



Maintenance Program Opportunities for Newer Aircraft

MRO Asia-Pacific 2016

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Corporate Product Management
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Lufthansa Technik

Agenda

Maintenance Program Opportunities for Newer Aircraft

Maintenance Program as part of the Full-Service Capabilities

Finding the optimum between aircraft availability and maintenance

Is the MPD for new technology aircraft something specific?

A350 Maintenance Readiness

Full spectrum with ensured on-time availability at EIS

Material and Logistics

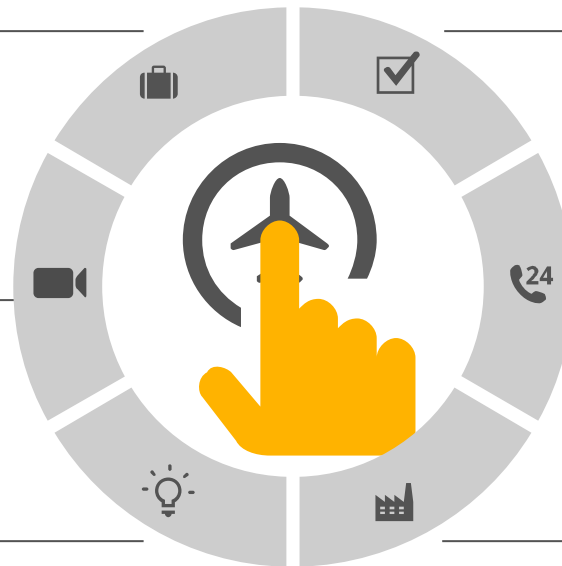
Component Services
Composite Repair
Landing Gear
Tools and Equipment

Engine and APU

APU Maintenance and Overhaul
Engine Repair and Overhaul

Engineering

Maintenance Programs, ADs and SBs
Airworthiness Reviews
eOps Consulting
Software Management
Transition / Phase-Out
Specification Support



Entry-Into-Service

Aircraft Production Inspection Program
(APIP)
The **EIS Senior Manager**

Ad-Hoc Support

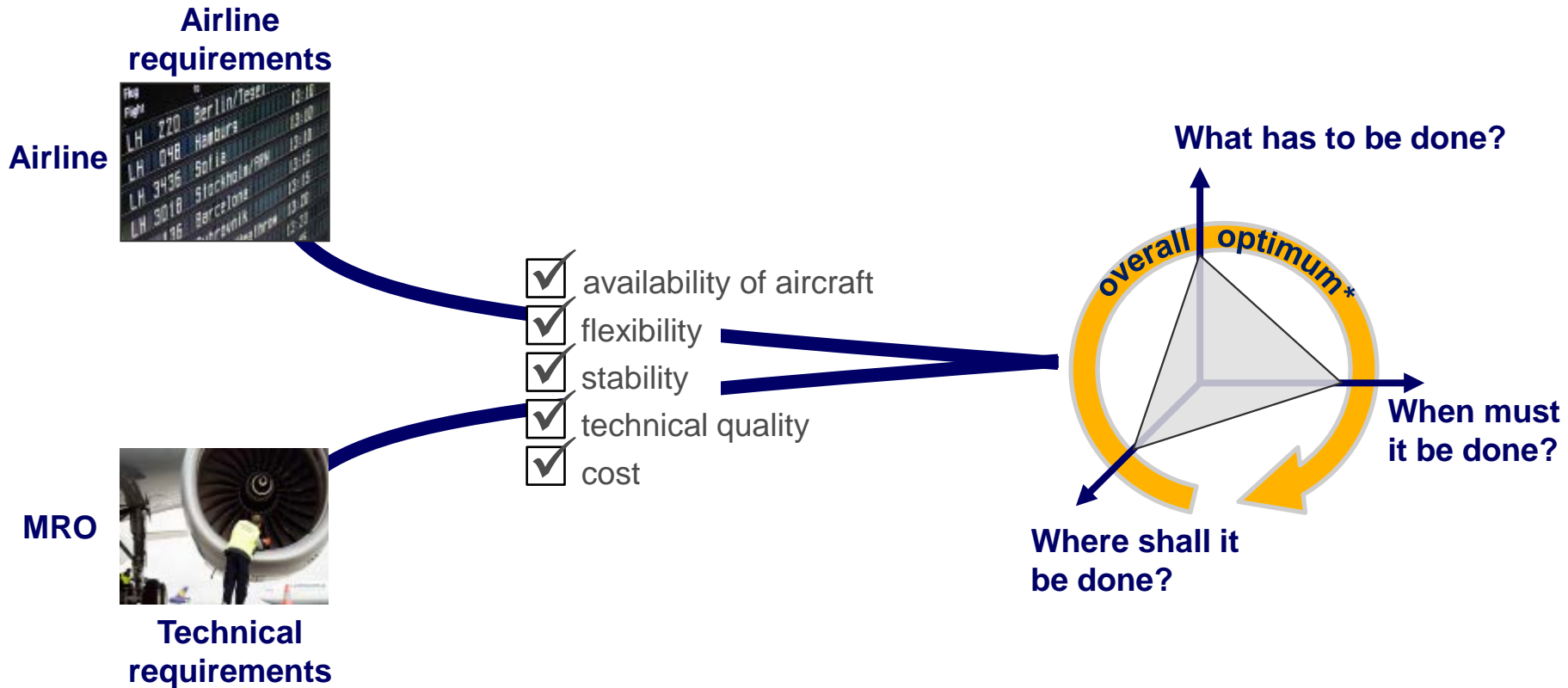
Airline Support Teams (**AST**)
Troubleshooting / **Part 21J**
AOG Material Desk

