

AIR FLEET

MAINTENANCE

CONSERVE, CAPTURE, CAPITALISE



03 & 04 JUNE 2015 | BANGKOK, THAILAND

AIR FLEET MAINTENANCE

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The commercial aircraft MRO market is forecasted to experience growth over the next decade, providing numerous business opportunities

Aviation International News

WHY YOU CANNOT MISS THIS EVENT

Asia remains the fastest growing MRO market in the world, due to increasing aircraft delivery into the region, strategic international partnerships and government support. To set the wheel in motion, the challenge to improve aircraft utilisation and reduce costs is felt throughout the global industry. Maintenance and engineering teams need to manage a tough workload – delivering rigorous maintenance programs and achieving the highest levels of safety, while ensuring that fleet availability is maximised, and turnaround time and inventory costs are reduced to meet the fast changing reality.

Do you know what are the main challenges facing OEM, MRO'S and Operators in 2015 and its impact on aircraft maintenance and engineering?

Learn how to increase fleet maintenance efficiency whilst optimising maintenance cost.

Know how the growing presence of OEMs in aftermarket will impact the Operators and MRO's.

We will address the hottest topics at this most anticipated aviation event of the year – **AIR FLEET MAINTENANCE 2015!**

Air Fleet Maintenance by Trueventus reflects the latest trends in aircraft maintenance and engineering. The perpetual challenge of striking an optimum balance between maximising fleet availability, minimising maintenance costs, and human factors in aviation maintenance, as well as harnessing of new technologies to enhance maintenance and engineering safety.

KEY BENEFITS OF ATTENDING:

- **Analysing** changing roles of OEMs and MRO in the aftermarket
- **Evaluating** your maintenance planning to enhance the marketability and maximise the value of your asset
- **Enhancing** maintenance and engineering safety
- **Harnessing** new technologies to enhance aircraft maintenance
- **Investigating** the maintenance options available for engines
- **Maximising** your maintenance cost through leased aircraft

WHO SHOULD ATTEND?

This conference is designed for all managers, directors and other personnel focused on: Airlines, aircraft manufacturers, aircraft lessors, financiers, parts suppliers, parting-out specialists engineers, owners and operators.

- Maintenance & Engineering
- Aircraft modification
- Quality control/Assurance
- Avionics
- Engineering
- Technical Operations
- Airworthiness
- Safety
- Supply chain
- Inspection

From

- Airlines operators
- Air Freight and Cargo
- OEMs
- MRO service providers
- Civil aviation authorities
- Aircraft lessors
- Couriers
- Aircraft manufacturers
- Parts manufacturers
- Leasing companies



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Featuring Keynote Presentation and Case Studies Delivered by Distinguished Speakers:



Norbert F.P. Marx General Manager
GAMECO, China

Speaking on: Leveraging on new-gen aircraft maintenance

Norbert is an experienced executive in aircraft maintenance and overhaul, modifications and VIP-connections, general management experience since 2001. He lead a Joint Venture Aviation MRO between China Southern Airlines & Hutchinson providing Airframe, Line and Component Maintenance services to a variety of Chinese and International Airlines.



Michael John Adams Vice President MRO Services
Etihad Airways Engineering, Abu Dhabi

Speaking on: Analysing aircraft maintenance cost control

Michael is responsible for the delivery of airframe services, component services, supply chain and design engineering solutions to Etihad Airways and its partners. He has vast at Monarch Aircraft Engineering Limited (MAEL) where he led the business to become the most successful third-party maintenance provider in the UK.



Tohru Saito, General Manager of Engine Maintenance Center
JAL Engineering, Japan

Speaking on: Selecting the best contracting options for engine maintenance services

Tohru has spent more than two years for CF6 engine low emission program out there, and took some training in GE such as six sigma, TOPS 8D and internal heat transfer during the period. He became a manager of Engineering Project Office in Japan Airlines on 2006, and was responsible to the fleet planning, cabin configuration and several campaign including engine and aircraft.



Martynas Grigalavia Head of Base Maintenance
FL Technics, AB, Lithuania

Speaking on: MRO landscape in fast-developing regions, current opportunities and challenges

Martynas has more than 15 years in business development management in various fields in big international companies. Successful entrepreneurship. More than 8 years in aviation. Successful green-field MRO projects and its development. Currently starting new MRO development projects in Asia Pacific region.



Juliandra Nurtjahjo SVP Engine Maintenance
GMF Aeroasia, Indonesia

Speaking on: Innovations for mature engine

Juliandra is responsible in managing engine, APU maintenance, repair & overhaul activities. He also carries out to the design & quality standard specified by the authorities.



Berthold Stegerer Head of Aircraft Operations
Airbus, France

Speaking on: : Aircraft maintenance program optimisation from both the Operator and MRO perspective

Berthold's has more than 25 years of experience working for the Airbus programme in various fields and for various entities e.g. suppliers, former partners or Airbus itself. Since 2013 he and his team are responsible for marketing the economic aspects of maintenance and commonality of Airbus aircraft.



