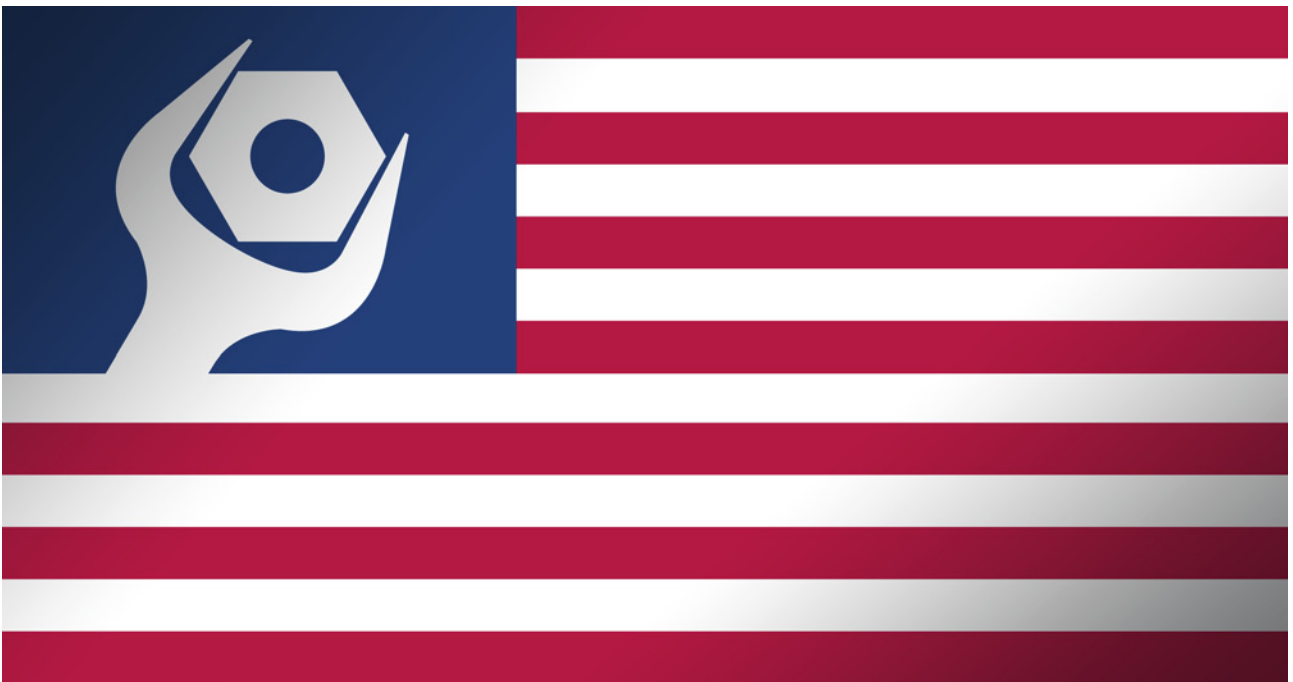


MRO

NEWS FOCUS

June 2010



HEADLINES

ARSA/AEROSTRATEGY PUT VALUE ON US MRO INDUSTRY

The Aeronautical Repair Station Association (ARSA) has provided a snapshot of the industry's state-by-state footprint in a report prepared by AeroStrategy based on 2009 government and industry data. It puts the US civil aviation maintenance workforce at 274,634, with direct and indirect impact on the US economy of \$39 billion.

The study found that MRO accounts for 85% of the industry's jobs in the US

with 233,237 employees. Repair stations certificated by the FAA are the largest employer, with nearly 200,000 workers. The remaining 33,300 are employed with non-Part 145 firms, including air carrier base maintenance and line stations. Parts manufacturing and distribution account for the remaining 15% of industry employment, with 41,397 workers.

MRO generates over 60% of the industry's economic activity, or \$24.1 billion, AeroStrategy determined. Although only accounting for 15% of total employment, parts manufacturing and distribution accounts for 38% of the total economic activity, or \$14.9 billion.

There are six times more people working for repair stations than are employed by the airlines to perform in-house maintenance work. Repair stations (many of which are small businesses) employ 199,913 people, while only 33,324 are working directly for airlines at base maintenance facilities and line stations.

ARSA Executive Vice President Christian Klein said: "Maintenance may be the least visible segment of the aviation industry, but this study makes it clear that in addition to helping US airlines become safer and more competitive, repair stations make significant economic contributions throughout the country."

