



Paris Air Show

Le Bourget

June 2009

Press Kit

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I – The AFI KLM E&M economic environment

A – Aircraft maintenance and the crisis in the airline industry

The state of the aircraft maintenance industry, also known as MRO (“maintenance, repair, overhaul”), is naturally linked to the fate of its principal client, namely the airline industry.

Yet that industry has been suffering in recent months as a result of a number of trends including increased geopolitical risk, health risks (with a Swine flu pandemic coming on the heels of bird flu), regular increases in fuel costs, not to mention the severe international financial crisis which has been followed by widespread recession in virtually every industrialized country around the world.

All these factors have led to a substantial fall in global air traffic levels – passenger and cargo transport alike – and consequently to an undermining of all airlines.

Opportunities in the midst of turbulence...

Because airlines are the main clients for MRO operators, their difficulties have a direct impact on MRO operator performance. Consequently they, too, have experienced a general fall-off in activity, caused partly by the disappearance of the airlines hardest-hit by the crisis, and partly by the grounding of growing numbers of aircraft by airlines seeking to cut costs.

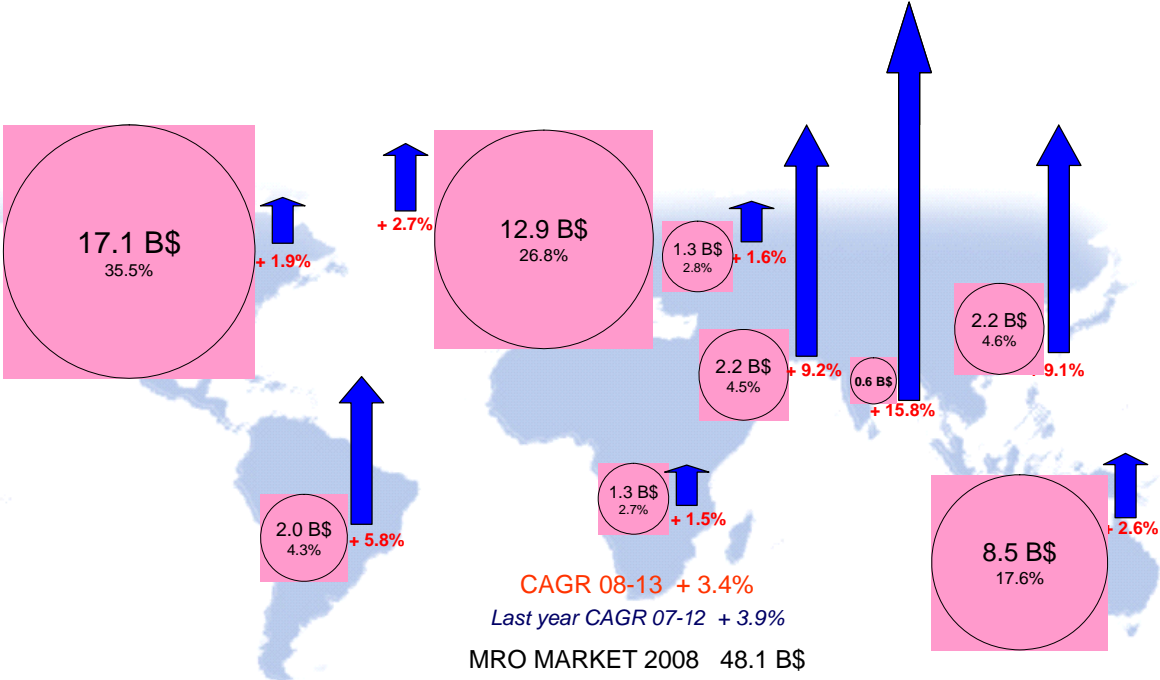
At the same time, the crisis is giving rise to new opportunities that can offset the market downturn. In the first place, the crisis is forcing some airlines to postpone investment in fleet renewal: they therefore continue to operate with aircraft that have



reached maturity and which need more maintenance than new aircraft. Secondly, again seeking to reduce their cost base, airlines lacking the critical competitive mass to carry out some maintenance tasks are increasingly turning to sub-contracting, opening up new markets for MROs, whether independent or backed by a major airline, as is the case with AFI KLM E&M. Thirdly, MRO market growth is still in positive territory in emerging markets, where recent aircraft in operation are starting to age and hence need more and more maintenance.

Did you know?

In 2008, the global MRO market generated turnover of **US\$43,9**, down **2%** on the previous year.



