



Lessors' Advice

MRO Asia-Pacific

29 September 2016

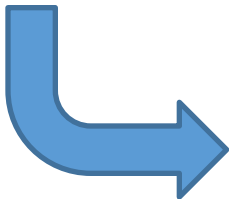
Avation is:

- Narrowbody commercial aircraft lessor based in Singapore;
- Current fleet size of 38 aircraft (mainly ATR72 and A320 series aircraft);
- Customers include – Virgin Australia, Fiji Airways, Vietjet, Air Berlin, Air France, Thomas Cook



Commonly are:

- Have quite strict operational and maintenance requirements, typically:
 - FAA/EASA approved maintenance facilities for large checks
 - No PMA parts
 - No DER repairs
- Have reporting requirements (utilisation, major events, major damage)
- Require the lessee to seek permission for any significant modifications to be performed on the aircraft



- *Knowing what is happening with the asset*
- *Protecting the value of the asset*

- Utilisation and asset movement (tracked in electronic system)
- Maintenance Events (Airframe Checks, Shop Visits)
 - Shop visit & release paperwork
 - For MR claims – enough supporting paperwork to justify claim
- Aircraft damage
 - Prompt notification of the event,
 - Followed by repair/shop visit paperwork



- Aircraft modifications/STCs
 - Prior approval required – ensure you have an agreement on the return conditions relating to this modification



- Aircraft technical audits – performed as required to ensure asset is being looked after
 - *Aircraft trading – owner may choose to sell the aircraft. If this occurs, usually up to date reports and an inspection of the aircraft will be required from the buyer as part of their due diligence process*

- Keep open communications between Lessee and Lessor. If unsure, *seek clarification* on reporting requirements
- Maintenance Reserve claims – if unsure whether a scope of work will be claimable or not, *seek prior clarification*
- Ensure all are clear on return condition requirements, if unsure, *seek prior clarification*



Avation PLC

65 Kampong Bahru Road

Singapore 169370

Phone: + 65 6252 2077

www.ovation.net

Andrew Thie

VP, Technical

andrew.t@ovation.net