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Table 1: Top 10 States for aviation maintenance employment (total MRO, airline base and line station, and parts distribution and manufacturing jobs)

California	37,566
Texas	32,673
Florida	20,191
Washington	13,898
Georgia	13,741
Oklahoma	13,485
Arizona	13,445
Connecticut	12,109
Kansas	9,792
New York	9,462

Table 2: Top 10 States for aviation maintenance economic activity (total economic impact)

California	\$5.005 billion
Texas	\$4.430 billion
Arizona	\$2.700 billion
Florida	\$2.684 billion
Washington	\$2.586 billion
Connecticut	\$2.291 billion
Georgia	\$1.705 billion
Kansas	\$1.647 billion
Oklahoma	\$1.463 billion
Ohio	\$1.278 billion

The new AeroStrategy report, as well as state-by-state fact sheets and AeroStrategy's 2009 report detailing the aviation maintenance industry's global economic footprint and positive balance of trade, are available at www.arsa.org.

PEMCO MOVES INTO CINCINNATI

Pemco World Air Services has selected the Cincinnati/Northern Kentucky International Airport as its preferred site for its new expansion into the regional aircraft MRO business.

Pemco intends to utilise an existing hangar vacated by Mesaba Airlines in 2008 as the home for its new regional aircraft operations, bringing as many as 300 total jobs to the Cincinnati/Northern Kentucky region. The Kenton County Airport Board and Pemco achieved agreement on the commercial terms

of a 15-year lease pending approval of incentives under the Kentucky Business Investment Act by the Kentucky Economic Development Finance Authority. Pemco expects to commence operations before the end of the summer.

The announcement follows Pemco's recent purchase of all of the tooling, equipment and inventory of ExelTech Canada, one of the largest North American providers of MRO services to the regional airline industry. The ExelTech asset acquisition has given Pemco the physical equipment necessary to provide comprehensive repair services to operators of Embraer E-Jets and 135/145s, Bombardier CRJ, Q-series, Dash 8, ATR and Saab regional aircraft.

RYANAIR ADDS NEW MAINTENANCE HANGAR

Ryanair has selected Frankfurt Hahn Airport in Germany as the location for its next maintenance hangar and crew training facility. It will invest €25 million (\$30.8 million) in building a new two-bay aircraft maintenance hangar, including two aircraft simulators and a 16-room cabin crew training centre, in a move which will create up to 200 new Ryanair jobs at Frankfurt Hahn Airport.

The investment has been supported by Frankfurt Hahn Airport and the Rhineland-Palatinate Government; it will take Ryanair's employee numbers at Frankfurt Hahn up to 600. Ryanair will now allocate a substantial proportion of its base maintenance requirements to this new German hangar facility, which will be available from the end of 2010.

The new facility and jobs will replace those previously offered to the Irish Government earlier this year in the empty Hangar 6 at Dublin Airport (*see MRO News Focus, March 2010*). Ryanair said it regrets that even today, many months later, Hangar 6 remains unused for base maintenance (it is being used by Aer Lingus for line maintenance), while up to 900 SR Technics engineers remain unemployed. Many of these people could have found skilled, well paid work with Ryanair, had the Irish Government accepted the airline's offer to buy or lease Hangar 6 and divert a significant proportion of its base maintenance to Dublin Airport.

INDONESIA TARGETS MRO

The Indonesian Aircraft Maintenance Shop Association (IAMSA) is targeting a domestic aircraft maintenance marketplace of as much as \$1.2 billion by 2014 or 60% of the available total marketplace of \$2 billion.

Chairman of IAMSA, Richard Budihianto, who is also Managing Director of GMF AeroAsia, said that the aircraft maintenance marketplace in Indonesia in 2009 was as much as \$750 million, but domestic MRO companies took only 30 to 40%. There are 32 MROs in the country, of which 26 are IAMSA members, and they will have to improve capability and capacity to reach the target, particularly by achieving EASA and FAA certification. They will also need some 7,000 aircraft technicians by 2014. He added that IAMSA wants to promote MRO to the financial sector, as it is a high-capital industry that requires similar levels of investment to airlines, but has not achieved the same levels of understanding.

FAA FINES MORE AIRLINES

The FAA has proposed to assess \$572,150 in civil penalties against Atlas Air and \$325,000 against Continental Airlines for alleged violations of the Federal Aviation Regulations.

