AMECO COMPLETES INTEGRATION WITH AIR CHINA TECHNICS

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On Sep. 16, Aircraft Maintenance & Engineering Corporation, Beijing (Ameco Beijing) participates in Aviation Expo China 2015 in Beijing, which is its first show after the integration with Air China Technics in the end of May, 2015.

The present **Ameco** is established via the merger of Air China's in-house MRO arm **Air China Technics** and the former Ameco that is an MRO JV company between Air China and Lufthansa German Airlines. After integration, Ameco is still a joint venture between Chinese flag carrier Air China and Lufthansa German Airlines, with Air China holding 75% shares and Lufthansa holding the rest.

Chai Weixi has been appointed as the Chief Executive Officer of Ameco Beijing.

Headquartered in Beijing, with more than 11000 employees, Ameco currently consists of a Beijing Base and nine branches located in Chengdu, Chongqing, Hangzhou, Tianjin, Hohhot, Shanghai, Guiyang, Wuhan and Guangzhou. It possesses maintenance licenses from almost 30 countries or regions, including CAAC, FAA and EASA. It has more than 160 maintenance stations at home and

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abroad, forming a large maintenance network worldwide.

Currently, Ameco's hangars and facilities are mainly located in Beijing and Chengdu. At Beijing Capital International Airport, it operates two four-bay hangars, capable of accommodating respectively Airbus A380 aircraft for maintenance and four Boeing 747 aircraft for overhaul simultaneously, together with a one-bay hangar for Boeing 747's overhaul and painting. The above-mentioned hangars suffice all the maintenance layover requirement of various main-route-operated aircraft types in the market at present. Ameco is also running a hangar for business jets services in Beijing.

At Chengdu Shuangliu International Airport, Ameco has a Boeing 757 three-bay hangar and an Airbus A321 three-bay hangar for letter checks and heavy maintenance services, meeting the layover requirement of all maintenance levels on Boeing 737NG series, Boeing 757 and Airbus aircraft up to the A340. Another painting hangar can house the aircraft as large as an Airbus A330. A hangar for line maintenance is under construction at present that could house an Airbus A330 and two Airbus A321 aircraft at the same time. Chongqing, Hangzhou, Tianjin and Hohhot each have a hangar to meet the maintenance layover requirement of Boeing 737NG series and Airbus A320 series.

After integration, the two shareholders will exert their advantages in the aspects of management, technology and third-party markets to coordinate resources and optimize business sectors, and ensure Ameco becomes a competitive MRO provider with high reputation in the world.

The former Ameco was established in 1989 and it was a joint venture between Air China (60%) and Lufthansa (40%). As the first independent MRO provider in China Civil Aviation Industry, it enjoyed a high reputation in both domestic and international market. Air China Technics was a subsidiary of Air China and it was established in 2004. Headquartered in Beijing, it had nine maintenance bases located in Chengdu, Chongqing, Hangzhou, Tianjin, Hohhot, Shanghai, Guiyang, Wuhan and Guangzhou, mainly providing engineering management and aircraft maintenance for Air China fleet.

16 SEPTEMBER 2015

ARTICLE LINK:
https://mfa.50skyshades.com/news/maintenance-trainings/ameco-completes-integration-with-air-china-technics

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