



Dear Reader,

When families are preparing the Christmas trees for the happiness of the children, it is time for us to measure our achievements of the year, to “tick the boxes” and set future objectives.

Have we achieved what we said we would do in 2017?

Yes, our new office in Bangalore is up and running with a well-established development plan for the future years.

Yes, we have ramped up the repair production of heat transfer equipment out of our brand new facility at Liebherr-Aerospace Saline, Inc., in Saline, Michigan (USA), turning circa 1,800 components on Airbus and Bombardier programs.

Yes, we have paved the way towards improved processes between our sites worldwide.

Yes, we have set the ground for the processing of “big data”, internally and in cooperation with a major airframer and a few airlines, by developing algorithms on a few targeted components, and identifying rapidly some quick wins that prove the added value of preventive maintenance.

Yes, we have closed quite a few long lasting in-service topics on many platforms. We will see in a couple of months through the customer satisfaction surveys from both the airframers and ourselves if our airline customers do confirm this appreciation.

Yes, we have continued to develop the confidence of our customers, be they airframers, airlines and MROs, by executing quite a few maintenance contracts.

All the points mentioned above are globally very positive: may I congratulate the entire Support & Services Team for its contribution, its excellence and dedication.

In 2018, our objectives will be driven by three main activities:

The first one is what I use to call as “basic” in a support and services organization: we must consolidate and improve the performance of our deliverables, mainly in two areas. The first one is the repair performance that is not that far from the 95% service level target but we need to reach it; and the period of time to resolve operational issues that still does not meet exactly the expectation of our customers.

The second activity is to gear up into the “big data” global project in which our support and services organization is highly involved. We are conscious that this will be the key driver for servicing our customers on the long run. Close cooperation with airframers and airlines is mandatory: it is a win-win-win project where each of the three parties will find benefits as long as we work together.

The third axis is to become an actor in the Used Serviceable Material (USM) domain, after we have identified the fact that many airlines look for a mix of new and serviceable components when they provision or re-provision their spare inventories on legacy fleets.

Exciting challenges and a great team: the best conditions for success are with us!

In this issue, you will discover amongst others the Lean Initiative launched in our Singapore facility. You will learn that we have developed an App as part of our Health Management Project. You will understand what is behind a “Design Organization Approval” (DOA) and what benefit it brings, and much more.

On behalf of the Liebherr-Aerospace Management, may I thank you all – customers, partners and employees – for your durable trust, your dedication and full support, and wish you a Merry Christmas and a wonderful year 2018.

Enjoy your reading!

A handwritten signature in black ink, appearing to read 'Charles Thoyer-Rozat'. The signature is stylized and fluid.

Charles Thoyer-Rozat
Executive V.P., Customer Support & Services



Customer Services Portal Designed for E-Services and Enhanced Communication: Your Inputs are Mostly Valuable

To enhance our communication and relationship with customers for the next decade and as part of our digital transformation we have decided to reshape our customer support and services web portal to include new functionalities for E-services. It is important that we design it the way you would like to

communicate with our teams. For that purpose, we have generated a questionnaire aiming at gathering your recommendations. We kindly ask those who will receive it to take the little time to respond. Your voice is the most important for us to shape our future.

You will receive the questionnaire through Liebherr_Customer_Services@praxis.fr. Look out for it, it is not a spam! Thanks in advance for your contribution!

Personnel Changes



On August 1st 2017, **Tolga Oener** joined Liebherr-Aerospace Dubai (UAE) as Middle East Field Service Representative.

Previously part of Liebherr-Aerospace Lindenberg GmbH (Germany) as a Technical Service Engineer, Tolga was in charge of supporting the programs: Airbus Single Aisle and Long Range, Embraer E-Jet E2, Sukhoi

Superjet 100, Bombardier Challenger 300 and CRJ 1000.

Tolga is excited about his new position in Dubai and looks forward to supporting airlines in the Middle East.

Contact: tolga.oener@liebherr.com



Leong Kal Wai was promoted to Assistant Manager Product Support effective Oct. 1st, 2017. He reports directly to Liebherr-Aerospace Singapore's General Manager. Kal Wai will lead and manage the Field Service Representatives (FSR) and Technical Support team. Previously, he was a key member of the FSR team. He has been at Liebherr-Aero-

space Singapore working first in the pneumatic shop, moving then to the certifying staff and then became a FSR in 2012. He has been with the company for twelve years. Kal Wai graduated from the Temasek Polytechnic with a Technical Diploma in Mechatronic. Prior to joining Liebherr, he was a crew chief with the Republic of Singapore Airforce A4SU and F16 squadrons.

