

VALLAIR COMPLETES TEARDOWN OF TWO AIRBUS A320 AIRCRAFT



Vallair has completed the full teardown of two A320s (MSN 2372 and MSN 2393) on behalf of SETNA iO, the global aftermarket aircraft part supplier. The dismantlement process has been co-ordinated at Vallair's MRO facility in Montpellier, France.

Vallair's intelligent repair management is combined with an integrated supply chain and global network of audited MRO facilities to provide a streamlined service. This is closely aligned to the comprehensive teardown function, and Vallair's AFRA accredited facilities have pioneered the sustainable processes of scrapping/recycling within their teardown management package. Vallair's technical support teams oversee the return to service of all components requiring repair or overhaul with the objective of minimising costs and streamlining the return to service of critical parts.

Armando Filho, Material Management Director - Vallair, explains that all parts from the recent teardown are now being shipped to SETNA iO's warehouse in the UK. "We work closely with SETNA iO and build business together in a mutually sustainable way. Vallair processes high volumes of aircraft parts every month, working with our in-house aerostructures repair shop based in Châteauroux. Our team will receive the nacelles for inspection and/or repair, and we have also bought back the thrust reversers from MSN2372 to be repaired and be part of Vallair's own stock."

David Chaimovitz, CEO of SETNA iO, adds "Our business is centred on providing rotatable spares for commercial, regional, and business aircraft looking to exchange, loan or purchase. We have been buying and selling parts together with Vallair for several years and working with their specialist team to manage a range of repairs for key components like nacelles for the past 2 years. This significant amount of high-quality A320 stock will boost USM availability of these core parts throughout our global stock hubs."

Vallair has further narrowbodies in the pipeline for teardown in 2023, and to complement its new A330 widebody MRO capabilities in Châteauroux, the Company is analysing return potential on widebody teardowns too.

MAGNETIC MRO ACQUIRES AND TEARS DOWN BOEING 737-400

After winning the asset, Magnetic MRO has successfully torn down a Boeing 737-400 that was previously idle for seven years.

This was a rare opportunity to procure an entire aircraft. However, before starting any activities, there was a strict customs clearance and auction procedures to follow, which was successfully navigated by Magnetic MRO's legal and customs teams.

The aircraft's parts would later be sold to an open market and to be retrofitted into a flight simulator for pilot training. Thanks to the efforts of the Magnetic Group's Logistics team, shipping challenges were surmounted in a cost effective manner for the



client.

When it came time to teardown the aircraft, the entire process took only four days because of the team's expertise and choice of tools such as a large wire cutter, making the work clean and fast. It took a cross-functional approach and nearly every department within the organization executed this project with teams

CHALLENGE TECHNIC IS DIGITALLY POWERED BY AMOS

Challenge Technic has now embarked on the full implementation of Swiss-AviationSoftware's AMOS Airlines Edition and AMOSmobile/EXEC, in line with Challenge Group's strategic decision in January 2023 to adopt a uniform, high quality, and future-proof aircraft maintenance software system across its three airlines, Challenge Airlines IL, Challenge Airlines BE and Challenge Airlines MT, and maintenance subsidiaries.



"We are transitioning from our current Wings maintenance software to AMOS in two stages. The first stage, which focuses on Part 145 organisation, began this month, and the second, which will tackle the Continuing Airworthiness Management Organisation (CAMO), will follow in August 2023," says Magnus Johannsson, Technical Director at Challenge Technic. "Similar to our stringent maintenance check lists, we have carefully planned this staggered IT implementation so as to ensure minimum disruption to our international line business."

AMOS was chosen because of its user-friendly interface and its high integrational flexibility enabling the complete overview of every aspect of the Group's operations in a single software. As one of the leading aircraft maintenance software systems on the market, AMOS can not only optimise maintenance, maintenance planning logistics, engineering, and group interface efficiency, but is also scalable to suit airlines and MRO providers of all sizes.

"Once AMOS is fully installed at all of our Challenge Technic line stations around the globe, we can look forward to improved efficiency and transparency across the many entities of our group. With all group members being able to access the same live and complete technical data of our fleet and respective maintenance plans, we will be in a position to better streamline our activities and further improve our operational efficiency. AMOS's digital support will also enable us to largely go paperless, so not only will this lead to an overall reduction in costs, but we will be more sustainable in the way we work, too. These are all advantages that will also benefit our many customers," Magnus Johannsson summarises.

spanning Logistics to legal coming together to get the job done.

"This project was a massive undertaking for us and I am most proud about how the whole organization rallied together to make the entire process go smoothly" said Jan Kotka, COO at Magnetic Group.