Source: Aerostrategy

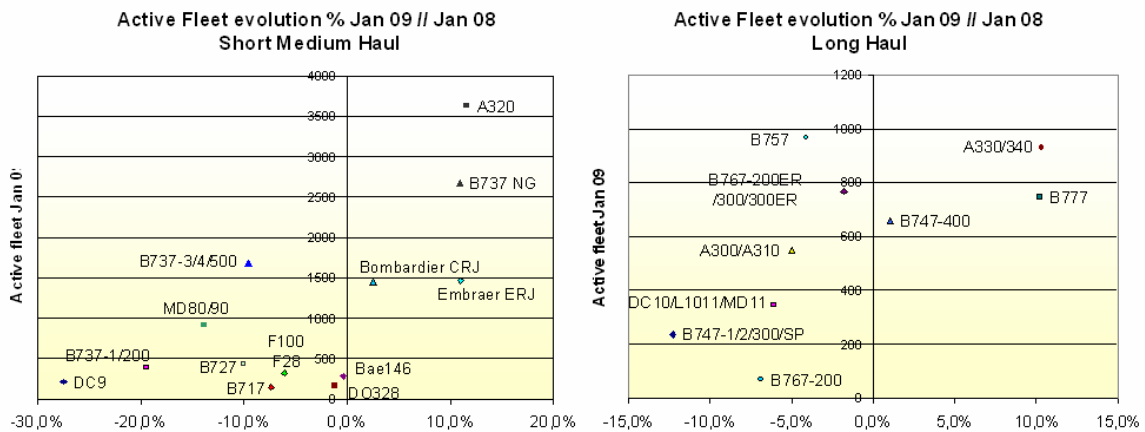


A market dependent on fleet developments

The 2% fall in the MRO market observed in 2008 can be largely explained by trends in commercial fleets around the world. In early 2008, higher oil prices led to an increase in the numbers of grounded older-generation aircraft. At year-end, despite the lower oil price, few of these aircraft had been put back into service due to the global economic crisis and the downturn in air traffic. In addition, the operational fleet of new-generation aircraft, which require less maintenance, continued to grow by over 10% over the full year, notably as regards the A320, B737NG, B777 and A330/340 aircraft – aircraft types for which AFI KLM E&M is particularly well-placed, delaying the impact of the crisis on the Group's third-party airline activity, with the exception of cargo clients.

Changes in the global operational fleet

(January 2008 to January 2009)



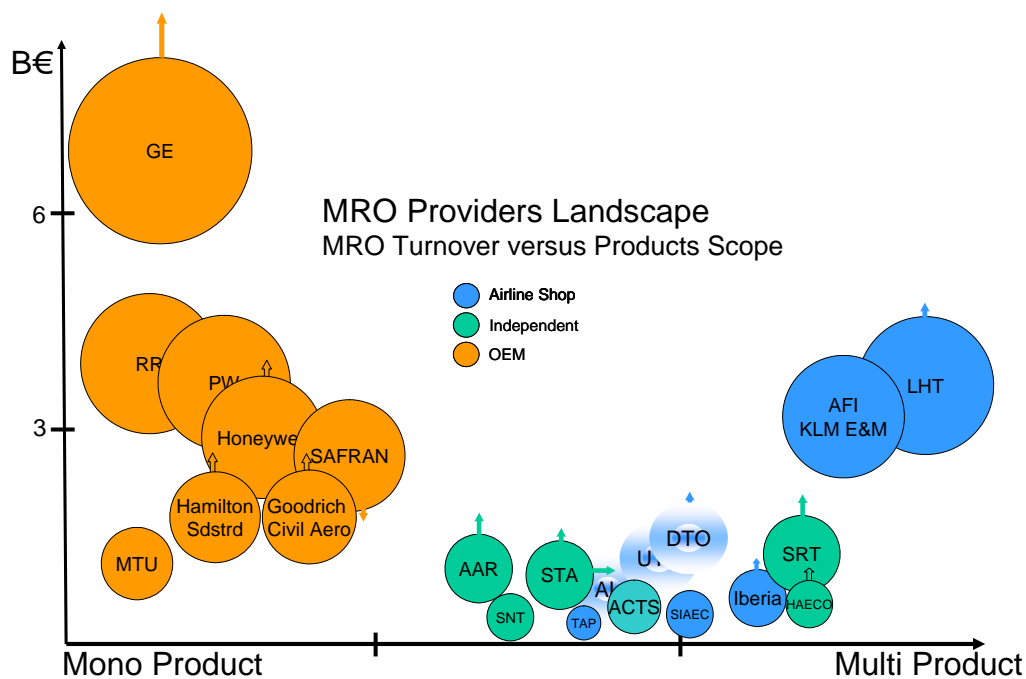
Source: ACAC



Increased competition

Another market trend is increased competition, both from independent MRO operators and from aircraft airframe and equipment manufacturers (OEMs). Because the independents do not have their own fleet as a stable basis for activity, they are more exposed to the crisis, prompting them to reposition on the same products and aircraft types as AFI KLM E&M, which for the time being is comparatively less affected by fleet grounding and withdrawals. Manufacturers, for their part, are stepping up their after-sales efforts in order to offset falling sales and margins.

MRO Providers Landscape 2008.



B - AFI KLM E&M results and strategy

Despite the tough economic environment, AFI KLM E&M posted an honorable performance in IATA 2008/2009. Overall, the Group handled 1230 aircraft in the 12 months to 31 March 2009, generating total turnover of €2.896 billion. In the third-party segment alone (ie, maintenance for aircraft not belonging to the AIR FRANCE and KLM fleets), turnover grew by 0.5% (+3% excluding currency effects), to €974 million. Operating profit, for its part, rose 51%, to €95 million, compared with €63 million in the year to 31 March 2008. The large-scale increase in operating profit is due to strong activity in the engines and component support activities, as well as to a recovery in airframe maintenance activities.

