

CFM56 MRO WILL BE OUR MAIN BUSINESS UNTIL 2030 AND BEYOND

PRECISION, QUALITY, SPEED AND EFFICIENCY ARE COMBINED WITH A FLEXIBLE 'CAN DO' ATTITUDE AT AERO NORWAY

Aero Norway is an authorised CFM engine repair station designed specifically for CFM56-3, CFM56-5B and CFM56-7B engines. In an exclusive to Freighter Trends, Ramon Peters, Global Sales & Marketing Director at Aero Norway shared that Collaboration in the MRO industry is important and Aero Norway already have collaboration in place and are continually looking to expand it. Looking at the CFM 56 and LEAP MRO program's demand, Roman mentioned that Aero Norway has prepared a detailed road map, starting first repair capability end 2022 / early 2023 COVID permitting, and entry of the A320 Neos and B737MAX. Here are the details

How important is collaboration in the MRO industry?

Collaboration in the MRO industry is important. Companies which are not in direct competition with each other can certainly have a mutually beneficial relationship as they have a common view on a potential grow path. At Aero Norway, already have this collaboration in place and are continually looking to expand it.

What is your key priority as markets begin the recovery process?

We are currently reviewing market trends and what we forecast the engine MRO requirements for 2022 will be. Currently we anticipate more full heavy capital intensive overhauls as green time is running out on engines in use, or perhaps a further increase of surgical repairs of CFM56. These requirements will directly influence labour and operational requirements and ultimately our planning for the coming year.

Do you think building partnerships would achieve cost efficiency?

This would be the primary target.

How do you look at your CFM56 and LEAP MRO programs?

CFM56 MRO will be our main business until 2030 and beyond, however we cannot ignore the LEAP future MRO requirements. Aero Norway has prepared a detailed road map, starting first repair capability end 2022 / early 2023 COVID permitting, and entry of the A320 Neos and B737MAX. One the thing is clear, the Leap MRO entry is highly capital driven, and will drive the strategic position of Aero Norway strategy in the future.

How are you taking the programs forward looking at the current situation?

Aero Norway will support CFM56-3 for the next 4 – 6 years, CFM56-5B and -7B will be the main programme, we will make first steps with the LEAP end 2022, early 2023. How Aero Norway has transformed its MRO business in 2021 and further what would be the strategy in 2022?



Ramon Peters

During the pandemic, we kept our skilled workforce in tact by taking a 20% reduction in pay across the board. We are, therefore, ready for the rise of CFM56 MRO, with out the burden of seeking out highly qualified personnel.



Can you focus on the current and future investments in your engine maintenance programmes?

We have invested a lot in organising a fast track system. This has enabled us to expedite specific customer requested engine MRO programmes without jeopardizing the current workflow of existing customers. Future investments in our engine maintenance programmes will be LEAP related.

