CLIENT DIT-MCO International

PROJECT Case Study: KLM Engineering & Maintenance

OBJECTIVE Document an example of how DIT-MCO's products can be useful in aviation MRO applications.

COPY EXCERPT

High-End Overhaul on the Cheap

KLM finds low-cost solution for stringent FADEC overhaul requirements… with help from DIT-MCO International.


30,000 HOURS AND COUNTING

Air France Industries KLM Engineering and Maintenance finds a low-cost solution for stringent FADEC overhaul requirements

*Call or write CopyEngineer to receive a PDF of the complete case study.**

To overhaul or not to overhaul.

That was the question facing KLM Engineering and Maintenance as the engine control units (ECU) of its Boeing 737 Next Generation aircraft approached the 30,000 flight hour mark.

Outsourcing the overhaul of these units would mean great expense, long turnaround times, and a loss of revenue. But KLM E&M didn't have equipment that would allow them to meet the ECU vendor's stringent testing requirements.

Fortunately, through thorough investigation and some clever engineering, KLM E&M discovered a low-cost solution which would allow them to do the overhaul themselves – a solution from the same company the ECU vendor uses to test the units during manufacture.

A World Leader in MRO

KLM Engineering & Maintenance is responsible for all MRO of KLM Royal Dutch Airlines' vast fleet of aircraft. Combined with their partner, Air France Industries, they constitute the 2nd largest aircraft MRO organization in the world, with a work force of more than 14,000 employees.

KLM E&M is also a KLM business unit, with a goal to draw 50% of their work from outside the company. Their customers are mostly other airlines, both large and small. They also do occasional work on NATO military aircraft.

A Letter from the Manufacturer

As the first of KLM's Boeing 737 Next Generation fleet approached the 30,000 flight hour mark, KLM E&M looked into the overhaul their engines and ECUs. What they found surprised them.

A Service Information Letter from the ECU vendor, FADEC International (a joint venture of BAE Systems and SAGEM), laid out requirements for a 30,000-hour overhaul and recertification. KLM E&M found they would have to perform a complete wiring integrity check on the more than 2,000 pins of the unit's front and back panels. Many of the tests would involve high-voltage and require special protection.

"It's great working with John since he has a good understanding of the aerospace industry and makes case studies interesting. I just give him the background information and contacts and he does the rest. The results are just want I need.

Karl Sweers
Marketing Manager
DIT-MCO International

*The complete case study can also be viewed on DIT-MCO's website, www.ditmco.com.