The FAA alleges that Atlas Air incorrectly installed a replacement cockpit window on a Boeing 747F, and then operated the aircraft on 49 flights between 4 April and 27 April 2009, when it was not in compliance with those regulations. It said Atlas Air replaced one of the windows at the first officer's position, but failed to use the methods, techniques and practices specified in the manufacturer's maintenance manual or alternate procedures accepted by the FAA for the 747F. The airline then approved the aircraft for return to service. As a result, the replacement window suffered pressurisation leaks while in flight according to multiple reports made by crews operating or maintaining the aircraft. The FAA has proposed a penalty of \$506,150 for those violations.

In a second instance, it alleges that on 14/15 May 2009, Atlas Air operated a Boeing 747F on international flights from Huntsville, Alabama, to Glasgow, Luxembourg and back to Huntsville

without a required outboard engine pylon access panel door. The FAA said Atlas Air improperly fabricated a panel cover from aluminium sheet metal and affixed it with speed tape over the access door opening. On each of these flights, the panel came off the aircraft en route and a new panel was fabricated and installed in the same manner at each subsequent stop. The FAA has proposed a civil penalty of \$66,000 for those violations.

On 20 December, 2008, the crew of a Continental Airlines Boeing 737 saw a warning light on the right main landing gear indicator after the gear retracted on a flight from Houston to Los Angeles. After discussing the situation with maintenance control, the crew elected to continue the flight. However, the flight diverted to Phoenix after the crew noticed the aircraft was burning an excessive amount of fuel. On the ground, Continental maintenance workers inspected the landing gear but did not make a required entry in the aircraft's maintenance log or any other maintenance record about the abnormal landing gear indication. The FAA alleges the airline operated the aircraft on at least 12 additional passenger flights before the abnormal gear indication was addressed by mechanics.

Both carriers have 30 days from receipt of the FAA's enforcement letters to respond to the agency.

SHARKLETS FOR KOREA

Airbus has selected Korean Air Aerospace Division, the aerospace manufacturing division of the Korean Air Group, as sole supplier of the new Airbus-designed Sharklet wingtip devices for the A320 Family. Under the terms of the agreement, Korean Air Aerospace will manufacture the new composite wingtip devices and supply them to the final assembly lines in Toulouse, Hamburg and Tianjin. The first



(photo: Airbus)

A320 fitted with Sharklets will be delivered from the end of 2012.

Launched for development in October last year, the new wingtip devices, offered as an option, are around 2.5m tall. As well as increasing payload-range and improving takeoff performance, the devices are expected to result in around 3.5% reduced fuel burn over longer sectors, corresponding to an annual CO₂ reduction of around 700 tonnes per aircraft.

ADVANCED ENGINE TESTING UNDER WAY

Pratt & Whitney has completed more than 100 hours of testing on its full-scale PurePower engine core, successfully validating performance goals of its new generation of commercial jet engines and demonstrating excellent starting and operability characteristics. The results of the PurePower core testing further confirm that the first PW1000G engine to test is on target for later this summer for the Bombardier CSeries single-aisle aircraft, followed by the first engine to test for the Mitsubishi Regional Jet.

Rolls-Royce has celebrated the successful running of the latest core

engine build in its E3E (efficiency, environment, economy) two-shaft research programme. E3E is developing new technologies that increase engine temperature, pressure ratio and component efficiencies, together with an over 25% increase in thrust to weight ratios. These technologies are designed to reduce fuel burn and CO₂ emissions by 15%, compared with similar engines currently in service. E3E lean-burn will also reduce NO_x emissions as part of the company's drive to meet ACARE (Advisory Council for Aeronautics Research in Europe) targets of a 60% reduction by 2020. The programme is designed to address future customer needs in the corporate and narrowbody sectors. The latest Core, 3/2b, has produced excellent results during 40 hours of running at Stuttgart University altitude test facility, far exceeding flight envelope requirements.

MORE BIOFUEL PROGRESS

Boeing and PetroChina, together with representatives of the Chinese energy sector and the global aviation industry, have signed an agreement to evaluate establishing a sustainable aviation biofuels

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industry in China. Other US companies participating include AECOM, Honeywell's UOP and United Technologies. Air China and PetroChina Company, Ltd will lead the Chinese team. The strategic assessment is the first such effort in China and will take a comprehensive look at the environmental and socio-economic benefits of developing sustainable alternatives to fossil-based jet fuels. The project will look at all phases of sustainable aviation biofuel development, including agronomy, energy inputs and outputs, lifecycle emissions analysis, infrastructure and government policy support.

