

เฉลยแบบทดสอบ FUTURE AIRCRAFT MAINTENANCE

1. What is the distinctive difference between “3 – Level Maintenance” and “2 – Level Maintenance” ?
 - a. 2 – Level Maintenance combines O-Level and I-Level together.
 - b. 2 – Level Maintenance combines O and I-Level within a Wing.
 - c. 2 – Level Maintenance’s objective is “Lean Logistics”.
 - d. All of the above a, b and c are correct.

2. Scheduled inspections intervals by calendar maintenance program are based on ?
 - a. corrosion
 - b. fatigue
 - c. deterioration
 - d. wear and tear

3. Scheduled inspections intervals by accumulated flying hours maintenance program are based on ?
 - a. corrosion
 - b. fatigue
 - c. deterioration
 - d. wear and tear

4. DAE Quality Assurance use AEM (Aeronautical Engineering Manual) as a bible. The DAE AEM is equivalent to ?
 - a. T.O. 00-20-XX Series
 - b. EN9110
 - c. AS9110
 - d. b and c are correct.

5. Future aircraft maintenance concept would be ?

a. 2 – Level Maintenance; 1st Level = Preventive; 2nd Level = Predictive; 3rd Level Corrective.

b. 2 – Level Maintenance; 1st Level = Preventive and Restorative; 2nd Level = Predictive.

c. 2 – Level Maintenance; 1st Level = Preventive and Predictive; 2nd Level = Restorative.

d. 2 – Level Maintenance; 1st Level = Preventive; 2nd Level = Predictive and Restorative.

6. Preventive aircraft maintenance in the future would comprise ?

a. Aircraft servicing, OC (On Condition), CM (Condition Monitoring), Ops. Check and no hard time (no TCI).

b. Aircraft servicing, OC (On Condition), CM (Condition Monitoring), Ops. Check and hard time (TCI).

c. Aircraft servicing, OC (On Condition), CM (Condition Monitoring), Ops. Check and depot maintenance.

d. Aircraft servicing, OC (On Condition), CM (Condition Monitoring), Ops. Check and PDM.

7. Predictive aircraft maintenance in the future would comprise ?

a. RCM (Reliability Centered Maintenance) forecasting the date of functional failure (point F) in the P-F Curve (Potential – Functional Failure Curve) of a component and issue EO (Engineering Order) to change that component within 1 month before point F.

b. RCM (Reliability Centered Maintenance) forecasting the date of functional failure (point F) in the P-F Curve (Potential – Functional Failure Curve) of a component and issue EO (Engineering Order) to change that component within 2 months before point F.

c. RCM (Reliability Centered Maintenance) forecasting the date of functional failure (point F) in the P-F Curve (Potential – Functional Failure Curve) of a component and issue EO (Engineering Order) to change that component within 1 week before point F.

d. RCM (Reliability Centered Maintenance) forecasting the date of functional failure (point F) in the P-F Curve (Potential – Functional Failure Curve) of a component and issue EO (Engineering Order) to change that component within 2 weeks before point F.

8. Restorative component maintenance (or depot level) in the future would be ?

a. performed by the air operator.

b. performed by MRO providers.

c. performed by MRO suppliers.

d. performed by in house capability.

.....