Contact: kalwai.leong@liebherr.com



Prior to being part of the Liebherr team, **Christian Franz** spent twelve years working in the German Air Force. Acting as a Maintenance Officer of 1st and 2nd line maintenance units, he was gathering experience in the field of MRO (Maintenance and Repair Organization) and operational needs. Subsequently, he became the Assistant to the Military Base

Commander and in the end Chief of Aircraft Maintenance and Operations leading all technical and logistic MRO activities at the airbase. He then joined Liebherr-Aerospace Lindenberg (Germany) in 2013 as Program Manager Development in charge of A350-1000 nose landing gear. In 2015 he became Head of Electronic Systems within the engineering department. On November 1st, 2017 he took over the position of Jan Uhlig as Director Customer Services at Liebherr-Aerospace in Lindenberg. Christian is looking forward to bring his added-value experience in securing the performance of our maintenance repair overhaul activities at Liebherr-Aerospace in Lindenberg, as well as the after-market relationship with our customers.

Contact: christian.franz@liebherr.com



Jennie Tan Yan Ni joined the Customer Service team of Liebherr-Aerospace Singapore as a Customer Service Administrator in July 2017. Jennie has completed her diploma in Chemical Process Technology (Industrial Chemistry) in Singapore Polytechnic. She comes with experience in sales support and customer service and has gained experience

in the customer service environment in her previous functions.

Contact: jennie.tan@liebherr.com



Chen Siyu joined the Customer Service team of Liebherr-Aerospace Singapore as a Customer Service Administrator in September 2017. Siyu graduated from the School of Engineering, Temasek Polytechnic, with a diploma in Aviation Management & Services. Her previous experience in customer service front and back office have equipped her with

strong exposure in customer service and customers' relationship.

Contact: siyu.chen@liebherr.com

Organization



Mitch Morton has joined Liebherr-Aerospace Saline Inc., Saline, Michigan (USA) as Customer Service Administrator.

Mitch manages sales and repair activity for maintenance repair organizations (MRO) and airframer customers and is responsible for providing outstanding customer care and support, both externally and internally.

Mitch joined Liebherr in 2014 as an Incoming Inspector in supply chain and has gained a good understanding of internal programs to route, receive and inventory parts. Mitch brings nine years of previous customer service experience and achievements to the Liebherr Customer Service Organization.

Contact: mitchell.morton@liebherr.com



Kevin Seznec joined the Customer Service team of Liebherr-Aerospace Toulouse SAS (France) as Regional Sales Manager in September 2017. He develops our commercial aftermarket activities (spares, repairs, and services) with customers in Europe and Africa.

Kevin started his career within Liebherr-Transportation Systems (heating ventilation and air conditioning as well as hydraulic systems for railway vehicles) in 2013 as a Business Development Manager for services in Paris. Previously, he graduated from Toulouse Business School with a Master's Degree in International Business.

Contact: kevin.seznec@liebherr.com



Elisabeth Dahan has been appointed as Technical Support Specialist within the Customer Support team of Liebherr-Aerospace Toulouse SAS (France) in November 2017.

Elisabeth brings with her a strong engineering background in aerospace: her previous experience of six years was spent in Liebherr-Aerospace Toulouse's design office as a System

Engineer where she was in charge of developing reliability improvement actions on in-service programs. Prior to joining Liebherr, Elisabeth has been working, among other things, as a subcontractor of an aircraft manufacturer in various engineering activities.

She is now in charge of the technical support for ATA 36 bleed system and components of A330 and A340 aircraft.

Contact: elisabeth.dahan@liebherr.com



Regina Domen has joined Liebherr-Aerospace Saline Inc., Saline, Michigan (USA) as Customer Service Administrator.

Regina is responsible for providing direct customer support in the area of aircraft technical records for the Liebherr manufactured life limited components.

Regina comes to Liebherr with over 15 years of industry experience having previously worked at a couple of specialty air carriers in maintenance operations. Regina also maintained powerplant records in addition to performing various quality and inventory control functions.