In addition, Boeing Research & Technology and the Chinese Academy of Science's Qingdao Institute of Bioenergy and Bioprocess Technology (QIBEBT) agreed to expand their collaboration to include other research institutions and aviation supply chain entities as part of their efforts on algae-based aviation biofuel development. Boeing and QIBEBT previously announced the establishment of a joint research and development laboratory focused on algal growth, harvesting and processing technologies. The Joint Laboratory for Sustainable Aviation Biofuels will be located in Qingdao and managed by Boeing Research & Technology-China and QIBEBT, which will work together to place a strong emphasis on commercial applications for developed technologies.

Honeywell's UOP will be part of a team led by China's National Energy Administration (NEA) and the US Trade and Development Agency (USDITA) that will work to address the technical, economic and institutional factors required for the development of a new biofuels industry in China. The team, which includes government agencies and associations along with aviation and biofuel companies, will address feedstock harvesting and processing, the establishment of refining capacity for commercial production, and the development of the infrastructure to store, deliver and dispense biofuels.

Finally, Air China, PetroChina, Boeing and Honeywell's UOP agreed to conduct an inaugural flight using sustainable biofuel derived from biomass grown and processed in China. PetroChina will provide the biomass, which will be processed into jet fuel by UOP. The biofuel flight, which

will occur in China, will highlight the viability of the entire supply chain – from seed to flight. Additional details on flight timing and location will be announced at a future date.

BRAZILIAN AVIATION TEAMS ON BIOFUELS

On 6 May, the Brazilian Alliance for Aviation Biofuels (Aliança Brasileira para Biocombustíveis de Aviação – ABRABA) was formed with 10 organisations: Algae Biotechnology, Amyris Brazil, Associação Brasileira dos Produtores de Pinhão Manso (ABPPM, Brazilian Association of Jatropa Producers), Associação das Indústrias Aeroespaciais do Brasil the (AIAB, Brazilian Aerospace Industry Association), Azul Brazilian Airlines, Embraer, GOL Airlines, TAM Airlines, TRIP Airlines and União da Indústria da Cana-de-Açúcar (UNICA, Brazilian Sugarcane Industry Association). ABRABA expects that other organisations will join the group.

The objective of the alliance is to promote public and private initiatives that seek to develop and certify sustainable biofuels for aviation. The goal will be achieved through dialogues with those who form public policies, as well as opinion makers, in order to obtain biofuels that are just as safe and cost efficient as petroleum derivatives.

ABRABA believes that the use of sustainable biofuels produced from biomass is essential for maintaining the growth of the aviation industry in an economy of low carbon emissions.

DIGEST

Aeronautical Engineers has been selected by **Sideral Air Cargo** of Brazil to provide a Boeing 737-300SF passenger-to-freighter conversion. The aircraft (msn 24060) was built in 1988 and is currently undergoing modification and heavy maintenance at Commercial Jet, which is located in Miami, Florida. The conversion will provide a main deck capable of carrying eight full height 88in x 125in AAA container positions in P1-P8 and a 88in x 125in x 82in high pallet in P9.

The company has also announced that its prototype McDonnell Douglas MD-80SF (see *MRO News Focus, March 2010*) has begun

the passenger-to-freighter conversion process at Commercial Jet. AEI purchased the aircraft (msn 49470), which served with American Airlines since new, from GA Telesis.

AeroTech Services says its Wing Modification System reduced fuel burn by an average of 2.7% during cruise on a Boeing 737-400 of **Brussels Airlines**.

The airline will now modify the remainder of its 737-400 fleet. The modification replicates a NASA-designed airfoil by increasing the aircraft's wing area and camber, and lengthening the wing chord, all of which increases the lift-to-drag ratio and reduces fuel consumption and emissions by up to 4% on all Boeing 737 Classics (-200, -300, -400, and -500 models). It has been certified by the FAA and EASA. Currently, the list of companies using the AeroTech modification includes Brussels Airlines, GECAS, Swiftair, MNG Airlines, Shenzhen Donghai Airlines, and Ukraine International Airlines.

James Nettle, Director, AeroTech Services, said: "Fuel consumption data is typically not available from the onboard data acquisition system during aircraft climb. As such, the additional fuel reduction in climb, which has been proven previously, was not calculated in the overall savings. It appears that this operator's return on investment, at today's fuel prices, will be less than 12 months."