Delivering more value-added to customers

On the strength of these results, AFI KLM E&M opted for a development focused on delivering value-added to its clients driven by improvements in performance levels, costs and the development of its high value-added products and services.

The Group's main objective is to maintain a presence across all market segments and provide solutions tailored to third-party airline requirements.

The strategy is underpinned by:

- The development of local units to offer customers a more local presence and boost AFI KLM E&M commercial responsiveness;
- Network adjustments and optimization in order to boost logistics performance and hence customer satisfaction;
- The development of skills and know-how designed to offer clients greater value-added;
- Cost control and the search for scale effects through improved operational performance.

AFI KLM E&M is also being careful to adjust its staffing levels to activity, and to step up its cost-saving measures to safeguard its competitiveness by, eg, extending procurement synergies among Group entities, revising its processes, achieving productivity gains, and adjusting its investment program



Strategy in action: The Engine support program

AFI KLM E&M has re-engineered its “engine overhauls” process. The initiative led to an improvement in the management of physical and information flows, workstation ergonomics, and a new layout for the engine overhauls facility. In all, some €31.8 million are being invested in the 11,500m² facility, of which 9,500m² are workshops. The investment will enable AFI KLM E&M to offer clients more Very Big Engine (VBE) capacity: the Group will be able to overhaul up to 100 VBEs per year, compared with 50 now, and will develop its low pressure module capacity from 2010. All this goes hand-in-hand with more robust engine processes and optimized working conditions.

Generating savings for clients

AFI KLM E&M's third-party clients also benefit from the cost-savings program implemented by the AIR FRANCE KLM group to manage its own fleets. The use of Group resources means that AFI KLM E&M can achieve scale effects for its own clients in three ways:

- by obtaining greater leverage with suppliers and repairers;
- by optimizing the inventory size;
- by developing alternative solutions to purchasing new parts.



II - AFI KLM E&M's key strength: sharing its expertise

In a fast-changing MRO market, AFI KLM E&M is well-equipped to meet the challenges of its clients and share its expertise. Its key strengths lie in a product and service offering that is a perfect fit for the maintenance requirements of new-generation fleets, supplemented by solutions specially designed to deal with end-of-life issues on some aircraft.

A – Engine support services

GE 90

With around 150 engines in operational use, AIR FRANCE KLM is a major player of GE engines in the world. The Group has 20% of the total engines in the GE range currently in service. Air France has the biggest B.777 Fleet in the world : B.777-200ER (1998) and the launch airline for B.777-300ER (1998) and the recently of the B.777 LR freighter. AFI KLM E&M has built up a unique level of experience and know-how on this outstanding engine:

- **as the only alternative to the manufacturer's services**, AFI KLM E&M's offering is backed up by leading-edge technology infrastructure. The Group has expanded its engineering capacity through a continuous investment program for its facilities and by carrying out repairs. For example, AFI KLM E&M added a further 5,500m² to its workshops in 2006 and is scheduled to add a further 11,000m² by 2010. The Group has also developed Quick Turn operations that no other MRO is currently able to offer.
- **AFI KLM E&M is constantly expanding its overhaul capacity**: from full overhaul capabilities to main modules to gearboxes (eg, TGB, IGB) and engine accessories (eg, HMU, VSV actuators), etc.
- **AFI KLM E&M is the only MRO operator (apart from OEM) to maintain the GE 90-115**. As the first operator and launch customer of this engine type, the



Group combines operational experience with its engineering experience, thereby providing top-quality maintenance tailored to client needs. Air Austral has also entrusted the maintenance of its engines to us.

CFM56 and CF6

AFI KLM E&M clients get the benefit of the world's largest **CFM56-5, CFM56-7 and CF6- 80 E1 engine maintenance facility**, divided between its two ultra-modern engine shops located at Amsterdam and Paris.

→ CFM56-5

AFI KLM E&M currently supports the biggest fleet of CFM56-5 engines in the world with nearly 400 engines operated by a broad range of airlines. Among the services available for CFM56-5 engines are on-site support, a hospital chain, and a replacement engine supply, thanks to the Company's vast pool, and optimized total maintenance costs. The Group has already carried out over **1,500 shop visits** on this engine type, and has an **annual capability of 180 visits**.

→ CF6-80C2

AFI KLM E&M has almost 25 years' experience on CF6-80C2 overhauls. One of the Group's key strengths is its ability to offer highly flexible shop visit slots for this engine type. In all, AFI KLM E&M has already completed 2,100 shop visits for CF6-80C2 engines, of which 220 are fitted to Group aircraft.

→ CF6-80E1

The latest addition to General Electric's CF6 family, the CF6-80E1 equips the Group's A330s. AFI KLM E&M added the capabilities linked to this engine in 2005 and in so doing became Europe's only MRO (beside OEM) to offer full-service maintenance and testing for CF6-80E1 powerplants. AFI KLM E&M is currently in charge of maintaining 30% of the world's CF6-80E1-equipped aircraft.

