

# **GMR AERO TECHNIC**

**India's Fastest Growing MRO**

## **Improving end-of-lease checks**

By

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**Chief Executive Officer**



## Vision

# To be a Lead MRO in Asia Pacific Region

## Our Values



**Mahatma Gandhi**

### Humility

We value intellectual modesty and dislike false pride and arrogance



**JRD Tata**

### Entrepreneurship

We seek opportunities – they are everywhere



**Tenzing & Hillary**

### Team Work & Respect for Individual

Nurturing a relationship of trust, collaboration and mutual respect.



**Sardar Vallabhbhai Patel**

### Deliver the Promise

We value a deep sense of responsibility and self-discipline, to meet and surpass on commitments made



**Swami Vivekananda**

### Learning & Inner Excellence

We cherish the life long commitment to deepen our self awareness, explore, experiment and improve our potential



**Mother Teresa**

### Social Responsibility

Anticipating and meeting relevant and emerging needs of society

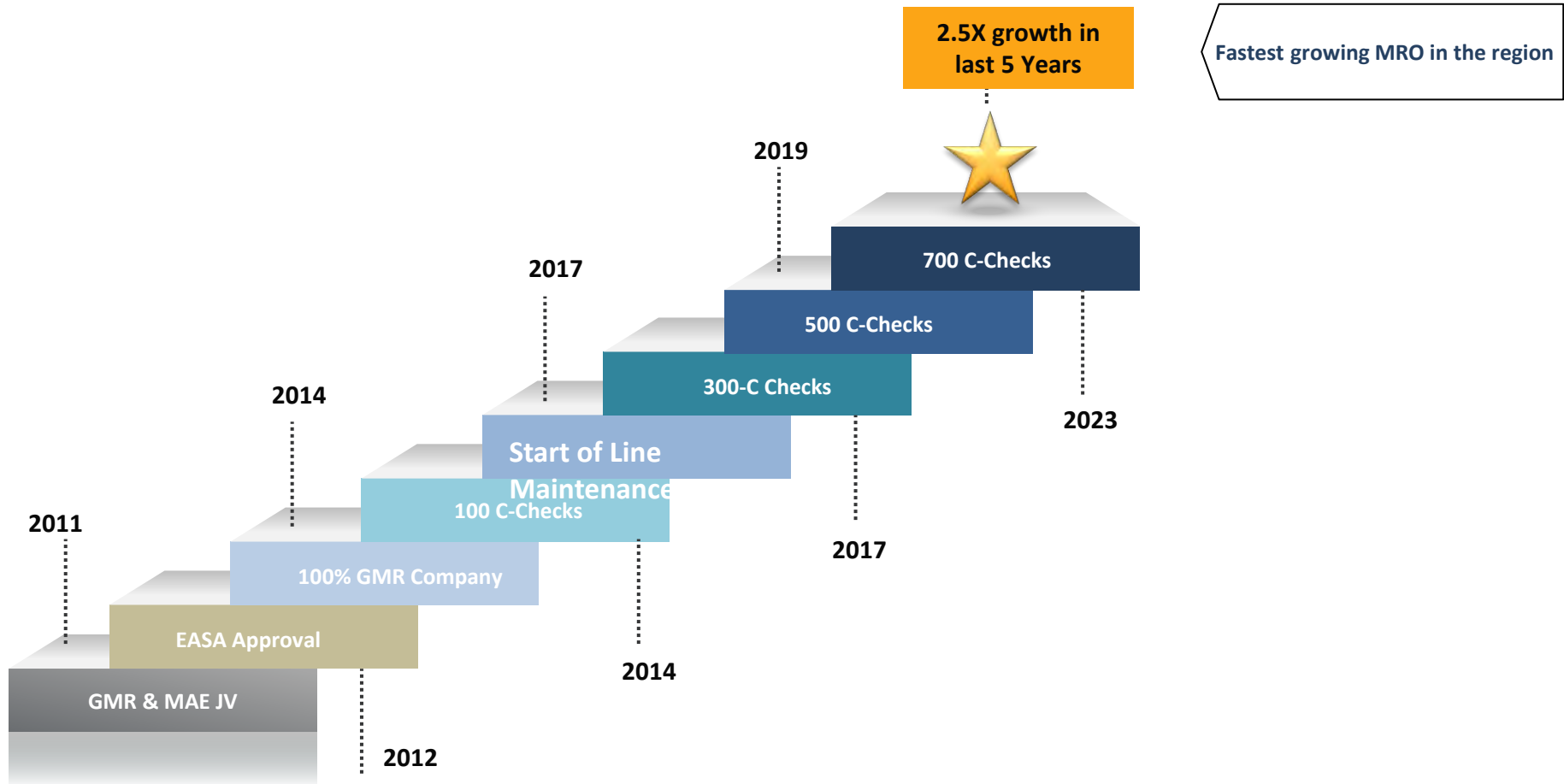


**Warren Buffet**

### Financial Prudence – Frugality

We spend wisely and judiciously

# Journey to become India's No 1 Airframe MRO



## GMR Aerotechnic

Infrastructure	Capabilities	Regulatory Approvals
<ul style="list-style-type: none"> <li>World class facility in 25 ac</li> <li>7 Hangers for NB flights</li> <li>Certified Paint Hanger</li> <li>Specialized capabilities: NDT,X-Ray, Composite Workshop, Welding Shop, Seats, Cabin etc.,</li> </ul>	<ul style="list-style-type: none"> <li>Capable of handling                             <ul style="list-style-type: none"> <li>A320 &amp; Neo</li> <li>Q400</li> <li>B737 NG &amp; Max</li> <li>ATR 42/72</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Certified by 3 Domestic &amp; 22 International Approvals (Including DGCA, FAA, EASA etc. )</li> <li>Best in Industry Turn Around Time</li> </ul>
<p><b>Human Resources:</b> 400 Plus Technical Staff with total strength of 750</p>		
<p><b>Technology:</b> Usage of latest technology &amp; ERP for efficient processes and better service quality</p>		
<p><b>Customers:</b> Supporting all domestic operators and large base of International customers for their Base Maintenance</p>		



**22 Regulatory Approvals incl., EASA, FAA, DGCA**



## Base Maintenance

Aircraft maintenance services since 2011  
Largest Airframe MRO  
HQ in RGIA, HYD  
Pan India presence  
SEZ presence for Tax benefits



## Line Maintenance

20 Int'l airlines  
13 stations Pan India  
+ Mumbai and Goa  
2 stations in Nepal



## Pax to Freighter Conversion

Signed with Boeing for conversion of B737 to freighter  
33 Aircrafts expected in next 4 years



## Painting

State-of-the-art Painting Hanger.  
Completed several full Livery painting projects



## Defense MRO

Agreement with L&T for joint collaboration  
Exploring for new opportunities with Airbus



## New Business Lines

Agreement with Safran for De-Icer Boots Facility  
Agreement with Spirit Aero for nacelles, radomes & flight control surfaces



## School of Aviation

Upcoming State-of-the-art Aviation Schools  
Airbus is Knowledge Partner  
Will cover 4Yr Graduation program DGCA/EASA