Oisin Murray Head of Technical
Hong Kong Aviation Capital, Hong Kong

Speaking on: : (Panel Discussion) What's the best option for your ageing fleet? - Repair or Replace?

Oisin has 20 years working experience in aviation for MRO's, OEM's and Lessors. He has been with HKAC fir six years where he holds the position of head of technical. Before working at GECAS Oisin was VP Technical at the CFMI owned engine lessor Shannon Engine Support whom he joined from Lufthansa Technik where he worked as a Power plant Engineer for three years.

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Featuring Keynote Presentation and Case Studies Delivered by Distinguished Speakers:



Suresh Nair General Manager- India, Sri Lanka & Bangladesh
AirAsia Berhad, India

Speaking on: Analysing new trends in aviation aftermarket and it's influence to OEM, MRO's and Operators

Suresh have more than 30 years of extensive airline top management experience in all areas of the Airline business. Has been with AirAsia since 2009 form the start of Indian operations of the airline.



Captain Chingcheep Burirak Deputy Department Manager
Flight Safety Investigation Department

Speaking on: Human factor in maintenance- Applying the latest human factors knowledge for increased flight safety



S.C. Gupta VP Engineering
IndiGO Airlines, India

Speaking on: Enhancing aircraft availability: Ensuring fleets are ready to soar when and where it is needed

Gupta has 42 years of Aviation Experience. He joined Indian Airlines as a Graduate Engineer in 1970 and holds ICAO II Aircraft Maintenance Engineers Licenses on B737-200, A300 B2/B4 and A320 aircraft. He has worked in Indian Airlines at various positions and was superannuated as Director Engineering in 2005.



Michael Leung Director
AAR Engineering Services-Asia, Singapore

Speaking on: What's the best option for your ageing fleet? Repair or Replace

Michael has over 25 years' experience in engineering, marketing, business development and technology commercialization in the aerospace and other industries. Michael is a member of the Hong Kong Institution of Engineers (HKIE).



Bernd Meyer CEO
Tyrolean Technik, Austria

Speaking on: Maximise your maintenance cost through leased aircraft- Case study

Bernd has 15 years in managing the aircraft and engine maintenance operations. For past 6 years he is the Vice President Aircraft Overhaul in Lufthansa Technik Philippines which he headed the Aircraft Overhaul for Airbus A320,330,340,380 Family with 1100 Employees.



Thibagar Doraisamy Manager Maintenance and Operation
Malindo Air, Malaysia

Speaking on: : Understanding how human performance can most safely and efficiently be integrated with the technology in improving safety and efficiency in their daily operations

Thibagar has more than 12 years on Aviation with 7 years of management experience. Covered wide scope on airline setup, Line operations, and Technical Representative, Maintenance Control Centre, MRO, Workshop and strategy management.



Clive Edwards General Manager, Airframe Maintenance
Air Canada, Canada

Speaking on: Maximising cost-effectiveness of fleet maintenance costs through maintenance reserves

Clive has 10 years of experience as Head (Vice-President or Director) of Technical Operations for 3 Canadian air carriers, operating heavy transport-category passenger aircraft in both a domestic and international scheduled and charter environment. Broad base of aviation-based experience with Aircraft Maintenance Engineer, Flight Engineer, and Private Pilot licenses.

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Day One - Wednesday, June 03, 2015

0800 **Registration & Coffee**

0845 **Opening Address by Chairperson**

0900 **Session One: Think Tank**

Analysing new trends in aviation aftermarket and its influence to OEM, MRO's and Operators

As of late there seems to be a growing presence of the OEMs in the aftermarket processes. While the competition between OEMs and service providers has clearly increased, what is the impact of this change in the MRO ecosystem on the airlines? How are maintenance organisations altering their strategies and services to cope with increasing competitive pressures? This session seeks to explore and answer questions revolving around the new trends in aviation aftermarket.

Suresh Nair General Manager- India, Sri Lanka & Bangladesh
AirAsia Berhad, India

0945 **Session Two**

MRO landscape in fast-developing regions, current opportunities and challenges

We see Asia-Pacific region as fast-developing region with its opportunities, possibilities and some challenges, therefore several questions are very important:

- Cultural differences in business, especially in aviation area: investors and airports;
- Legislation differences and opportunities- EASA certification benefits for local region;
- Multicultural team: learning from each other;
- Awareness, access, and affordability in Asia-Pacific;
- Monetary policy – Exchange rates working for you.