The engine's design is similar to that of the CF6-80C2 with which it has 60% parts commonalty. The experience gained by the Group during the 2,100 shop visits carried out to date on the CF6-80C2 engine represents an excellent basis for its CF6-80E1 maintenance activities.



GP7000

AFI KLM E&M is extending its offering with the advent of a new engine type: the GP7000 that will equip Air France's A380s. Staff have already received training, the relevant engineering systems are being prepared and engine parts are being transferred to inventories to gradually meet operational requests.

In a related development, CRMA (the Group's subsidiary specializing in the repair of new-generation engine parts and sub-systems) has been selected by the GP7200's maker, Engine Alliance, as a primary repair shop for the engine's combustion chamber and its turbine center frame (TCF – the frame structure located between the high and low pressure turbines).

B – Modifications

AFI KLM E&M has an extensive offering in this area which in times of crisis is particularly strategic for clients faced with the need to tailor their fleets to changes in their economic environment.

The Group provides cabin modification services for both civilian and military aircraft, respectively for mainstream airlines, private fleets and corporate jets on the one hand, and aircraft such as the AWACS and C135 on the other.

In particular, AFI KLM E&M can assist airlines operating their own design studios to implement their modification programs, with oversight during the preliminary project and during the cabin modification phase proper, and the provision of post-delivery maintenance. Where clients do not have their own design studio, the Group can take care of the entire process, from modification design to installation.

The scope of modifications supported includes avionics suites, cockpit upgrades, IFE systems, and Live TV and web services.

AFI KLM E&M infrastructure for cabin modification work is located at Roissy and Orly. Corporate cabin layout work takes place in Toulouse.



C – Preventive maintenance for nacelles (FTR)

With the development of new-generation aircraft, many carriers have been neglecting the preventive maintenance of their nacelles. This approach can cost them dear when it is necessary to carry out work following an incident. Depending on the aircraft type, it requires on average unscheduled two days of repairs and testing. For an airline, those two days' grounding amount to two days' less operation and major disrupter and cost

Under the partnership approach offered to clients by AFI KLM E&M, the Group is seeking to raise their awareness about the benefits of anticipating any deterioration in their fleet's engine nacelles. AFI KLM E&M consequently proposes on-wing inspections combined with an FTR maintenance program built into the aircraft's own maintenance schedule to optimize AOG and operability.

More generally, AFI KLM E&M receives on average one AOG per week and repairs up to 250 FTRs each year. High investment Engineering resources are required for substantial scale effects. This is a further benefit that AFI KLM E&M provides for its clients, namely the economies of scale derived from its maintenance of the Group fleet's nacelles, a team of 600 staff with a total combined experience of over 50 years, and cutting-edge infrastructure featuring, among other benefits, four special ovens for curing composites.



D – Component support services

Over the years, AFI KLM E&M has developed an extensive portfolio of maintenance services, covering the whole range of aircraft components (exchangeable or repairable parts and consumables) for a broad range of aircraft families.

In addition to repairs and overhauls, AFI KLM E&M provides a range of services to assist client airlines wherever they are located. These include logistics, warranty management, pooling, loans and leases, purchasing and financing, not to mention the design of ad hoc solutions near client locations.

Over 30 national authorities have acknowledged this and have certificated AFI KLM E&M to carry out component repairs in compliance with their own regulations.

Key figures

Over 60,000 part numbers

Over 1,230 aircraft under pool contracts

1,100 customer orders processed each week

Over 100 clients worldwide

AFI KLM E&M notably provides component support for the following:

- Fast-growing **regional fleets** (ATR, Embraer, CRJ) by adjusting its logistics department to the specific needs of the new networks.
- **B.777-200 Freighters**: as B.777F launch airline, AFI KLM E&M has asserted its leadership position on the B.777 support and maintenance market and is extending its engineering leadership with the B.777-200 Freighter via the Component Support Program (CSP) operated in conjunction with Boeing. AFI KLM E&M has also extended its know-how to the cargo loading system (CLS).



- **B.737 NG:** In 2005, AFI KLM E&M and Boeing set up the unique CSP Component Support Program for B.737NG aircraft. Some 20 airlines on five continents have to date opted for the CSP. It guarantees them control over their operations and provides fast-track access to B.737NG components pools located in Amsterdam, London, Seattle and Dubai. The program can also be extended to the complete inventory of B.737NG components and to engineering support. This high-end program delivers the best of the manufacturer's know-how with those of a market-leading MRO operator. Over 200 aircraft worldwide are already supported by the CSP framework.
- **A380:** AFI KLM E&M is already providing component overhauls for the latest addition to the Airbus family. Via the Spairliners joint venture, which will notably take charge of the future A380s of Air France and Lufthansa, the Group now has its first customer in the shape of Australian carrier Qantas, which has contracted with Spairliners for the component support of its A380s as soon as they go into revenue service.