AeroTurbine has signed a three-year agreement with **Airinmar UK** to expand its supply chain management offering to airlines across the world by identifying the highest quality and most cost-effective solutions for material repair while bundling it with component leasing and rotatable pools strategically located in the Americas, Europe and Asia. The agreement will cover IT systems integration, visibility of the supply chain, vendor performance management, warranty management, reliability and value engineering. AeroTurbine will maintain final vendor selection responsibility.

AeroTurbine has opened a new sales and material distribution centre close to London Heathrow Airport. The primary purpose of this facility is to strategically locate rotatables close to one of the world's

busiest airports for material loans and exchanges. Additionally, this facility will serve as the central office for AeroTurbine's sales and marketing staff serving Europe, the Middle East and Africa. A similar initiative is underway in Asia and should be complete by the end of 2010.

AFI KLM E&M is offering a VIP Quick Change Kit, enabling operators to change the configuration of their aircraft from commercial to VIP in between 12 and 48 hours, according to operator requirements and layout complexity. Part of the cabin can be transformed into a VIP lounge for presidential travel or special events. As a result, customers no longer need aircraft dedicated to special events and can accordingly maximise the return on investment of their fleet.

American Airlines and the **Transport Workers Union (TWU)** have reached a tentative agreement in principle for the Mechanic and Related workgroup that provides mechanics with market-based compensation, including structural increases, and enhancements to other contract items such as vacation, holidays and sick leave. It also provides American additional flexibility in its maintenance operation. It is understood that the TWU is recommending ratification of the tentative agreement.

American Airlines has donated a retired McDonnell Douglas MD-80 jet to the **George T Baker Aviation School** in Miami, making it one of the only accredited aviation schools in the country to have a commercial airliner on school grounds.

American partnered with **Odebrecht** to move the plane from Miami International Airport (MIA) to the Aviation School. The job required lifting the plane over State Road 112 and LeJeune Road, using

a 500-ton crane equipped with a 400-ft (122m) telescoping boom, and then hauling the plane to the school. Airport officials had to close a runway and surrounding roads, remove light poles, trees, and fencing, as well as building a temporary gravel road to transport the plane to the school, located adjacent to MIA. The students at George T Baker have already gained experience with the MD-80, prepping it for the move by taking off the wing tips and jet engines.

Aviall Services has entered into an exclusive worldwide aftermarket distribution agreement with **Rolls-Royce** for unique spare parts of the RB211-524 aircraft engines.

Aviall will assume these spare part distribution responsibilities to RB211-524 customers in the fourth quarter of 2010. The agreement lasts for the life of the engine. Aviall will be responsible for forecasting, ordering and delivering all OEM genuine replacement parts that are unique to RB211-524 engines and will assume responsibility for documentation management, worldwide inventory deployment, warehousing and product distribution. Aviall will also use its aftermarket service technologies to support spare part sales fulfilment, line item forecasting, production planning, and sales intelligence systems as well as end-customer requirement planning, provisioning and supply-chain administrative needs. Rolls-Royce will continue to be responsible for providing technical support for these engines.

Aviation Technical Services (ATS) and **Sojitz Corporation** of Japan have reached a five-year agreement to promote aircraft heavy maintenance and modification of Japanese registered aircraft in North America.

They will take advantage of ATS being located near Boeing's widebody aircraft production facility on Paine Field, and Sojitz being Boeing's International Services Contractor in Japan, by targeting work in modification of Japanese post-delivery aircraft coming off the production line. The agreement also includes Sojitz sponsorship of ATS in obtaining Japan's JCAB certification. ATS is also working to obtain CAAC certification in the second quarter of 2010.

Boeing Commercial Aviation Services will provide its Maintenance Performance Toolbox to **Blue Dart Aviation** of India to support four 757-200 freighters. The airline also operates three 737-200 freighters.

The Engineering Department of **Shannon Aerospace Limited (SAL)** has been granted status as an official design department as part of the Lufthansa Technik EASA Part 21J Design Organisation.

CTT Systems has announced that its Cair humidifier system has been installed by an aircraft manufacturer for the first time in the first class cabins of Airbus A380 aircraft for **Lufthansa**.

Cair uses evaporative cooling technology to produce around 25% relative humidity in the cabin. This is typically 5 to 10% as there are fewer passengers. Increased relative humidity will improve sleep, reduce jetlag, reduce tiredness and alleviate dehydration of the eyes, skin and linings of the mouth and nose. The system also includes the Zonal Drying System to counter condensation problems.

