

# Aircraft maintenance md 11

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**Are there any MD-11 still flying?** After retirement from passenger service (last flight being by KLM in November 2014), many of the MD-11 passenger fleet were converted into freighter specification, many of which are still in service today. The last of 200 aircraft was built in October 2000 after Boeing merged with McDonnell Douglas in 1997.

**What is the difference between MD-11 and DC-10?** Arguably the most notable difference between the two widebodies is the addition of drag-reducing wingtips on the MD-11. The devices were tested in conjunction with NASA during the 1980s and were originally intended to be put on updated DC-10 variants. They're credited with improving fuel efficiency by around 2.5%.

**What is the difference between Boeing 767 and MD-11?** The MD-11 has a maximum payload of more than 207,000 pounds, with space for 26 containers on the main deck and 13 in the lower hold. The 767 is smaller, with a 132,000-pound payload capability and room for 24 large containers and seven lower-deck shipping units. It also has a shorter range.

**Is the MD-11 hard to fly?** The McDonnell Douglas MD-11 has a certain reputation of being difficult to fly. That is true to a certain extent, but it also follows the same principles of aerodynamics as every other aircraft.

**Is MD-11 being retired?** UPS expects to retire nine more MD-11Fs in 2024 as it continues to overhaul its fleet with younger freighters while removing excess capacity.

**What will UPS replace MD-11 with?** UPS is replacing MD-11Fs with 767 freighters, purchasing its fifth ex-Japan Airlines 767-300ER in March 2023 for conversion. It

took delivery of six new 767-300Fs from Boeing last year and has twenty-one more of the production freighters on order.

**Why does the MD-11 have three engines?** Two was not enough for the size of the aircraft, and four was too many. The idea was to build a wide body, twin aisle jet like the 747, but not as large and not as long ranged. Douglas basically made the airplane as big as it could be while being powered by only 3 of the same engines as a 747.

**How many MD-11 does lufthansa have?** 18 / 10 / 2021 Lufthansa Cargo has operated its last MD-11F flight after 23 years of operating the type. The carrier first began flying the tri-jet freighter in 1998 with its fleet of MD-11Fs eventually numbering 19 of the model. The model has been replaced by a fleet of more efficient B777Fs.

**What is the advantage of the MD-11?** More cargo capability than any other aircraft in 1991. Advanced flight deck allowed 2-pilot operations compared to the 3 crewmembers required for earlier tri-jets. More interior space per passenger and more carry-on baggage capacity than any other wide-body aircraft in 1991.

**Does FedEx still fly the MD-11?** The fleet additions are mostly for fleet modernization as they will replace aircraft being retired. FedEx currently has 46 MD-11s, which will be phased out by fiscal 2028. During the next two years, FedEx plans to add 55 aircraft to its fleet, the majority of them small feeder aircraft operated by contractors.

**Is the YS-11 still flying?** As of August 2020, two aircraft remain in commercial service in South America and Africa. As of March 2021, the Japan Air Self-Defense Force retired the YS-11 after 57 years of service.

**Are there any MD 10 still flying?** The aircraft, converted to MD-10-30F in 2009 and registered CP-2791, is the last McDonell Douglas DC-10 to be in commercial service. As of January 2023, six DC-10s are in commercial service with TAB Airlines, a Bolivian cargo airline operating scheduled flights in the Americas, and Omega Tanker.

**Did the MD 12 ever fly?** The first flight of the MD-12 was to take place in late 1995, with delivery in 1997. Despite aggressive marketing and initial excitement, especially in the aviation press, no orders were placed for the aircraft. MDC lacked the resources after Taiwan Aerospace left the project.

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