

328 AND TURKISH TECHNIC COMPLETE FIRST JOINT CONVERSION

In May 2013 the 328 Group and Turkish Technic completed and certified a Gulfstream G-IV interior refurbishment for the Turkish government – the first fruit of the companies’ agreement to collaborate on design and certification projects.

328 entered into the arrangement with Turkish Technic in January 2012. From an original remit to undertake simple modifications and support certification of the design and materials selected by Turkish Technic, this first project grew into a much more complex undertaking.

“This is another important step to further develop our business capabilities on aircraft other than the Dornier 328,” said Dave Jackson, managing director of 328. “This project has proved highly successful and we are already in discussions with the team about the next project’s requirements.”

Can Sasmaz, vice president, technical, at Turkish Technic, added, “Turkish Technic and 328 have developed an excellent working relationship and we are impressed by the company’s outstanding conversion capabilities. As aviation is continuing to expand in Turkey, we value sharing their experience as we work towards improving our own in-house knowledge and experience. We will continue to work with them to explore future projects.”



Before the refurbishment, the aircraft galley had only loose equipment, so it was updated with the installation of aircraft-approved inserts.



328 recommended Rockwell Collins’ Venue IFEC/CMS system for this aircraft, having had a successful experience installing it on its Dornier Business Jets. This system provides full HD images to personal and bulkhead monitors. As well as supporting the installation, 328 designed and made the system’s harness and controls.



Turkish Technic removed a triple-place divan and installed two VIP seats in its place, which the company designed in-house.

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Q&A: RAY MOSSES,
DIRECTOR OF SALES AT 328

WHAT WAS THE BRIEF FOR EACH COMPANY?

Turkish Technic carefully selected the interior colours for the Gulfstream G-IV interior conversion. While 328 is capable of performing a full interior fit, in this instance our role was to ensure that these elements could be certified. The brief was to update the interior styling, while demonstrating that cost savings could be achieved by undertaking the work in Istanbul, Turkey. All the veneer and leather work was undertaken by Turkish Technic's craftspeople and designers. Quite clearly, they have achieved a fantastic level of quality for this, their first VIP conversion.

WHAT WAS THE MOST CHALLENGING ASPECT?

The collaboration could have proved challenging culturally, in that 328 is a TC holder and STC provider, and Turkish Technic an international MRO, but in fact the team worked well together and even formed some friendships. That was another special element of this project – how the relationship progressed.

HOW DID THE COOPERATION WORK LOGISTICALLY?

The aircraft was completely modified in Turkey, so our certification verification engineers had to make a number of site visits to oversee the documentation and the physical modification of the aircraft. Because a divan was removed, 328 had to design, manufacture and certify a 2m-long piece of sideledge. So that we could see exactly what was required, the team in Turkey shipped a similar part to our facility in Oberpfaffenhofen, near Munich, Germany. This reduced the manufacturing time considerably. We then shipped the part for Turkish Technic to install on the aircraft. These processes worked well and helped to keep downtime to a minimum.

WHAT IS THE BENEFIT OF THIS SORT OF PARTNERSHIP?

This project demonstrated 328's flexibility in carrying out such a task and reinforced the fact that modifications can be achieved very successfully locally – we do not need to bring an aircraft back to our facilities. We can design, manufacture, certify and even install components without the aircraft being physically located at 328's facility in Germany, or sister company JETS' facilities in the UK (Bournemouth and London Biggin Hill). Obviously, if a customer is already based here we can support this requirement, but it is not a necessity. Turkish Technic's engineers also drew added confidence and peace of mind from the knowledge that they were being supported by a Level 1 design and EASA production organisation that has converted many aircraft in the past, and was willing to share that knowledge and experience.

WHAT OTHER PROJECTS HAVE YOU GOT LINED UP?

We are in preliminary discussions with other parties on a range of projects, some of which do not involve VIP aircraft. For example, Turkish Airlines has more than 200 aircraft in its fleet and it is possible that we may work together to modify these. We may also make use of Turkish Technic's MRO capabilities in our projects.



Under the guidance of 328, Turkish Technic renewed all the upholstery and veneer.



Some of the interior lighting was replaced with LED lights supplied by Emteq.