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Aero Norway is an independent engine MRO specialist located at Stavanger airport on the west coast of Norway. The modern and well-equipped 14,500 sq.m. facility has the capacity to deliver 120 engines a year with streamlined workflow processes to repair 16 engines consecutively at any one time. Production, test and storage areas cover a further 12,500 sq.m., with the headquarters and training centre adding another 2,700 sq.m. The company employs over 80 highly trained technicians and engineers within the engine shop who work a continuous shift pattern to sustain optimum TATs.

The Aero Norway apprentice scheme currently has eight trainee engineers, all of whom are undertaking a two-year programme. A further 45 personnel are responsible for the sales, customer support and administration. Around the world, Aero Norway has strategic partnerships with more than 20 key suppliers and OEMs. These relationships are rigorously reviewed to maintain quality and cost-savings which are passed on to customers.

CEO Glenford Marston is justifiably proud of the facility's achievements with the CFM56. Clearly, the global operator base is extensive, and Marston believes working exclusively on the CFM56 is the key to the success of the business because the services model that CFM has staked its reputation on for decades is underpinned by independent engine MROs and usage of the CFM56 series shows no signs of waning.

"You have good volumes of engines to get your teeth into and although its competitive, we are not scared of competition when it comes to quality and pricing," Marston tells.



Aero Norway will continue to service the -3 engine.

Marston sees a steady flow of engines from the -3, -5 and the -7 variants and as CFM pushes out new models and engines Aero Norway has sights fully set on servicing the new LEAP engine – "That will be a natural progression for us."

When looking at the market forces today Marston feels the outlook for the CFM56 is solid and he says the business is working to ensure it can sustain its flexibility.



Last year the company did 80 engine inductions.



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Marston agrees with analysts when it comes to lease end projections saying now is quite a peak time for the CFM engines, especially for the -5 and -7 because there has been a delay in shop visits for the bulk of engines due to how well they have performed in service.

Despite the dwindling number of 737 Classics in operation Aero Norway has no intention of closing the -3 side of the business.

The company’s customer base is mixed flying the Classics, NGs or Airbus. While Marston observes that larger MROs are taking the Classics out of their portfolio Aero Norway will continue to put those engines through their shop in Stavanger.

Last year the company did 80 engine inductions and for 2018 the plan is push that number up to 92.

“We have what we call a roadmap that kind of dictates how we operate, we do this every year. Our short-term plan is to do 120 engines by 2020 – maybe even surpassing that. The capacity of the shop is around 140 engines, but our goal is to consistently do 120,” Marston explains.

Marston admits that the business may not be suited to support the likes of Ryanair and easyJet due to their sheer size but many of the big MROs do offload some of this work to Aero Norway which makes sense to their business. “We will not take on the big easyJet’s because they will take over your shop we want a broad customer base which keeps our business quite healthy,” he says.

Rather, the smaller operators such as the regional and small low-cost carriers are just the kind of operators Marston is interested in. “When they come to the shop we can offer them a package,” he states.

He adds that the support extends to anything from the need for engineering assistance to sending a field team to go over and troubleshoot a problem or perform repairs.

With a strong and growing international reputation, Aero Norway builds long-term partnerships with flagship airlines and low-cost carriers, aircraft leasing companies and OEMs.



The Aero Norway apprentice undertakes a two-year programme.