## Lessors



## Airlines



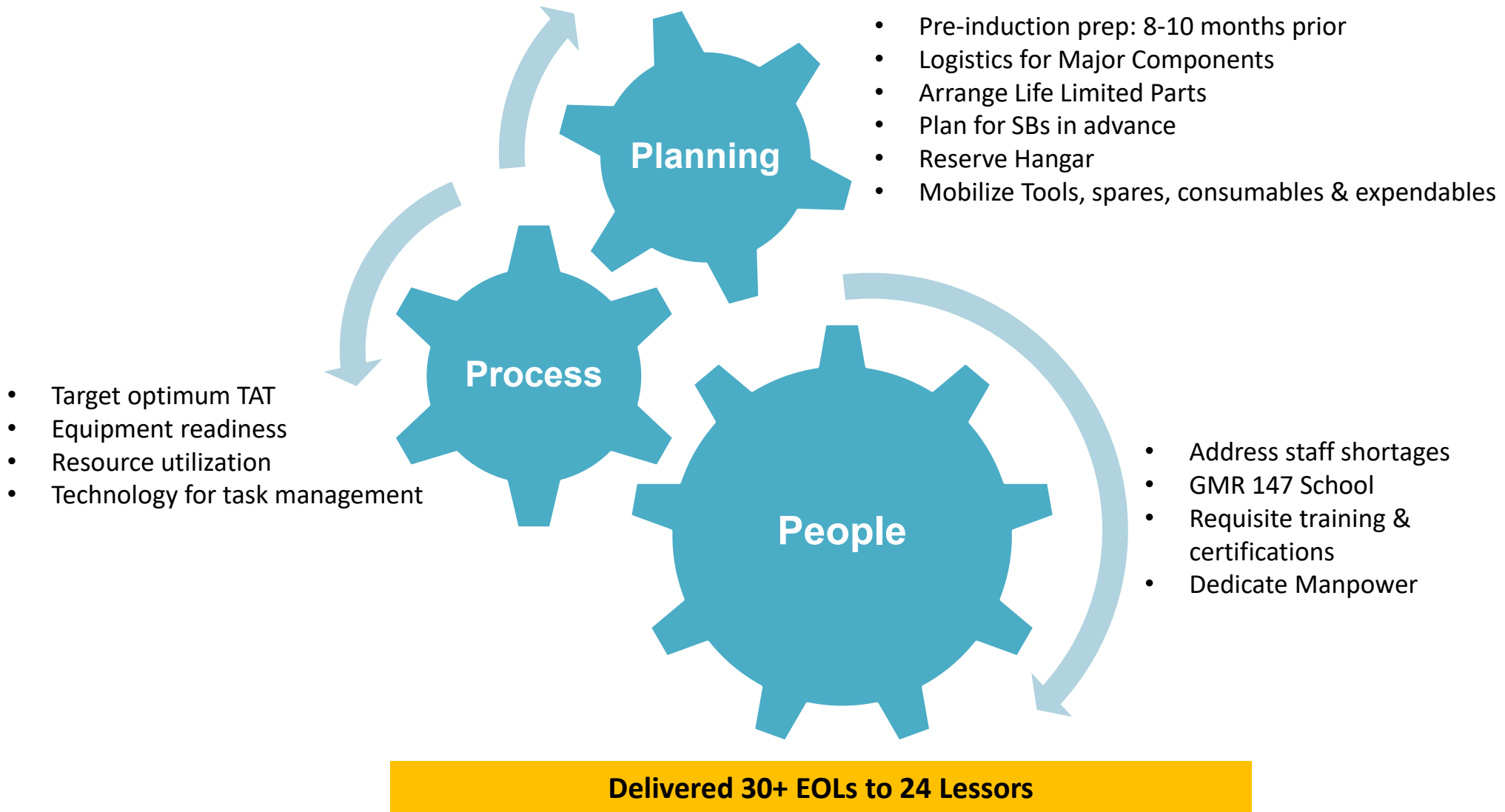
**700+ C-Checks & 30 End of Lease Checks**

# Customer Base –Line Maintenance(2/2)



**Presence in 14 Airports with 45+ Customers from Asia, Europe, Middle East**





# How to Improve End of Lease Checks



- Pre-induction preparations – This is the key to successful completion of EoL check with in stipulated time frame. A good planning team will start working on project at least 8-10 months ahead of induction.
- Major components – Engine, APU, Structures, Nacelles & Cowlings, Wet-Area (Lavs, Galley) maintenance records to be up-to-date and plays major role in reducing TAT. Planning to change these major components to meet the return conditions.
- Slots for Engines / APU / Nacelle shop visit with OEM / Service Provider should be pre-arranged based on requirement during the check
- LLP – Other LLPs (Life Limited Parts) must also be planned well in advance especially the high lead time items.
- Logistics of the components removal, shipment and re-delivery to be organised well in advance (including the boxes).
- SB's that are due and Repeat inspection interval that do not meet lease requirements should be identified well ahead and required Kits and spares should be sourced before the check starts

# How we handle at GAT



- We start the pre-induction process as soon as contract awarded to us.
- With customer's engineering team aircraft maintenance data is studied in detail.
- Customer's engineering and planning team prepares for timely availability of high lead time items and required LLP.
- Any need for change in Engines / APU / Landing Gear etc. is identified and planned accordingly.
- We are also creating workshop capabilities to take care of bulky items such as Nacelles and other big components.
- With good planning we have completed The End of Lease Check in about 60 days and some took as much as 180 days due to additional finding (entire belly skin changed for an A321 aircraft).
- Planning is the key differentiator in the good timely managed End of Lease Check and badly managed one.
- We ask our customer to plan for support from other service providers where we do not have in-house capabilities.

*Thank You*