Aircraft Maintenance

Line Maintenance
Line Station Support
Base Maintenance
Technical **Training**

The optimum between airline and technical requirements

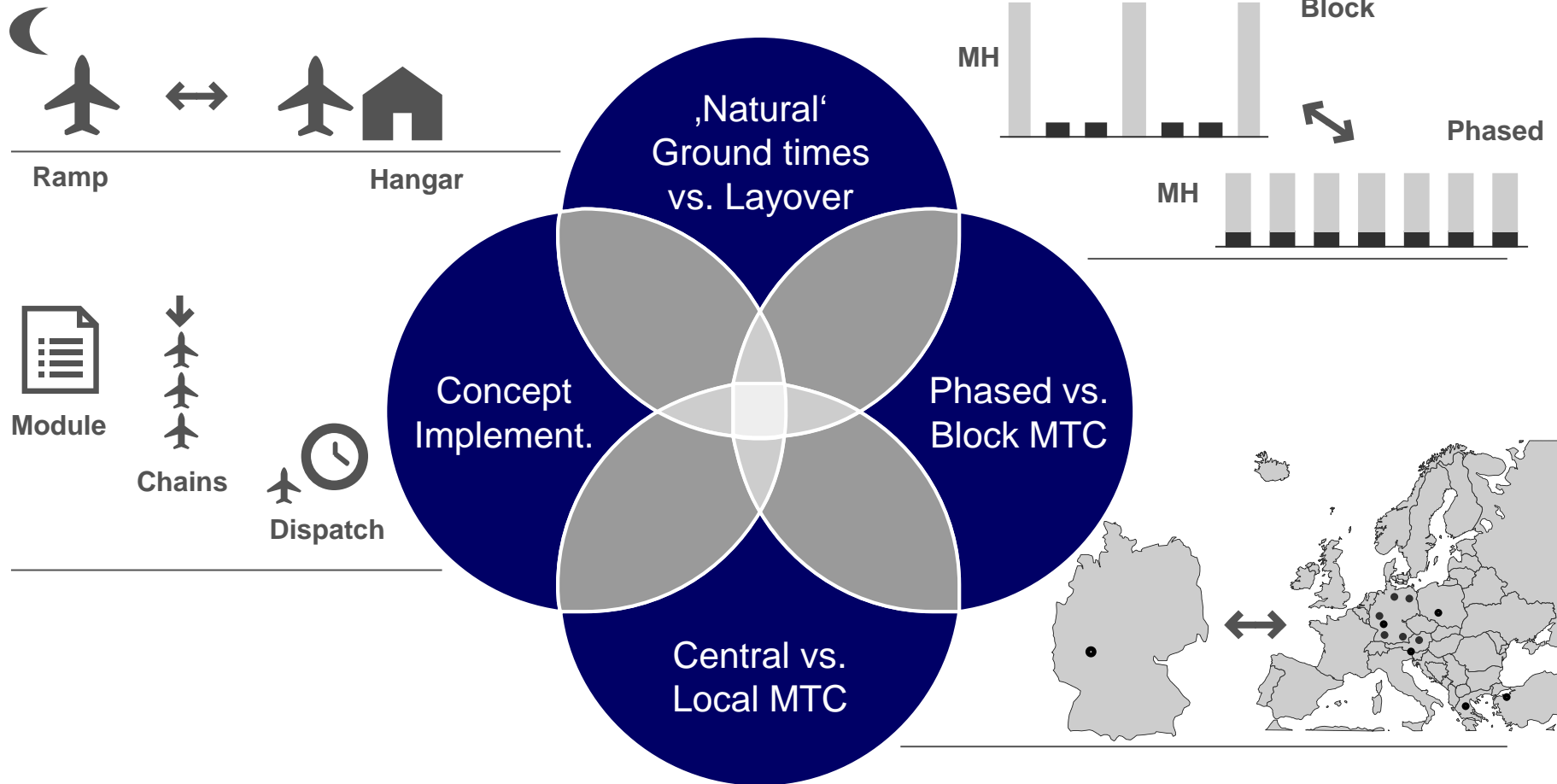
Maintenance Concept Management



* Overall optimum = airline and MRO share risk and benefit

A concept to meet customer requirements

Different variants that can be packaged