As part of a plan approved by the Government of the Czech Republic, **Czech Airlines** will be restructured. This

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overhaul will comprehensively address the functioning of the company in the next three years and is aimed at a realistic transformation of the airline into a truly stable commercial entity. The airline's maintenance services will be hived off as a separate commercial entity.

DAC International has successfully completed its Type Certificate Inspection and is now awaiting award of the STC for the installation of dual Universal Avionics Systems Corporation, UNS-1Lw, with Wide Area Augmentation System (WAAS) and Localiser Performance with Vertical Guidance (LPV) approach capability on Bombardier Dash 8 series aircraft. Operators of aircraft equipped with Universal's WAAS-enabled FMS can take advantage of lower descent minimums, greater airport accessibility and improved situational awareness. The installation includes dual UNS-1Lw with either 5in or 4in displays and covers Bombardier Dash 8-100/200/300 series aircraft.

Ethiopian Airlines Aviation Academy has graduated 47 aviation technicians from Sudan, Mozambique, Liberia, Tanzania, Chad and Ethiopia.

Among the graduates, 18 are Sudanese on-job trainees who have undergone 15 months' practical training at Maintenance Technicians School and Maintenance and Engine workshops. The latest batch of graduates is special as it consists of a multinational group of trainees following 30 Rwandese trainees who graduated of the same type of training in 2007. At present, 63 trainees from Tanzania, Sudan, Chad, Liberia, Namibia, Mozambique and The Democratic Republic of Congo are in training at the academy.

GMF AeroAsia has provided wheel & brake training for three technicians of **Yemen Airways**.

Lufthansa Consulting is helping **Yakutia Airlines** to set up the right environment for successful EASA Part-145 certification of its maintenance organisation.

Consultants have provided on-site guidance in Russia on the application for the official audit by defining basic processes and preparing relevant

procedures. The main focus is on appropriate processes, procedures and supervision towards a well-organised and monitored material administration. Yakutia aims to achieve EASA Part-145 approval for line maintenance by the end of 2010. It operates Boeing 757s and 737s.

Lufthansa Technik has announced 'aerosight', an iP (internet Protocol) based camera system with an integrated LAN (local area network) connection that can simultaneously handle up to 16 cameras in the pressurised area of an aircraft. Pilots are able to monitor access to the cockpit and view the cabin and cargo compartments. The camera system automatically switches between a coloured day view mode and an infrared night view mode.

It can also use an EFB Class II for display, control and handling, saving weight and simplifying installation as no additional routers, switches, displays in the cockpit or extra system control unit are required. EFB Class I equipment, such as handhelds or EFB Class III fixed installed systems are not yet supported.

Lufthansa Technik has developed aerosight for an undisclosed launching customer and will start to offer the system for other customers in the first quarter of 2011.

Lufthansa Technik has presented the latest development of its Guideline ColourFit photoluminescent emergency floor-path guidance system with a height of 2.3mm, allowing it to be fitted in every non-textile floor on board and is especially certified for galleys. Due to security reasons, in the galley area the normal carpet floor is replaced by a special non-textile floor, which normally is only 2mm high.

Norman Disney & Young (NDY) has reported that work is nearing completion on one of the world's largest aircraft hangars at the Abu Dhabi International Airport.

The final section of the roof for Abu Dhabi Aircraft Technologies Hangar 6, which will be capable of housing three Airbus A380s and six other mid-sized aircraft, was lifted into place in April. Hangar 6 is an L-shaped three-bay hangar with 32,000m² of hangar space. The work is being undertaken by **Aircraft Support Industries**. The newly lifted roof is 40m high and has a 28m clearance throughout.

NDY is providing mechanical, electrical and plumbing (MEP) engineering services for the project, including air conditioning, power, lighting, communications, hydraulics and fire services.

A displacement system has been used to air condition up to a height of 15m, despite the roof being 40m high. The system allows temperatures to be returned to preferred levels within two hours of the hangar doors closing. Other notable features include the fire suppression system, which is capable of discharging 1,700 litres per second of foam or water solution. The hangar also includes HV reticulation and substations, centralised 400Hz generation and reticulation, hazardous zone electrical services and high uniformity lighting systems.