The Group is also developing its APU maintenance capabilities via its Dutch subsidiary, EPCOR, which provides APU maintenance services for the B.737NG, B.777, A320, A330 and A340, with a 30-day TAT. Because it has access to its parent's operational experience and vast pool, and also boasts state-of-the-art tooling and facilities and in-house testing capabilities, EPCOR can offer a particularly broad, competitive portfolio of services.



E – Military capabilities

AWACS

AFI KLM E&M offers its military clients full support for AWACS aircraft including fleet technical support, engineering, logistics support, repairs and maintenance, and planning for heavy maintenance.

These worksopes include maintenance of the airframe, of computer surveillance systems, and support for simulators and for the technical and logistics management computer system. AFI KLM E&M is in charge of AWACS engine maintenance services.

To fulfill these worksopes AFI KLM E&M relies on its accumulated know-how built up over several decades on this aircraft type. The Group can also carry out modifications requested by the French defense procurement agency, the DGA, during heavy maintenance worksopes. Given the speed of technological change, this aspect is decisive for maximizing aircraft availability. AFI KLM E&M is also backed by an efficient international logistics network.

The Group handles the aircraft in a fully-secured facility located at Le Bourget and exclusively dedicated to AWACS maintenance.

A team of specialists ensures that the aircraft's mechanical systems, airframes, electrical systems, avionics and navigation systems are maintained in a state of operational readiness. It takes charge of on-wing engine support and files technical airworthiness certification applications. It maintains close relations with the manufacturer to obtain the necessary technical data and is also responsible for coordinating work on managing fleet technical status and the overall AWACS maintenance program.

C135 telecommunications systems

With over four decades' experience on this aircraft type, AFI KLM E&M can upgrade C135s to compliance with the regulatory changes required by the International Civil Aviation Organization (ICAO). Its know-how, dependability and extensive capabilities, mean that it can meet specifications and satisfy clients by providing solutions tailored to their requirements.



III – Building a global MRO network

Comprising subsidiaries and partners located all over the world, AFI KLM E&M's MRO network guarantees clients local access to the full range of Group services, to special complementary solutions, and to local parts inventories.

To bring it even closer to its customers worldwide, AFI KLM E&M is pursuing a strategy of developing facilities in the world's most strategic regions.

The program is designed to provide AFI KLM E&M clients with:

- Quality of service while seeking to lower costs*
- Local service delivery for optimized TAT*
- Extended capabilities.*

A – Principal network “bridgeheads”

AMG

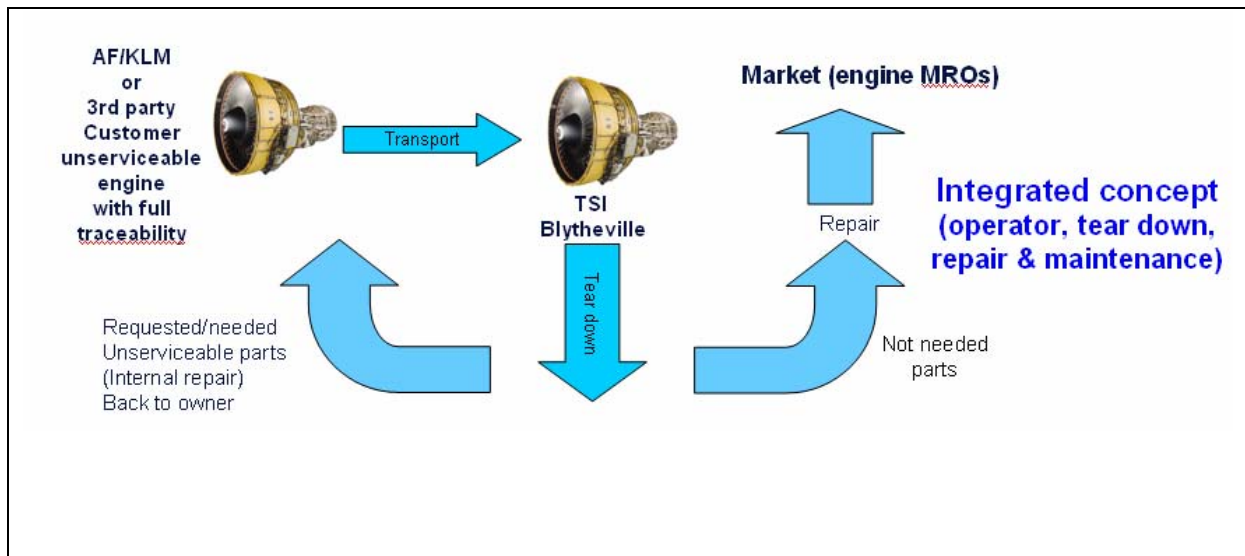
Because it is Miami-based, this subsidiary provides more local services for clients in North and South America. In 2008, the Group increased its stake in AMG to 81.39%, giving AFI KLM E&M full control over its strategy in this region.

Turbine Support International (TSI)

Set up in January 2009, this joint venture with ART is based in Blytheville, USA, and offers new engine teardown capabilities. In particular, the unit supplies parts removed during teardown and subsequently reconditioned, to help AFI KLM E&M's engine shops to reduce their costs. It also allows them to sell parts not used by AFI KLM E&M on the open market.