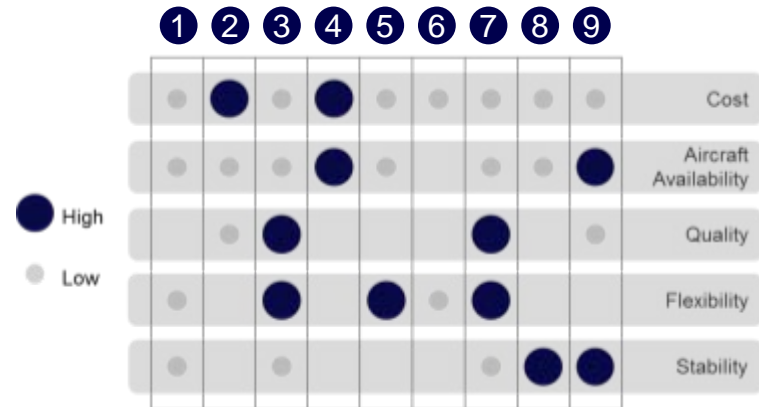
Benefits deriving from a successful concept

Optimization through different scenarios

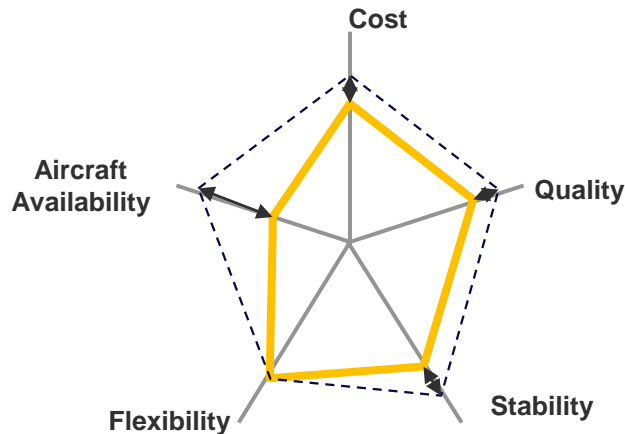
Main Purpose

- **Increase of Aircraft Availability** - higher revenues compensate an increase in MRO cost
- Depending on customer preferences **other optimization criteria**, e.g. cost, can be rated more important