Contact: regina.domen@liebherr.com



Marine Lamamy was appointed in July 2017 as Regional Sales Manager at Liebherr-Aerospace Toulouse SAS (France). She manages customers in the EUMEA zone, promoting commercial aftermarket opportunities especially in South Europe.

She worked in the USA as a Business Developer for French Aerospace SMEs with various activities: software for airlines operations optimization, micro precision equipment, targeting customers from OEMs to airlines. Marine graduated from a French Business School, and has always been passionate about the aerospace industry. She is highly motivated by her new mission and is thrilled to join the Liebherr-Aerospace community.

Contact: marine.lamamy@liebherr.com



On July 1st 2017, **Aaron Wu** joined Liebherr-Aerospace China as Regional Sales Manager. He worked for ten years for China's second largest Airbus and Boeing operator China Eastern Airlines as Spares Provision Team Leader. Aaron has working experience and knowledge in aviation commerce, airline procurement strategy, supply chain organization and customs regulations.

Contact: aaron.wu@liebherr.com

LEAN Initiative at Liebherr-Aerospace Singapore

The Singaporean team has embarked on the Workforce Skill Qualification (WSQ) Operations Management Innovation (OMNI) Program as part of the continuous improvement drive towards making the operations LEAN, i.e. improving the operational performance and controlling the cost.

For the success of this LEAN transformation, the team is partnering with Singapore Institute of Manufacturing Technology (SIMTech), a research institute of the Agency for Science, Technology and Research.

A "Pioneer Team" consisting of ten members from the various cross functional departments was selected to participate in this LEAN Program using the OmniMethodology™ invented by SIMTech. During the program training, the team is equipped with the necessary knowledge and skills to apply the tools and techniques systematically, identify potential improvements areas, propose initiatives and develop the implementation. The Pioneer Team members act as Leading Innovators for Liebherr to lead daily operational improvement activities and cultivate the LEAN thinking culture within the organization to continuously improve the effectiveness and efficiency of the operations.

During the first phase ("learn"), the trainees are taught the fundamental knowledge and key concepts of operational improvement and productivity. They also get "hands on" activities like mapping out the Business Canvas Model (BMC), Current Competitive Gaps Analysis and the Value Stream Mapping (VSM) tool and the A3

Problem Solving Tool. At the end of this phase, the group presents the A3 initiatives to the Management for their "buy in" to implement them in a second phase of the training.

During the second step ("practice") the participants evaluate and identify operations improvement areas and set performance objectives. The trainees put their learning in practical use by leading the respective staff from their departments to identify the activities landscape of the current situation including data collection and analysis of the current situations, brainstorm the improvements areas using the tools and techniques learnt.

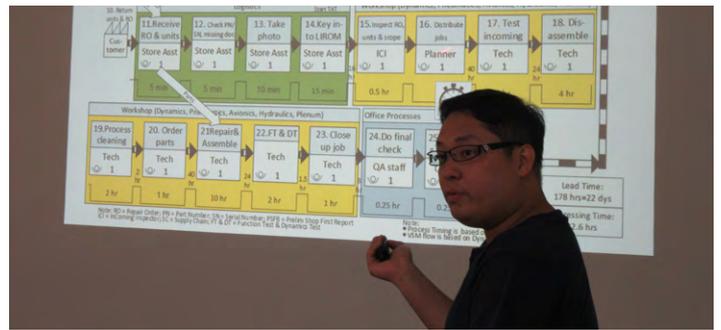
The last phase 3 ("implement") focuses on the implementation and sustainability. Upon the implementation, regular measurement and check will be reviewed by the team to ensure they are in a sustainable manner. If further improvement is required, then further improvement has to be made. This is to build the continuous improvement culture within the team to lead by the leading innovators.

At the end of the whole training, the leading innovators will continue to identify more new initiatives for continuous improvement activities in their own areas. They also act as the LEAN mentors to guide and coach their fellow colleagues by engaging the LEAN thinking during their continuous improvement journey.

This methodology was applied to all elements that are contributing to the repair value stream and may be applied to other activity domains.



The trainees share their work process flow in the VSM event.