TSI : a virtuous cycle of used engine parts



KLM Engineering UK

KLM UK Engineering Limited is providing services to the narrow body and regional operator market. Via our Technical Training College we also provide EASA Part 147 services.

EPCOR

Netherlands-based EPCOR offers leading-edge APU maintenance technology.

SPAIRLINERS

A joint venture set up by Air France and Lufthansa to offer full component support for all airlines operating the A380, worldwide.

CRMA

A subsidiary located just outside Paris specialized in repairing engine parts and combustion chambers.



B – New network partners

During the 2009 Paris International Air Show, AFI KLM E&M is pleased to announce that it is extending its global MRO network with the addition of two well-known partners:

→ AMES

AFI KLM E&M and Aircelle (SAFRAN Group) have teamed up to create a joint venture for aircraft engine nacelle repair and maintenance in the Middle East. The 50/50 joint venture will be headquartered in the Jebel Ali Free Zone in Dubai, United Arab Emirates. The new maintenance unit will be backed by the combined expertise of an international MRO (aircraft maintenance) and a well-known OEM (equipment manufacturer). Together, the two partners will offer clients throughout the region a portfolio of services covering all types of nacelles. AFI KLM E&M is a specialist for GE and CFM engine nacelles, and Aircelle for Rolls-Royce and GE models. A local presence for future clients means the Group will be able to deliver responsive, high-quality services as a token of the success of the new joint venture.

The local nature of the joint venture means that regional clients will not need to move their aircraft outside the region.

→ ATI

Royal Air Maroc (RAM) and Air France Industries have signed an agreement under which AFI will acquire a 50% stake in ATI, RAM's aircraft maintenance subsidiary. The joint venture this will create will have a maintenance facility at Mohammed V International Airport, Casablanca, equipped with two medium-haul aircraft maintenance bays. Jointly managed and backed by the AFI KLM E&M sales force, the new business unit will bolster the regional position of the Group and of RAM by offering leading-edge maintenance services for A320 family aircraft.



IV – Serving AIR FRANCE KLM Group sustainability

Sustainability in all its forms is central to AIR FRANCE KLM strategy. The two airlines have long been committed to environmental protection, promoting ethical behavior and supporting its communities. The Group pursues a common policy, which the two airlines each apply using their own procedures and mobilizing all their resources. In line with these intentions, AFI KLM E&M brings to bear the diverse range of skills of its people in order to contribute the Group's five Corporate Social Responsibility priorities:

- Combat climate change
- Reduce its environmental footprint
- Build a lasting relation with customers
- Pursue a responsible HR policy
- Contribute to local and international development.

A - Initiatives benefiting AFI KLM E&M clients

For many years now, AFI KLM E&M has been committed to a “green maintenance” approach, which consists in combining responsibility, innovation and the search for results, not only for the company but also for its environment and its stakeholders. This approach has already led to many beneficial initiatives for Group clients, including:

- A new **environmentally-friendly** paint procedure: in partnership with the Mankiewicz company of Germany, AFI KLM E&M has developed a new aircraft painting method. This protects the environment and improves occupational health & safety. The process uses chrome-free paint and requires less paint and harmful solvents. Because the coats of paint are thinner also, the aircraft are lighter and therefore burn less fuel, generating lower CO2 emissions.



- **Engine water wash:** this new maintenance process optimizes engine use, reduces fuel burn and CO2 emissions, and extends an engine's on-wing lifespan. On the strength of its cutting-edge technology, AFI KLM E&M can wash engines in the hangar during A or C-checks without prolonging AOG time. The process is, naturally, carried out in an environmentally-friendly manner: the water used is recovered at each wash for recycling.
- For the third time, AFI has been awarded **global and unique certification** covering no fewer than eight international standards – ensuring that the entire quality management system is focused on sustainability and customer satisfaction.

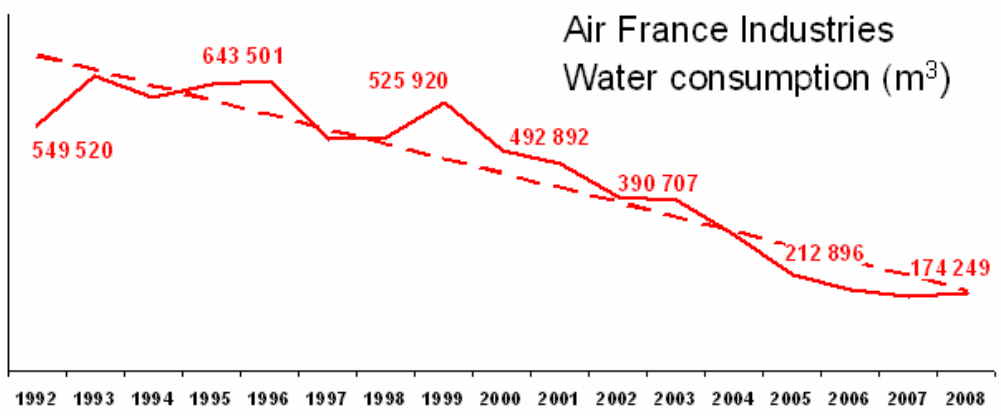
B – Eco-responsible innovations

In conjunction with AIR FRANCE KLM group strategy, AFI KLM E&M is continuously improving the energy performance of its equipment and facilities. Strict environmental criteria are taken into account whenever a decision concerning the launch of new infrastructure is taken.

