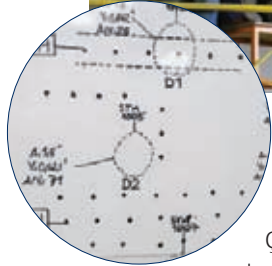




**This 737 arrived at myTECHNIC with a large number of dents around the rear door caused by ground support equipment. As this was outside Boeing's repair limits, the Turkish company developed its own repair scheme that was approved by the OEM** (photo: Ian Harbison)



carrier Sama Air for C5 checks on its 737-300s. In fact, says Daglar Çizmeçi, the company is ahead of expectations, with eight aircraft, twice the forecast, having arrived so far. Two of these are Turkish Airlines aircraft, to be repainted into Star Alliance colours, although further work will be held over until the temporary facility can be improved. However, he cautions that, while bookings may look good numerically, an eye has to be kept on the quality of revenue generated.

Engine work, for the moment, involves just the General Electric CF6-50, although tooling for the Pratt & Whitney JT8D-200 Series is on the way. Five engines were worked on in 2008, 15 are expected in this year and 25 in 2010. Eventually, the plan is to deliver 96 CF6s and 74 JT8Ds per year.

The company will mainly carry out disassembly, assembly and some minor repairs, with module repairs being outsourced. A separate exclusive three-year Material Support Agreement with Kellstrom Industries covers all new and overhauled,



consumable, expendable and rotatable parts used by myTECHNIC. This has already been extended and myTECHNIC will now dismantle and part out a number of CF6s on behalf of Kellstrom.

Engines from aircraft in the hangar can be delivered by 8-tonne lift straight into the shop, which has six bays for the CF6-50 at present. Mobile tool carts are used for disassembly/assembly and fixed tool racks with shadowboards for module work. Serkan Ertekin, Workshops Director, says lean is important (in fact, the company claims this is the first greenfield lean MRO facility in the world) and the layout has been carefully designed to provide a comfortable working environment for the staff (there are 15 at present, seven of whom are ex-Turkish Technic).

Component support includes wheels, tires and brakes; electrics and electronics; and life vests, slides and rafts. However, under the terms of the agreement, most component repair work will be outsourced to Turkish Technic, although there will also be economies of scale to be gained from the larger partner's purchasing power.

### Future prospects

Çizmeçi says the deal with Turkish Technic is an excellent opportunity for myTECHNIC to link up with the incumbent carrier and its technical subsidiary, and he is also glad that Pratt & Whitney is involved in the Turkish Engine Center. He particularly appreciates the decision to plan work on an annual basis, and has been pleasantly surprised by the attitude of the other side. He recognises that the company is being tested by Turkish Technic at the moment on its capabilities.

At the same time, the company is an independent business. He says the investors in myTECHNIC understand the long term nature of the aviation business and accept that the break even point, originally expected to be in six years, has been extended by a further two to three years as a result of current

**This wheel cage was designed with the assistance of military experts with experience of mine resistant vehicles. If a tyre explodes during inflation, the blast is dissipated and debris contained** (photo: myTECHNIC)

## Environment

Several aspects of the developments at Sabiha Gökçen have been designed with the environment in mind.

The Turkish Engine Center will be built to the standards of the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) rating system, with up to 20% recycled material and renewable energy sources for a portion of its energy load. In addition, overall water use on the site is expected to be reduced by 40% compared with conventional facility designs.

The myTECHNIC hangar uses translucent polycarbonate for its external walls. Even on dull days, there is sufficient light inside the hangar that no artificial light is required. The cleaning line for the engine shop has double-skinned containers for the various chemicals, which reduces the energy needed to heat them and maintain the correct temperature. The chemicals only need to be changed every three years, when they will be removed and treated by a specialist company. There is also a sophisticated air extraction and filtration system.



(photo: myTECHNIC)

economic circumstances. They are still confident that their aims will be achieved.

For his part, Demir acknowledges that the delays to the HABOM project have not hurt as much as they might have done. The partnership with Pratt & Whitney is with a company that complements Turkish Technic's activities, whereas ST Aerospace was in the same business. The appearance of myTECHNIC not only brings a new partner, but valuable hangar space at Sabiha Gökçen. Turkish Technic is also a much stronger company than it was in 2004, when HABOM was launched.

With all this in mind, there is a feeling of confidence that the ambitious targets for the companies and for the national strategy can be met. ■