"Walking" through a mapped VSM process flow



Liebherr-Aerospace Singapore trainees in their LEAN Thinking shirts with their SIMTech Trainers

Liebherr-Aerospace Singapore Extends its Repair Capabilities

Liebherr-Aerospace Singapore is steering towards its Project 2020, a long term development plan comprising an improved infrastructure and repair equipment setup to achieve even more customer satisfaction for Singapore and the Asia Pacific Region. The project emphasizes Liebherr's commitment to expand its repair capability in the Singapore facility – for the benefit of its customers as well as of its mechanics.

The previous compressed air equipment was located within the repair workshop. The intention of this expansion is to relocate the air compressor setup into a new two-storey building. This makes space available for repair capabilities and capacity for A350 and A380 parts to be added to the workshop. An additional dynamic bleed valves test cabin for the existing Airbus platforms was built inside the current workshop.

This new building brings energy savings with higher electrical power capacity, thanks to the replacement of the high-tension compressor with a low-tension one. Furthermore, a new zero purge dryer and a centralized as well as optimized compressed air system consume less energy.

In September 2017, the new compressor building was granted the Certificate of Statutory Completion (CSC) by the Singapore Building Authority, six months ahead of schedule.

The new building allows Liebherr-Aerospace to extend its repair capability and to offer additional local support to Asia-Pacific customers who increase their fleets in order to meet their expectations.



The Certificate of Statutory Completion was handed over in front of the new building.

Liebherr-Aerospace Lindenberg GmbH Receives DOA Certification

Liebherr-Aerospace's Lindenberg-based center of excellence of flight control, actuation and landing gear systems has been officially recognized by the European Aviation Safety Agency (EASA) as a Design Organization Approval (DOA) certified company for landing gear systems (hydro-mechanical systems and structures) to approve minor changes to type-certificates and minor repairs.

This certification demonstrates the compliance of Liebherr-Aerospace's processes with the requirements of European regulation Part 21, Section A, Subpart J which establishes the certification rules for companies that design and manufacture aircraft systems and aircraft parts.

The DOA is a mandatory certification for every commercial aircraft designer and is also available to system manufacturers such as Liebherr-Aerospace. The Management of Liebherr-Aerospace Lindenberg GmbH stated: "This certification will enable us to validate our own repair solutions for landing gear systems. It also allows us to be entrusted with a higher level of delegation from air framer customers in the management of product development."

Liebherr-Aerospace Toulouse SAS, sister company of Liebherr-Aerospace Lindenberg GmbH and Liebherr's center of excellence of air management systems is also recognized by EASA as a DOA certified company for air management systems to approve minor changes to type-design and minor repairs.

The DOA certifications enable Liebherr-Aerospace to increase its contribution to efficient developments of aircraft systems.



Liebherr-Aerospace Lindenberg GmbH in Germany

What Does DOA Mean?

Our aerospace industry has developed and implemented maintainability processes as well as rules and regulations in order to guarantee passengers safety.

The Airworthiness Authority is responsible, among others, to grant type certification of products as well as the approval of organizations, such as OEMs (Original Equipment Manufacturer) like Liebherr-Aerospace, involved in the design, manufacturing and maintenance of products and parts.

To perform repair activities in a shop, it is required to make reference to an approved data in order to release equipment fitting with airworthiness requirements. By repair approved data, we mean CMM (Component Maintenance Manual), SB (Service Bulletin), VSB (Vendor Service Bulletin) as well as repair solutions approved by a DOA (Design Organizations Approval) other than the Type Certificate Holder. The DOA is the EASA (European Aviation Safety Agency) equivalent to the FAA (Federal Aviation Administration) DER (Design Engineering Representative). The CMM and VSB are issued by the OEM and communicated to the airframer and therefore become approved data thanks to the type certificate hold by the airframer.

In order to become authorized DOA entities, Liebherr-Aerospace OEMs submitted an application to the EASA. This application began with different audits, followed by the implementation of new processes prior obtaining the DOA certification.

The willingness to acquire such certification required a strong involvement from the overall organization. Liebherr provided the authorities with the evidence that, as a system designer, it had accumulated a long experience, had appropriate skills and resources, and acquired knowledge to design as well repair solutions.

Thanks to the DOA certificate, the Liebherr repair solutions are approved data in the repair shop.