Several innovations illustrate this approach:

- A program to recycle used aero engine parts has been set up in partnership with GE in line with the “cradle-to-cradle” philosophy, under which everything is recovered and nothing is thrown away.
- A fleet of clean vehicles is currently being tested at a number of AFI KLM E&M sites. These involve electric service vehicles and a highly innovative type of zero CO2 emissions vehicle powered by compressed air, known as Airpods. These are on show at the AFI KLM E&M hospitality chalet at the 2009 Le Bourget Air Show.
- Wherever technically possible, AFI KLM E&M installs solar panels on the roofs of its buildings in a bid to reduce overall energy consumption.
- Long-standing efforts to reduce AFI's water consumption are more than ever a reality. Over the past ten years accumulated savings of 352,000m³ have been achieved, or the equivalent of the annual water consumption of a French town with a population of 30,000.





AFI and KLM E&M

“click” together on the web!

From 15 June 2009, AFI KLM E&M's joint offering and solutions can be found on

www.afiklmem.com

The site notably features a media center developed especially for journalists.

Through it, they can access:

- All Group information: press releases, press kits, participation at events, customer case studies, and more,
- A new portfolio of downloadable high and low definition photos and videos.



ANNEXES



AFI KLM E&M 2008/2009

Key figures and highlights

AFI KLM E&M is one of the world's leading suppliers of multi-product MRO solutions, with capabilities for Boeing and Airbus fleets and notably for new-generation aircraft.

> Turnover: €2.89 billion

> Breakdown of turnover by activity:

>> Engine support and services: 33%

>> Component support and logistics: 24%

>> Aircraft maintenance and overhauls: 43 %

> Operating income: €95 million

> Customer turnover: €974 million

> Share of customer activity: 34% of turnover

> Around 150 global airline clients

> 1230 aircraft handled each year

> A workforce of approximately 14,000

> Maintenance sites:

>> In France: Roissy-CDG, Orly, Toulouse, Le Bourget, Villeneuve-le-Roi;

>> In the Netherlands: Amsterdam-Schiphol

>> In Germany: Hamburg

>> In Great Britain: Norwich International Airport

>> In United States : Miami and Blytheville

> Over 1,200,000m² of infrastructure



> Nacelles/FTR:

- >> 50 years' experience (20 years on new-generation aircraft)
- >> 6.51 million flight hours
- >> Four curing ovens for composite materials

> Engines:

- >> 250 client overhauls out of an annual total of 450
- >> Over 12,000 shop visits already completed
- >> Annual capacity of 650 shop visits
- >> 2,300 qualified staff
- >> 100,000m² of workshops
- >> 24/7 on-wing support

> Components:

- >> 1,230 aircraft in the pool
- >> Inventory valued at €717 million
- >> 58,000 part numbers
- >> 1,100 client requests processed each week (excluding AIR FRANCE KLM)
- >> 18,000 AOG requests per year
- >> Over 500,000 man-hours' training per year



The AFI KLM E&M network

Working out of two major European hubs at Paris-CDG and Amsterdam-Schiphol, the Group has an extensive network of 151 in-line maintenance facilities worldwide, plus a number of logistics platforms.

Subsidiaries



Activity: component and engine component repair. Based in France, near Paris.



Activity: overhaul and repair of pneumatic components and APUs. Based in the Netherlands (Amsterdam-Schiphol airport)



Activity: aircraft component repairs, logistics services. Based in the United States (Miami).



Activity: MRO services for narrowbodies and regional fleets. Based in the United Kingdom (Norwich International Airport)



Partners



Activity: a joint venture between Air France and Lufthansa

Technik specializing in A380 component support. Based in Germany (Hamburg)


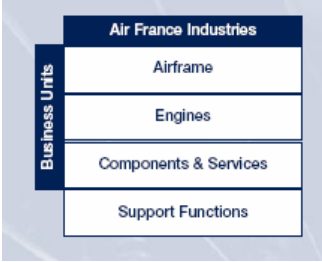

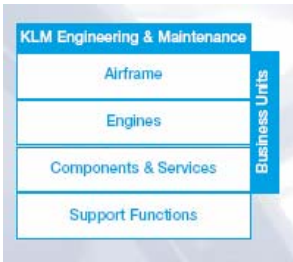
AMES

Activities: a joint venture between AFI KLM E&M and Aircelle (Safran group), specializing in nacelle maintenance and repair. Based in Dubai (United Arab Emirates).