SIA Engineering Company (SIAEC) has signed a S\$42 million (\$29.7 million) fleet management programme (FMP) contract with **Royal Brunei Airlines** to provide maintenance and fleet management services for the six Boeing 777-200ER aircraft it is leasing from Singapore Airlines. SIAEC will provide a wide range of FMP services, including fleet technical management, spares support, component repair and overhaul, and heavy maintenance services in Bandar Seri Begawan and Singapore. With the new contract, SIAEC's fleet management business covers more than 210 aircraft, with 156 aircraft operated by non-SIA airlines.

STG Aerospace has received an order from **KLM** for its SaFTGlo TR (Tritium Replacement) exit signs for 25 Boeing 737 aircraft. It has also delivered its 6,000th SaFTGlo photoluminescent floor path marking system for an Airbus A330 of **Thai Airways International**. Thai Airways made the largest ever order of SaFTGlo last year, choosing the ColorMatch OC system for 55 A300-600, A330-300 and Boeing 747-400 models.

TES Aviation Group has opened a new 836m² facility close to Changi Airport in Singapore – its first outside the UK – to provide warehousing, logistics, parts and engine storage, as well as engineering fleet management services to the customer base in the region. Additional services will be added over time.

Donald Nunemaker, Executive Vice President & General Manager-Leasing of **Willis Lease**, reporting first quarter net income, said: "While demand for newer engines that power new generation narrowbody jets remains better than for that of engines for widebody jets, we are seeing some softness in demand for most engine types, industry wide. Consequently, our portfolio utilisation rate has drifted down over the last six months. However, we're encouraged by indications of increased engine repair activity at the major overhaul facilities in 2010, a sign that airlines are now in a better position to fund shop visits than in the last couple of years. An increase in repair activity drives the demand for spare engines by our airline customers, required by them to provide coverage for engines in the shop."

CONTRACTS

AIRFRAMES

Boeing Shanghai Aviation Services has signed a maintenance agreement with **Jeju Air**, based in Seoul, Korea to perform C checks on two Boeing 737-800s. This follows a landing-gear exchange for the airline earlier this year. The company has also reached an agreement with **Business Air**, based in Bangkok, Thailand, for Boeing 767-300 maintenance checks.

GMF AeroAsia has agreed to handle maintenance services for up to 14 Boeing 737-300/400 aircraft operated by **Sriwijaya Air** until December 2012, including A, C and D checks.

GMF AeroAsia has completed an A4 check maintenance, modifications of the nose to wheel top panel and horizontal stabiliser on a Boeing 747-300 of **Max Air** of South Africa. It has also delivered a second Boeing 747-200 to **Kabo Air** of Nigeria following completion of a C01 check maintenance, AD/SB work and component changes.

Guangzhou Aircraft Maintenance and Engineering Company (GAMECO) has signed a three-year contract with **China Postal Airlines** for line maintenance, base maintenance, engineering support,

material support and component repair and overhaul for Boeing 737-300F and 737-400F aircraft as well as any new additions to the China Postal fleet in the future.

Indaer International and its joint venture partner, **AvCraft Support Services**, have been awarded contracts from five regional airlines to provide heavy maintenance on ATR 42 and Dornier 328 aircraft.

Cape Air has contracted for two ATR 42 heavy checks, with the first aircraft to be inducted in September. Cape Air operates the ATRs in Guam under a code-share agreement with Continental Airlines.

Dutch Antilles Express, which operates regional services from a hub in Curacao in the southern Caribbean, has also contracted for two ATR 42 heavy checks, with the first, a 36,000 Cycle Inspection, to begin in July. Cape Air and Dutch Antilles Express become the third and fourth ATR operators to select Indaer and AvCraft.

Central Mountain Air, a Canadian regional airline, has contracted for two Dornier 328 turboprop heavy checks, which will be completed by June.

FlyMex, a rapidly growing charter airline operating from a base in Toluca, Mexico, has contracted for two Dornier 328Jet heavy checks. The first aircraft was inducted in May.

JorAMCo has successfully completed heavy maintenance work on the first of two Airbus A330-301s operated by **Brussels Airlines** and work on the second aircraft; already at JorAMCo's facility, is expected to commence very shortly. It has completed a heavy C check, total cabin retrofit, structural repairs and a full paint job on an Airbus A321-112 of **Alitalia**.

Turkish Technic has signed a maintenance services agreement for one Boeing 737-300 C check for **Kyrgyz Airways** and one 737-500 C6 check for **SkyExpress**.