Liebherr-Aerospace Toulouse SAS (France), center of excellence for air management systems, developed under its DOA approval several privilege solutions to enhance operations on its systems. "We design repair solutions for different reasons: the most important ones are to reduce TAT (Turn Around Time) and to be able to reduce repair costs. We want to offer our customers the best services, without impacting our premium repair standards. We may also develop



repair solutions when we face a temporary supply chain issue in order to avoid impacting our customers", explained Thierry Paganel, Repair Methods Manager at Liebherr-Aerospace Toulouse SAS.

Those repair solutions are implemented exclusively within the Liebherr Service Centers network.

"Most of our customers have already approved our repair solutions, so we systematically implement them at the occasion of a repair. This allows optimizing the repair process for the customer", said Sébastien Milly, Repair Sales Administration Manager at Liebherr-Aerospace in Toulouse.

"When opting for those solutions, our customers receive a serviceable unit with a double certification: in addition to the usual dual release certificate (EASA and FAA), in block 12, an additional reference to the repair solution approved data is indicated", stated Fabien Petit, Quality Director of Liebherr-Aerospace Toulouse SAS.

The repair solution development under DOA is part of Liebherr-Aerospace's strategy to meet the business performance required by the market. The list of the available repair solutions will be updated on the Liebherr-Aerospace Customer Portal.

Health Management, a Core Competency

Operators expect, among others, greater operational efficiency and aircraft availability. Health Management is one of the initiatives developed by Liebherr-Aerospace to address this expectation.

One main objective of Health Management is to turn unscheduled removals into predictive maintenance, and Liebherr-Aerospace is one of the OEM pioneers that took up the challenge.

For 18 months, Liebherr-Aerospace has been working with major aerospace and data management partners on the development of Health Management programs applied to in-service fleet. The Liebherr-Aerospace core team is composed of Design Engineers, Data Scientists, and Technical Support Specialists. The team focuses on Operational Interruption (OI) drivers, and preliminary experimentations

allowed, through an optimization of the utilization, to reduce significantly the ageing and the amount of removals of key components.

The success of such programs relies on a core team composed of appropriate multi-disciplinary skilled resources, and a strong partnership between Liebherr-Aerospace, operators, airframer and others key actors. It also highlights the significant added-value of Liebherr-Aerospace through its expertise in air management systems and components, and its capacity to manage the relevant data from a huge amount of information.

The operators are impressed with the results, and Liebherr-Aerospace, who has demonstrated its capacity to be a key player in this domain, continues to massively invest

in its Health Management activities. "Health Management has become a game changer for aircraft operations and maintenance. As a major partner of aircraft manufacturers and air carriers, we are committed to taking a leading position in this promising area", explains Guillaume Gard, Head of Technical Support of Liebherr-Aerospace Toulouse SAS (France).

Health Management opens new perspectives in other domains as well : rotatable inventories can be optimized in size and location, repair process (notably TAT and material planning), can be streamlined since failures and findings can be better anticipated.

Liebherr-Aerospace is deploying and leveraging Health Management solutions in a wide range of domains to further improve the performance of its products and services.

The Liebherr A380 CRU Health Manager: an Innovative Solution in Health Management



Based on its product design expertise and accumulated operational experience, Liebherr-Aerospace has developed an ergonomic web-based application to provide an advanced management of the CRU availability for A380 customers.

Directly accessible from PC and smartphone, the CRU Health Manager allows to check the CRU cleaning efficiency, as well as diagnose leakage and clogging, and manage the cleaning planning.

Tailored to ease and enhance the cleaning efficiency, this support solution is meant to perfectly match A380 operators' operational constraints. Customers can schedule the

CRU condenser cleaning to fit the maintenance program and even get cleaning customized recommendation per aircraft. This tool also helps to optimize aircraft dispatch and save operational interruptions related delays. It preserves the premium service quality level avoiding dry ice issues to globally further increase the overall Supplemental Cooling System's reliability.

For a greater benefit, a package offer combining the CRU Health Manager with the Liebherr CRU cleaning tool is also available and can be offered to the customers ensuring the highest support on Liebherr CRU equipment.

Liebherr Component Services on Bombardier C Series and Embraer E-Jet E2

Liebherr-Aerospace is the Original Equipment Manufacturer of the flight control system, the air management system and the nose wheel steering control module which is part of the landing gear system on board the E-Jet E2 by Embraer.

On the Bombardier C Series, Liebherr-Aerospace is the system supplier of the air management and the complete landing gear system.

