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Turkish Technic: Providing Technical Delight

Turkey may turn into a main aircraft maintenance hub

TURKEY, THE COUNTRY THAT BRIDGES

Europe and Asia, is becoming a hub for aircraft maintenance, repair and overhaul (MRO), and Turkish Technic, the Istanbul-based MRO company, is mainly responsible for it.

Ask Dr. Ismail Demir, Chief Executive Officer of Turkish Technic as to what made it possible? Pat comes the reply, "We provide quality MRO services comparable to European standards at a Middle East rate."

With its experience in aviation for over 78 years, Turkish Technic performs maintenance, control, overhaul and modification for more than 200 airlines from Europe, Asia and Africa including Turkish Airlines.

"We see opportunities to further strengthen our network and better access the Middle East, North African and European markets through potential

investments in the Middle East region," he tells Jay Menon of Asian Airlines and Airports-India in an exclusive interview.

A one stop shop for all maintenance work, Turkish Technic, from its base at Istanbul Atatürk Airport, gives, "a nose to tail service for many types of aircraft," as Dr. Demir puts it. That includes an A to Z maintenance service, including airframe heavy maintenance, engine-auxiliary power unit and LDG overhaul.

Its wide range of back shops are certified for over 4,000 Boeing and 4,000 Airbus aircraft components.

"We have a vast component capability that we continue to build and we offer a component pool service. This helps airlines to get all that they want under one roof in the Middle East," he says.

India's SpiceJet and Turkish Technic in 2013 signed a contract for comprehensive



Dr. Ismail Demir, Chief Executive Officer
Turkish Technic



component support for the budget airline's Boeing 737 NG fleet for a term of five years extendable to ten years.

The contract comprises component supply and repair on ATA Chapter basis. Components are being supplied from Istanbul. Repair and overhaul work of the components are being executed at the Turkish Technic facilities.

With over 77 years of experience and more than 3,000 qualified employees, Turkish Technic offers the advantage of an integrated maintenance, repair and overhaul complex complete with comprehensive services.

Turkish Technic, as the provider

of maintenance, repair and overhaul operations primarily to Turkish Airlines fleet in its existing facilities at Istanbul Ataturk International Airport, is also providing services to various customer airlines from Turkey and surrounding countries.

Investments in space and hangar are a major requirement for MRO activities. With the new sprawling facility of Turkish Technic located at the Sabiha Gökçen International Airport, the company hopes that there will be an increase in the growth of customers.

The new facility, which is around 70 km away from the existing facilities located at the Ataturk International Airport, is almost

twice the size of Turkish Technic's other facilities and will provide plenty of space to cater to more third-party customers, the company official says.

According to Turkish Technic, the facility has two hangars, one of which has 11 narrowbody bays and the other has three widebody bays, one of which is for paint. It also includes considerable space for components as well as state-of-the-art hydraulics, landing gear and avionics repair shops.

HABOM at the Sabiha, which in Turkish means aviation heavy maintenance and overhaul facility, has already opened one hangar and two shops, but the facility will take few more months to be fully operational, he says.

Turkish Airlines operates out of both airports. Taking advantage of the geography and the opportunities available, Turkish Technic is making a bid to become a global player in the MRO business and gain more and more business from outside its home turf, though Dr. Demir feels that there are constraints in going to unexplored markets.

Apart from the Middle East, the company's potential customer base stretches to the Balkans and Europe and to Russia and central Asia. "India, China, Afghanistan and Pakistan are our potential customers," Dr. Demir says. In East Asia, Turkish Technic is looking at Philippines and Indonesia.

"It's easy to do business if you have a base...long time presence is very important," he adds. The company may also look at partnership opportunities in Northern Africa.

"Our geographical positioning gives us an advantage...but we do not actively seek specific partnerships, but if there is a willingness and if conditions are suitable, then we are ready for joint ventures," Dr. Demir says.

Turkish Technic is also expanding its MRO capabilities in order to service military aircraft, Dr. Demir says.

The company is currently assigned to support B737-700 aircraft as the platform of Airborne Early Warning and Control (AEW&C) for the purpose of training, engineering, maintenance and

“We plan to overhaul as many as 300 engines annually”

-Dr. Ismail Demir



logistics support, in accordance with the main contract signed between Boeing and Turkish government for the purchase of AEW&C aircraft for the use of the Turkish Air Force.

Engineering activities are being constantly improved to involve the maintenance, repair and modification of military platforms, he says.

"Turkish Technic will achieve depot level maintenance capability during Integrated Logistics Support (ILS) period of the AEW&C," he adds.

With new capability gained, the aim is a robust and effective engineering expertise with design capability, in addition to the existing maintenance, repair and modification skills.

Turkish Technic is looking for providing maintenance service to Airbus A400 cargo aircraft and small fighter aircraft. "We are talking to the Turkish Air Force and would like to bid for engine overhaul of its fighter aircraft," he says.

The company has engine joint ventures with Pratt & Whitney (Turkish Engine Centre), Goodrich and a local O&M company, Zorlu.

"We plan to overhaul as many as 300 engines annually," Dr. Demir says.

Turkish Technic is targeting customers in the 55 countries that lay within a four to five-hour flight distance from HABOM.

"The engine maintenance makes up the biggest part of the market. The component maintenance has a good growth trend and is expected to increase its market share in the coming years," he says.

According to Dr. Demir, a wide range of capabilities and skilled labour give his company the competitive edge.

Turkish Technic does have practical training facilities and on-the-job training, which complement Turkish Airlines' Part-147 training courses. Turkish Technic imparts training to over 1600 mechanics as part of its human resource project.

"Anybody investing in human resources will benefit one day," Dr. Demir adds.

The company has seven facilities, all EASA certified, and employs about 1600 mechanics.

Referring to business aviation, Dr. Demir says Turkish Technic provides base and line maintenance services for business jets. "We have added refurbishment services, having worked on one government projects," he says.

The company holds an STC for Gulfstream cabin refurbishment and

modification and is in the process of adding other types, like Falcon, Bombardier and Global.

"We have one VIP hangar for this kind of activity and as an extension we will go for full refurbishment of many types of aircraft since we have the STC now," Dr. Demir says.

"It is an important capability, which could be attractive for many customers," he adds.

Dr. Demir hopes business aircraft customers will prefer to send their aircraft to Turkey for refurbishment, rather than Europe or North America.

In short, Dr. Demir says an aircraft wheeled into a Turkish Technic facility is provided with airframe maintenance, aircraft modifications, cabin modifications, paint, refurbishment and many of the component services at a competitive price. What more can you ask for! ■