Martynas Grigalavicius Head of Base Maintenance
FL Technics, AB, Lithuania

1030 **Morning Refreshments**

1100 **Session Three**

Leveraging on new-gen aircraft maintenance

The introduction of new-gen aircraft offers challenges and opportunities to the operators. This session evaluates how "Smart Maintenance" can leverage availability and reliability of new-gen aircraft, by highlighting the following elements:

- Review of maintenance relevant technical features of new-gen aircraft
- Analysis of maintenance requirements and the role of improved health monitoring systems
- Preparation of an efficient MRO-infrastructure, optimizing the task management between line and base maintenance

Norbert Marx General Manager
GAMECO, China

1145 **Session Four**

Maximising cost-effectiveness of fleet maintenance costs through maintenance reserves

Maintenance reserves serve as a mechanism to mitigate credit risk and therefore are generally imposed on weaker credit airlines. The following key elements will be discussed:

- How do you resolve the issue of maintenance reserves when an operator is bound by an OEM maintenance contract?
- The basics of an operating lease
- Maintenance reserve process
- Innovative strategies to minimize costs, while maximizing the value to the investor/lessor

Clive Edwards General Manager, Airframe Maintenance
Air Canada, Canada

1400 **Session Five**

Understanding how human performance can most safely and efficiently be integrated with the technology in improving safety and efficiency in their daily operations

The decision to sell/buy a business cannot be taken lightly. Businesses sold at the right point in their lifecycle and at the right time in the market significantly enhance shareholder value.

- Tackling the human factors in aviation maintenance
- Optimising the factors that affect human performance in maintenance and inspection
- Using innovative technology in enhancing human performance to improve safety and efficiency of aircraft operations

Thibagar Doraisamy Manager Maintenance and Operation
Malindo Air, Malaysia

1445 **Session Six**

Augmenting operations efficiency and safer flights through accurate communication between pilots and engineers

- Examining the role of pilots and engineers in improving aircraft safety
- Providing regular safety communication
- Effective management through deep understanding of the technicalities at all level

Speaker to be Advised

1530 **Afternoon Refreshments**

1600 **Session Seven**

Human factor in maintenance- Applying the latest human factors knowledge for increased flight safety

The term "human factors" has grown increasingly popular as the commercial aviation industry has realized that human error, rather than mechanical failure, underlies most aviation accidents and incidents.

- Analysing operational safety and developing methods and tools to help operators better manage human error
- Applying the latest knowledge about the interface between human performance and commercial airplanes to improve flight safety

Captain Chingcheep Burirak Deputy Department Manager Flight Safety Investigation Department
Thai Airways, Thailand

1645 **Session Eight**

Keeping up with technology paradigm: Cutting-edge automation and technology for maintenance and repair on carbon fibre-reinforced aircraft composites

- Analysing latest trends in automation and technology for maintenance and repair on carbon fibre-reinforced aircraft composites
- Examining the key benefits on this new trend
- Sharing best practice through case study

Speaker to be Advised

1730 **End of Day One**



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Day Two - Thursday, June 04, 2015

0800 **Registration & Coffee**

0845 **Welcoming Address by Chairperson**

0900 **Session One**

Maximise your maintenance cost through leased aircraft- Case study

This session seeks to discuss the cost advantages in leased aircrafts. The speaker will discuss the following key areas:

- What benefits do lease agreements offer airlines?
- Leveraging cost savings across the asset's maintenance cycle
- Understanding maintenance contract management

Bernd Meyer CEO

Tyrolean Technik, Austria

0945 **Session Two**

Enhancing aircraft availability: Ensuring fleets are ready to soar when and where it is needed

- Fixing defects expeditiously
- Rapidly deferring new faults at the gate
- Reducing gate delays with improved communication between pilots, line maintenance and the operations control center

S.C. Gupta VP Engineering

IndiGO Airlines, India

1030 **Morning Refreshments**

1100 **Session Three**

Aircraft maintenance program optimisation from both the Operator and MRO perspective

- Determining the efficiency and effectiveness of your maintenance program
- Adopting approach that will drive down cost
- Adopting to examining for aircraft maintenance programme optimisation

Berthold Stegerer Head of Aircraft Operations

Airbus, France

1145 **Session Four**

Learn From Air Asia on how they succeed in reducing repair costs and shortening repair cycle time

Maximising cost efficiency, particularly for today's low fare airline carriers, typically comes down to managing external factors — hedging on fuel, maximising labour productivity and fine-tuning assorted operating and service costs. This session will highlight the journey of Air Asia and the best practice applied in minimising maintenance cost.

Speaker to be advised

1230 **Networking Luncheon**

1400 **Session Five: Panel Discussion**

What's the best option for your ageing fleet? Repair or Replace

This interactive panel discussion is designed to facilitate discussion amongst Operators and MRO on the Best ways to deal with ageing aircraft. The following questions will be considered:

- How can operators ensure they carry out maintenance in safe and cost effective way
- What technical and environmental considerations have to be taken into account when maintaining an aging fleet?
- What are the pros and cons of existing aircraft life?