Liebherr-Aerospace supports operators with customized maintenance services including both the repair of components and the support with spares. In addition Liebherr offers ground support equipment and training familiarization to operators in order to ensure an efficient and smooth Entry Into Service of new aircraft.

A full range of services has been developed that covers the complete Liebherr systems on the C Series and E-Jet E2 platforms (ATA 21, ATA 27, ATA 30, ATA 32, ATA 36 and ATA 47), meaning Repair-By-The-Hour service, as well as service bulletin implementation and configuration management, but also access to on-site-stock, exchange pool and even the option to procure on-site stock after expiration of the contract, considering then the residual value of the components or recommendation of initial spare provisioning.

Depending of customer expectations at Entry Into Service, Liebherr will tailor the best solution to meet the customer's strategy.

C Series Landing Gear Spare Access Service:

Liebherr-Aerospace has designed a specific landing gear service for the C Series operators. This offer was developed to minimize customers landing gear investments while guaranteeing assets availability within four hours at a Liebherr-Aerospace facility after receipt of loan request.

These services are applicable to the complete C Series landing gear including structural parts which are not covered by the competitors' program.

In addition, compared to standard AOG support conditions, the contracted customers benefit of specific loan terms, as well as extended loan duration and special conditions on new spare parts supply.

Alternatively, Liebherr-Aerospace also offers the loan of complete landing gear struts, on convenience, not linked to an event.

Feel free to contact your Regional Sales Manager for further information.



Liebherr-Aerospace Will Attend the Following Events:

January 23 - 24, 2018

MRO Middle East
Dubai World Trade Centre
Dubai, UAE



March 1 - 2, 2018

MRO Russia & CIS 2018
World Trade Center
Moscow, Russia



February 6 - 9, 2018

Singapore Airshow
Changi Exhibition Center
Singapore



April 10 - 12, 2018

MRO Americas
Orange County Convention Center
Orlando, FL, USA



Liebherr-Aerospace – Airbus Regional Technical Workshop in 2018

Liebherr-Aerospace will organize during the last quarter of 2018 four Regional Technical Workshops in Toulouse (France), Saline, Michigan (USA), Shanghai (China) and Singapore.

They will cover: Airbus A320 Family (including Neo), A330 (including Neo), A340, and A380 on ATA chapters 21, 27, and 36 as well as A350 on chapters 32 and 27.

Following the success of the 2016 sessions which gathered a lot of airline specialists in maintenance, training and technical engineering, Liebherr-Aerospace is glad to launch the 2018 edition providing an unique opportunity to address technical concerns to Liebherr-Aerospace technical support specialists.

Those open forums will update the participants on the progress of plans for the resolution of in-service issues, provide maintenance best practices and share the benefits of recently developed solutions.

For even further support, training sessions and demonstration of the latest GSEs developed by Liebherr-Aerospace will be held, answering the constant need for an optimized maintenance.

A detailed schedule will be communicated soon.

For more detailed information and registration, please contact your local Liebherr-Aerospace Technical Services Office or Field Service Representative.