Scenarios for Optimization



Measurement

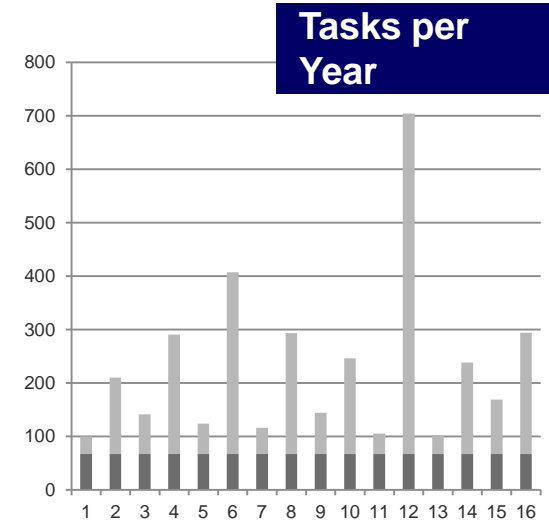
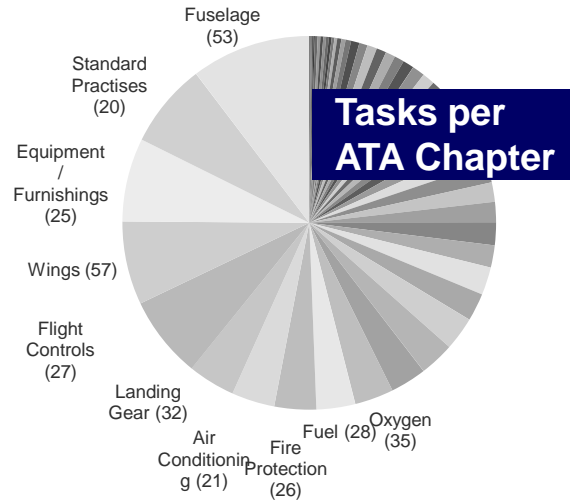
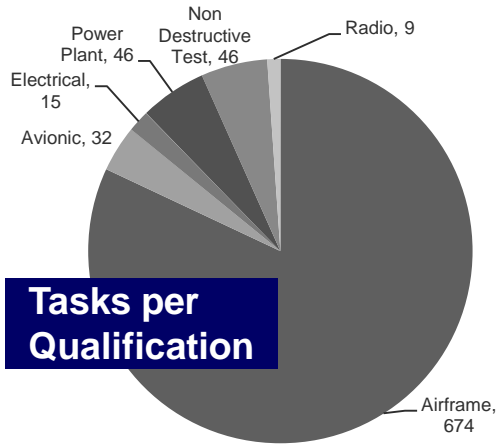


Advantage

- The *Maintenance Concept* follows a **structured process** that leads to faster results
- The *Maintenance Concept* method is **continuously improved** through practical/ project experience

Specifics in the Maintenance Program

For new technology Aircraft



Key Specifics in the A350 Maintenance Program

- 1 Manuals are more integrated, strict differentiation between AMM / IPC etc. is replaced by a manual following functional use cases.
- 2 All tasks carry their own usage parameters. No predefined block checks available. More autonomous tasks that can be packed individually by each planning department.
- 3 Although the aircraft is made out of 53% composite material, tasks concerning the composite structure are not a highlight in the maintenance program.
- 4 Additional tasks for technical challenges, e.g. for storage and replacement of lithium ion batteries and tasks for the loading of software on the aircraft.

Meet us at booth No. 307, hall 2A

Any questions?

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