Panelists:

Michael Leung Director

AAR Engineering Services-Asia, Singapore

Oisin Murray Head of Technical

Hong Kong Aviation Capital, Hong Kong

1445 **Session Six**

Aircraft maintenance cost control

This session is designed to highlight the tools used for controlling and reducing maintenance costs without compromising on quality. The following areas will be discussed:

- Maintenance cost drivers: plan and control
- Optimising maintenance scheduling
- Best practices in life cycle costing

Michael John Adams Vice President MRO Services

Etihad Airways Engineering, Abu Dhabi

1530 **Afternoon Refreshments**

1600 **Session Seven**

Selecting the best contracting options for engine maintenance services

The cost of engine maintenance including the material and the outsourcing is the most significant driver within an Airline Operation Cost, and we should manage the engine maintenance cost proactively at the view of corporate management in other words.

- Exercising on the prediction of the high cost parts scrap rate such as high pressure blades and vanes with introducing JAL case studies
- The overall engine removal focus with higher level reduction based upon JAL's experience not only line maintenance capability but monitoring techniques and the engineering capabilities inside back office.
- In order to reduce the maintenance cost, why we should make better quality of work process and the engine reliability in the field.

Tohru Saito, General Manager of Engine Maintenance Centre

JAL Engineering Co., Ltd, Japan

1645 **Session Eight**

Innovations for mature engine

- Advancements have there been in mature engine support in recent years
- How have OEMs, MROs and lessors changed their business model to support this market and what alternative solutions are now on offer
- What are the optimum strategies for managing a mature fleet of engines and how do you effectively look after your asset to end of life

Juliandra Nurtjahjo SVP Engine Maintenance

GMF Aeroasia, Indonesia

1730 **End of Conference**



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COMPANY DETAILS

Name	Industry
Address	
Postcode	Country
Tel	Fax

ATTENDEE DETAILS

1	Name	Job Title
	Tel	Email
2	Name	Job Title
	Tel	Email
3	Name	Job Title
	Tel	Email
4	Name	Job Title
	Tel	Email
5	Name	Job Title
	Tel	Email

APPROVAL

NB: Signatory must be authorised on behalf of contracting organisation.

Name	Job Title
Email	
Tel	Fax
Authorising Signature	

COURSE FEES

USD 2195 per delegate

☐ Documentation Package USD 495

All options inclusive of delegate pack, luncheon and refreshments.

BK-BF130

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Payment is due in 5 working days. By Signing and returning this form, you are accepting our terms and conditions.

Please debit my: ☐ VISA ☐ MasterCard

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REGISTER NOW

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TERMS & CONDITIONS

- The course fee is inclusive of the event proceedings, materials, refreshment and lunch.
- Upon receipt of the complete registration form, invoice will be issue. Trueventus request that all payments be made within 5 working days of the invoice being issued. Full payment must be received prior to the event. Only delegates that have made full payment will be admitted to event. Clients are responsible for their own banking fees and banking fees will not be absorbed into the booking price.
- Substitution & cancellations policy. Should the registered delegate is unable to attend, a substitute delegate is welcome at no extra charge. Written notifications of all substitutions is required 5 working days prior to the event. Trueventus contracts carry 100% full liability upon receipt of registration. Non payment does not constitute cancellation. A 100% of cancellation fee will be charged under the terms outlined below. Due to limited event seats, Trueventus agrees to book and confirm the seat for the client upon issuance of invoice. Upon signing of this contract, client agrees that in case of dispute or cancellation of this contract Trueventus will not be for total contract value. If a client does not attend the event without written notification at least 5 working days prior to the event date, he/she will be deemed as no show. A no show at the event still constitutes that the client will have to pay the invoice amount that was issued to them. Trueventus does not provide refunds for cancellations. By signing this contract the client also agrees that if they cancel that Trueventus reserves the right to pursue monies owed via the use of local debt collection agency were the client is situated. Furthermore the client will be held liable for any costs incurred in collection of outstanding monies. When any cancellations are notified in writing to Trueventus 5 working days prior to the event, a credit voucher will be issued for use in future Trueventus events.
- Trueventus will at all times seek to ensure that all efforts are made to adhere to meet the advertised package, however we reserve the right to postpone, cancel or move a venue without penalty or refunds. Trueventus is not liable for any losses or damages as a result of substitution, alteration, postponement or cancellation of speakers and / or topics and / or venue and / or the event dates. If force majeure were to occur Trueventus accepts no responsibility or liability for any loss or damage caused by events beyond their control, including, but not restricted to strikes, war, civil unrest, flight delays, fire flood, or any adverse weather conditions. Trueventus under no circumstances is liable for any other costs that might have been incurred in the attendance of the event, including but not limited to flights, accommodation, transfers, meals etc.
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