Singapore



Shanghai



Saline



Toulouse

Events

2018 Training calendar: Book Your Sessions

| Type | ATA Chapter | Date (2018) | Location |
|------------------------------|---|--|-------------------|
| Airbus | | | |
| Single Aisle (SA) | ATA 21/36 Engine Bleed Air System & Air Conditioning System Level I, II, III | March 6 to 8 September 18 to 20 | Toulouse |
| | ATA 21 Environmental Control System (old system) | On request | Toulouse |
| | ATA 36 Engine Bleed Air System (A320neo) Level I, II, III | March 9 April 17 September 21 | Toulouse |
| | ATA 27 High Lift System and Rudder Level III | April 16 September 17 | Lindenberg |
| Long Range (LR) | ATA 21/36 Engine Bleed and Environmental Control System Level I, II, III (A330) | April 10 to 12 November 6 to 9 | Toulouse |
| | ATA 21/36 Engine Bleed & Environment Control System (A340-500/600) | On request | Toulouse |
| | ATA 27 High Lift System, Rudder and Spoiler Level III | April 17 September 18 | Lindenberg |
| A350 | ATA 27/32 High Lift & Nose Landing Gear System | April 19 & 20 June 19 & 20 September 20 & 21 December 11 & 12 | Lindenberg |
| A380 | ATA 21 Supplemental Cooling System Level I, II, III | On request | Toulouse |
| | ATA 36 Engine Bleed Air & Pneumatic Air Distribution System Level I, II, III | On request | Toulouse |
| | ATA 29 Hydraulic Cooling System Level I, II | On request | Toulouse |
| | ATA 27 High Lift System and Spoiler Level III | April 18 September 19 | Lindenberg |
| | A400M | ATA 27 Flight Control Components Level III | On request |
| | ATA 27 Flight Control Components Level V | On request | Lindenberg |
| | ATA 52 Door Ramp and Actuation System Level III | On request | Lindenberg |
| | ATA 52 Door Ramp and Actuation System Level V | On request | Lindenberg |
| SA/LR/A380/747-8 | ATA 36 Bleed Test Set GSE Level IV | On request | Customer facility |
| Boeing | | | |
| 747-8 | ATA 21/36 Engine Bleed & Environmental Control System Level I, II, III | April 24 to 27 | Toulouse |
| Bombardier | | | |
| CRJ1000 | ATA 27 Rudder System Level III | On request | Lindenberg |
| CRJ700/900/1000 | ATA 21/30/36 Integrated Air Management System Level I, II, III | May 15 to 17 November 20 to 22 | Toulouse |
| C Series | ATA 32 Landing Gear System Level III, IV | June 11 & 12 October 11 & 12 | Lindenberg |
| | ATA 32 Landing Gear Servicing Level IV on Aircraft | On request | Customer facility |
| | ATA 21/30/36 Integrated Air Management System Level I, II, III | June 5 to 8 October 16 to 19 | Toulouse |
| Global 7000/8000 | ATA 21/30/36 Integrated Air Management System Level I, II, III | On request | Toulouse |
| COMAC | | | |
| ARJ21 | ATA 32 Landing Gear System Level III, IV | August 22 & 23 | Lindenberg |
| | ATA 32 Landing Gear Servicing Level IV on Aircraft | On request | Customer facility |
| | ATA 21/30/36 Integrated Air Management System Level I, II, III | On request | Toulouse |
| C919 | ATA 32 Landing Gear System Level III, IV | On request | Lindenberg |
| | ATA 32 Landing Gear Servicing Level IV on Aircraft | On request | Customer facility |
| | ATA 21/30/36 Integrated Air Management System Level I, II, III | On request | Toulouse |
| Embraer | | | |
| E170/175 | ATA 32 Landing Gear System Level III, IV | March 5 & 6 June 5 & 6 December 4 & 5 | Lindenberg |
| | ATA 32 Landing Gear Servicing Level IV on Aircraft | On request | Customer facility |
| E190/195 | ATA 32 Landing Gear System Level III, IV | March 5 & 6 June 5 & 6 December 4 & 5 | Lindenberg |
| | ATA 32 Landing Gear Servicing Level IV on Aircraft | On request | Customer facility |
| E2 | ATA 27 High Lift System Level III | March 22 October 23 | Lindenberg |
| | ATA 21/30/36 Integrated Air Management System Level I, II, III | On request | Toulouse |
| KC 390 | ATA 21/30/36 Integrated Air Management System Level I, II, III | On request | Toulouse |
| Sukhoi Civil Aircraft | | | |
| Superjet 100 | ATA 27 Flight Control System Level III | March 26 & 27 September 3 & 4 | Lindenberg |
| | ATA 21/30/36 Integrated Air Management System Level I, II, III | March 21 to 23 September 5 to 7 | Toulouse |
| | ATA 27 Level IV Rigging on Aircraft | On request | Customer facility |
| Leonardo Helicopters | | | |
| AW109, AWT129, AW169, AW189 | Environmental Control System (please contact Leonardo Helicopters for coordination) | On request | Customer facility |

Agreement on E175/E195 Landing Gear Overhaul with Flybe

Liebherr-Aerospace Lindenberg GmbH and Flybe Ltd have entered into an agreement covering the overhaul of the main and nose landing gear systems of the airline's Embraer E175 and E195 aircraft. The contract was signed recently at Flybe's headquarters in Exeter (UK).