ENGINES

A J Walter Aviation has extended its Airbus A320 power-by-the-hour contract with **Cyprus Airways** to include engine line replacement units. This contract is for a mixed fleet of nine Airbus A319/A320 aircraft with IAE V2500 engines.

Delta TechOps has signed a three-year contract with **China Eastern Airlines** to provide maintenance and repair services to various aircraft engine types. The contract, which includes an option for extension at the end of three years, will apply immediately to three CFM56-7 series engines.

Iberia Maintenance has signed a contract with **Cathay Pacific** under which it will repair and maintain 49 CFM56-5C4 engines on 11 Airbus A340-300s.

COMPONENTS

A J Walter Aviation will provide power-by-the-hour support for an additional two Boeing 737-400s of Libyan carrier **Buraq Air** under a three-year deal. AJW already supports the airline's two Boeing 737-800 aircraft, with more on order.

Goodrich Aerostructures' Prestwick Service Center has signed an agreement with **Icelandair** to provide a custom-tailored nacelle maintenance programme for the airline's Rolls-Royce RB211-535E4 engines that power its fleet of Boeing 757 aircraft. The agreement, a Goodrich Aerostructures Prime Solutions nacelle maintenance management programme, includes thrust reverser refurbishment and use of rotatable assets.

Lufthansa Technik and **China Airlines** have signed a long-term-contract for component services for the airline's Airbus A330/A340 fleet.

With immediate effect, Lufthansa Technik will provide Total Component Support (TCS) for 18 Airbus A330-300s and six Airbus A340-300s, including supply of an extensive range of services; maintenance repair and overhaul, consignment stock optimisations, supply chain management and home base stock allocation, reliability enhancement programmes, documentation and warranty management.

Sargent Aerospace & Defense has announced a three-year contract worth \$1 million from **Texas Aero Engine Services (TAESL)** under which it will conduct component overhaul of tubes, ducts and manifolds used on the Rolls-Royce RB211-535 engine. More than

60 applicable part numbers means that in excess of 1,000 repairs per year will be conducted by Sargent at its repair facility in Franklin, Indiana.

Turkish Technic has signed a five-year wheel & brake maintenance services agreement with **SunExpress** for its Boeing 737-800 fleet. It has also signed an Aircraft Paint Services agreement with the airline for five 737-800s.

SOFTWARE

Swiss AviationSoftware reports its AMOS MRO software has gone live across the European network of **easyJet**, which has implemented the complete AMOS package with all its functional modules.

During the project, Swiss-AS supported and guided the easyJet project team, with hosting and data migration support supplied by CrossConsense. The project team had to cope with a complex maintenance organisation where some of the maintenance services were fulfilled by a third-party maintenance provider, while others were insourced in the course of the project, which made the project a challenging one. CrossConsense took on responsibility for executing the data migration into AMOS onsite as well as the extraction and consolidation of necessary information from sources, previously hosted by the MRO provider's systems. After the successful implementation, CrossConsense is now hosting the system and provides all necessary services, including first level support of AMOS.

It has also signed Swiss cargo airline FARNAIR, with the go-ahead scheduled for the beginning of June.

PEOPLE

PJ Hsu has become Chairman of **Evergreen Aviation Technologies (EGAT)** with the recent retirement of David Wang who remains as a resident consultant.

Dean Lazarus has joined the **GA Telesis** sales management team as Vice President-Sales for the Aircraft Systems Group (ASG).

John Cunningham has been named the new managing director of **Shannon Engine Support (SES)**, replacing **Patrick Bergin**, who has taken a lead marketing role at **GECAS**.

Lorin Sardinha has been appointed as vice president of maintenance and engineering for **Hawaiian Airlines**.

StandardAero has named **Marc Wittingen** as Director of International Sales for the company's Airlines & Fleets business sector.

EVENTS

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MRO EUROPE

28-30 September
ExCel, London, UK
Contact Lydia Janow, Director, Tradeshow and Conferences:
tel: +1 212 904 3225
email: ljanow@aviationweek.com
www.aviationweek.com/events

MRO ASIA

2-4 November
Suntec Convention Centre, Singapore
Contact Lydia Janow, Director, Tradeshow and Conferences:
tel: +1 212 904 3225
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www.aviationweek.com/events

Announcement



Nick Brookbank, Commercial Manager at Rolls-Royce Deutschland, was the winner of our prize draw and received this Airbus A330-200 model kindly donated by TAP Maintenance & Engineering. Our thanks go to everyone who took part in our Readership Survey.

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