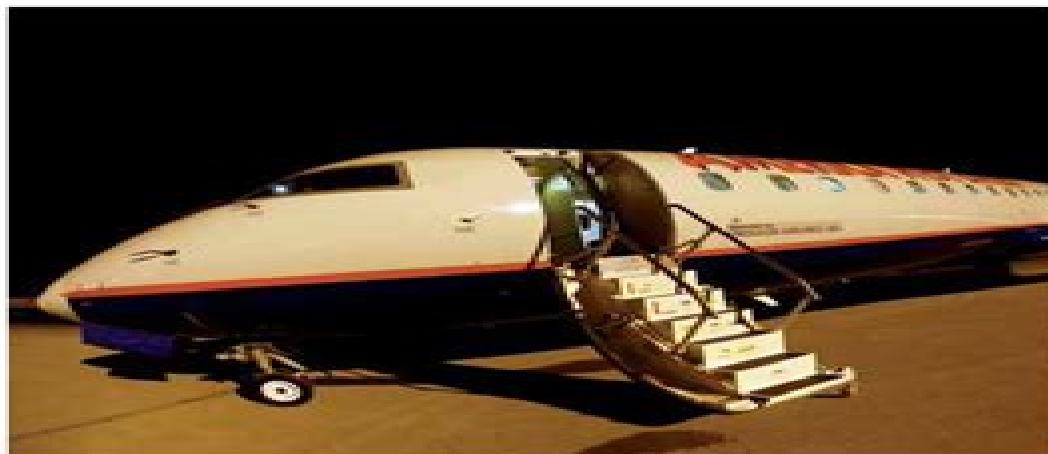
Maintenance programme

The CRJ-100/-200 have a complex maintenance programme compared to modern generation jetliners. The maintenance programme is based around A-type checks that have three groups of tasks, and base checks that also comprise three sets of different tasks.

"The CRJ-100/-200 have a maintenance requirements manual (MR), rather than a maintenance planning document (MPD)," explains Steve Fisher, business development manager at Climber Air Maintenance Centre. "The MR is in two parts, and creates check intervals. Part one of the MR relates to systems, structures, zonal inspections and the corrosion prevention and control programme (CPCP). Part two relates to airworthiness requirements, powerplants and fuel systems. There is also the maintenance planning manual (MPM), which lists the inspections in detail." There have so far been 18 revisions to the maintenance programme.

Airframe maintenance can generally be divided into three groups: line and light maintenance; A checks; and base checks. "There are no actual line and light checks specified in the MR, although many operators decide to add pre-flight and daily checks into their maintenance programme," says Fisher. "The smallest check in the programme is a service check, with an interval of three days. The next largest is a 'routine' check every 100FH," explains Fisher.

The CRJ-100/-200 operate with annual utilisations of 2,000-2,300FH per year. This has a bearing on maintenance planning because there are three groups of base check tasks. These have intervals in multiples of 5,000FH, 4,000FH and 12 months.



Crj 200 Maintenance Manuals

Yicheng Fang



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