Europe's largest regional airline, Flybe, which is based in Exeter (UK), recently awarded Liebherr-Aerospace the contract to overhaul



Luke Farajallah, COO & Accountable Manager at Flybe (on the right), and Pierre Herbillon, Regional Sales Manager at Liebherr-Aerospace Lindenberg GmbH at the contract signature ceremony.

its fleet of Embraer landing gear systems. The agreement covers the airline's fleet of 20 Embraer E175 and E195.

Luke Farajallah, COO & Accountable Manager at Flybe commented: "With Flybe's primary focus on safety and compliance, we are happy to have found a reliable service provider with the OEM Liebherr-Aerospace for our Embraer landing gear overhaul campaign. They are flexible, their actions are transparent and they understand what we require."

Liebherr-Aerospace will carry out all overhaul activities at its facility in Lindenberg (Germany). Arndt Schoenemann, Managing Director Liebherr-Aerospace Lindenberg GmbH said: "With this contract, Flybe and Liebherr-Aerospace are strengthening their collaboration. Moreover, this new contract is further proof of our leading position in E-Jet landing gear overhauls in Europe."

The complete landing gear systems for the E-Jet family E170, E175, E190 and E195, which include the brake systems, were developed and manufactured by the OEM Liebherr-Aerospace Lindenberg GmbH, Liebherr's center of excellence for flight control and landing gear systems.

OEMServices incl. Liebherr Extend A380 Component Support Services with Singapore Airlines

OEMServices of which Liebherr-Aerospace is a 25 % shareholder and Singapore Airlines recently signed an extended agreement covering A380 component support services.

The agreement provides comprehensive 24/7 component support from OEMServices' main A 380 regional pool based at Singapore's Changi Airport.

OEMServices' Original Integrated Services (OIS) division launched operations ten years ago in Singapore and will further accompany Singapore Airlines in its need for greater proximity and reactivity thanks to a new 600 m² warehouse located at 21, Changi North Rise in Singapore.

"It is of even greater satisfaction to be selected once again by our customer. As a

partner it is our role to accompany Singapore Airlines in ensuring the A380 platform's aftermarket needs in today's increasingly competitive and demanding airline indus-

try," said Didier Granger, President-CEO of OEMServices at the ceremony held at Singapore Airlines' office.



HAECO Landing Gear Services Completes First Embraer E190/E195 Landing Gear Overhaul in Asia Pacific

Taikoo (Xiamen) Landing Gear Services Co. Ltd. (HAECO Landing Gear Services), a HAECO Group company that specialises in repair and overhaul of landing gear, announced that the company has re-

cently completed the first Embraer E190/E195 landing gear overhaul in the Asia Pacific region under contract given by Liebherr-Aerospace.

Liebherr-Aerospace Signs Maintenance Services Agreement with Embraer

Liebherr-Aerospace and Embraer have signed recently a Maintenance Services Agreement at Embraer's office in Amsterdam (Netherlands), covering ERJ135 and ERJ145 components as well as the nose landing gear overhaul of ERJ135, ERJ145 and Legacy 600 aircraft.

Rodrigo Maeda, Director Repair Management, Embraer Services & Support, said, "Liebherr is a reliable partner for our air management and flight control components as well as nose landing gear maintenance activities. They have a proven level of flexibility, performance and quality. This contract will make our services even more competitive for our operators in terms of service level and operational costs."

Thierry Gourmannel, Head of Sales & Marketing EUMA, Customer Services at Liebherr-Aerospace & Transportation SAS declared: "This is the achievement of a long historical relationship between our two companies. Liebherr-Aerospace offers tailored solutions, adapted to our customers' fleet sizes and business requirements."

The support services will be performed by Liebherr-Aerospace's service centers in Lindenberg (Germany), center of excellence for landing gear and flight control systems as well as gears and gearboxes and in Toulouse (France), Liebherr's center of excellence for air management system.

Left: Eduardo Marchese Ribeiro, Contract Administration Manager, Embraer Netherlands BV and on the right Thierry Gourmannel, Head of Sales & Marketing EUMA, Customer Services, Liebherr-Aerospace & Transportation SAS, at the contract signature ceremony



Right: Eduardo Marchese Ribeiro, Contract Administration Manager, Embraer Netherlands BV, and on the left Thierry Gourmannel, Head of Sales & Marketing EUMA, Customer Services, Liebherr-Aerospace & Transportation SAS, at the contract signature ceremony

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