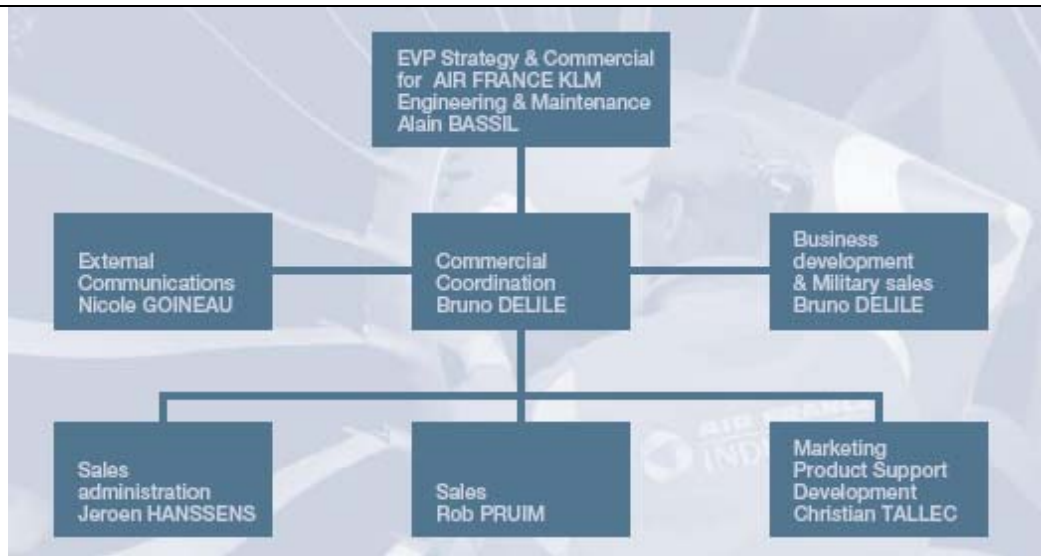
AFI KLM E&M organization



 	 
Top Management	
Alain Bassil, President	Peter de Swert Executive Vice President
Maintenance Business Unit Management	
	Ton Dortmans, SVP operations
Airframe Unit	
Philippe Wallet, SVP Maintenance	Karel Bockstaël VP Base maintenance
Engine Business Unit	
Anne Brachet SVP Engine Services	Len Berrevoets VP Engine Services
Component & Logistics Business Unit	
Pierre Bosse SVP Components & Logistics Services	Martin Oort VP Components Services



The joint Commercial organization



AFI and KLM E&M are continuing to build a joint Commercial organization aimed at extending their maintenance network through an optimal share-out of product responsibilities with their respective operating units.

Finalized at the start of IATA 2008 / 2009, the establishment of a combined structure responsible for strategy, industrial and commercial development, sales forces in Europe and worldwide, and external communication, created a single interface with clients.

In another development designed to achieve more ambitious cost reduction targets, a joint procurement structure was set up via a combined “industrial” department within the AIR FRANCE-KLM Purchasing Division.

A joint “Supply Chain: Logistics” program was set in train this year in the framework of the two aircraft maintenance business line “Group Initiatives” .



AFI KLM E&M capabilities

Total Care Services		
Additional Services: IT, Training, Logistics, Purchasing, Housekeeping, Consulting		
Airframe Services	Engine and FTR Services	Component Services
<ul style="list-style-type: none"> - Line, Base and Heavy Maintenance - Maintenance, Repair and Overhaul - Cabin Engineering & Modifications - VIP - Corporate conversions - Aircraft Recovery Team - Technical Fleet Management 	<ul style="list-style-type: none"> - Maintenance, Repair and Overhaul - Parts and Accessory Repair - Engineering Services - On Wing Support (24hrs / 7days) - Pool Access 	<ul style="list-style-type: none"> - Maintenance, Repair, Overhaul and Modifications - Pool Access - AOG desk (24hrs / 7days) - Logistic Services
Airbus A320 Family A330 A340 A380 Boeing 737 CG / 737 NG 747 757 767 777 Others MD11 ERJ135/145, ERJ170/190	CFMI CFM56-3 CFM56-5 CFM56-7 General Electric CF6-50 CF6-80C2 CF6-80E1 GE90 Others GP7200 to come APU 737 NG, 777, A330 / A340	Airbus A320 Family A330 A340 A380 Boeing 737 CG / 737 NG 747 757 767 777 Others MD11 ERJ135/145, ERJ170/190 CRJ 100-700



Approvals and certification

> European approvals (EASA and DGAC)

EASA Part 145, Part M subpart G, Part 21J, Part 21G, Part 147

> US approvals

FAR 145: FAA approved Repair Station: CNFY912C

> Other international approvals

Over 30 approvals have been granted to AFI KLM E&M by a number of international authorities (and notably CAAC), enabling the Group to work on aircraft registered in the countries concerned.

> Certification

AFI is the world's only MRO to have obtained Global and Unique Certification covering eight international standards for all of its facilities: ISO14 001 (Environment), ISO 9001 (Quality Management), EN 9100 (Aircraft Design), EN 9110 (Aircraft Maintenance), EN 9120 (Logistics and Storage), ISO 22 000 (Food Safety), OHSAS 18 001 (Occupational Health & Safety) and ISO 15 489 (Records Management). In the Netherlands, KLM E&M's avionics unit is also ISO 14 001 certified.

