ECO Repair Solutions
Efficient and Cost Optimised
Product catalogue 2020 - edition n°1
Dear Customer,


The key benefits of this new approach are:
• Attractive repair solutions with fixed times and attractive pre-defined prices for your most frequent repairs;
• Quick access to exchange parts from a huge range of Airbus high-value new and used proprietary parts;
• Customised agreements with attractive flat rates, whether you go for the repair or the exchange.

Satair is continuously developing more products to extend its ECO repair solutions offer. Therefore we invite you to share your ideas and suggestions with us in order to create repair offers that will best fit your operations.

We look forward to being of service to you.

Yours sincerely.

Head of Service Management & Marketing
alexander.bernin@airbus.com
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</tbody>
</table>
Artificial Feel Unit

Service Bulletin SB (27-1210) was issued to overcome the stiffness of the rudder pedal, which created a very high level of discomfort for the pilots and, in the worst case, could lead to an AOG being declared. Analysis showed that the deviation in the level of compression of the spring guides is due to water ingress or humidity absorption.

Airbus Repair Services will provide this modification with improved spring guides, including repair of your damaged unit, at a fixed price.

* The repair solution is applicable for all PNRs starting with these digits.

ATA Chapter: 27
Part Numbers: D27270400*
Artificial Feel Unit

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Airbus Repair Services will provide this modification with improved spring guides, including repair of your damaged unit, at a fixed price.

* The repair solution is applicable for all PNRs starting with these digits.

ATA Chapter: 27
Part Numbers: D27270400*

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Optimised and fixed time

Shop Processing Time of 15 days.

Certification available

EASA Form-1 and FAA certifications.

Pre-defined price

Fixed repair without SB implementation: US$ 4,490

Fixed repair including SB implementation*: US$ 6,090

* Including two Spring Guides D2727047200000

Piece parts as per spares portal prices.

Advanced Support Offer

Advance exchange units or seed units can be provided for active retrofit at attractive conditions*.

* Pending stock availability
Table Assembly

ATA Chapter: 25
Part Numbers: D2511041400000 and D2511148900000

The separation of the table assembly from the pilots table module, offers the possibility to perform a dedicated repair on the affected area.

The repairs are carried out by our qualified partner repair shop so that you can benefit from the maximum knowledge and experience of the experts, with the parts being certified to the highest standards. The process is completely transparent allowing you to control both your budget and your schedule.
Optimised and fixed time
Shop Processing Time of 15 days.

Certification available
EASA Form-1, FAA and TCCA certifications.

Pre-defined price
Minor repair: US$ 2,150
(remove grinding marks and repair of splitting)
Major repair: US$ 2,850
(remove grinding marks, repair of splitting and replacement of one Table Sub Assy)
Satair is able to provide standard and extended repair capability with our partner repair shops located in the Asia Pacific region and Europe.

The standard repairs are performed according to SRM. Extended repairs which are not covered by SRM can also be offered for a fixed price.

* The repair solution is applicable for all PNRs starting with these digits.
Optimised and fixed time

Shop Processing Time of 7/15 days for Elevator Outboard Tips and 15/25 days for THS Tips.

Certification available

EASA Form-1 and FAA certifications.

Pre-defined price

<table>
<thead>
<tr>
<th>Scenarios</th>
<th>Elevator Outboard Tip</th>
<th>THS Tip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Repair as per SRM</td>
<td>US$ 3.200</td>
<td>US$ 7.000</td>
</tr>
<tr>
<td>Repair outside SRM</td>
<td>US$ 3.600</td>
<td>US$ 7.800</td>
</tr>
</tbody>
</table>

Extended repair capability

Europe and Asia Pacific.
Cockpit Window Frame

ATA Chapter: 25
Part Numbers: D25111930000*, D25111930001*, D25111930002*, D25111930003*, D25111930004* and D25111930005*

Windows are the most important and safety relevant items in the cockpits of Aircraft. It is essential for every captain and first officer to have a good view of what is happening outside the aircraft, not only in flight but also on runways and taxiways. Malfunctions of these parts can lead to serious threats to the safety of all passengers, Flight and Ground Crew.

One key safety aspect of the safety is to ensure that the complex mechanics of the window are in full working condition to ensure safe operation and locking in flight when the pressure difference between the cabin and environment reaches its maximum.

* The repair solution is applicable for all PNRs starting with these digits.
**Optimised and fixed time**
Shop Processing Time of 15 days.

**Certification available**
EASA Form-1 and FAA certifications.

**Pre-defined price**
Repair: US$ 3.858
(inspection, damage assessment, composite repair, paint renewal, replacement of parts, wooden box)
Additional Centre Tank

**ATA Chapter:** 28  
**Part numbers:** D28270911*, D28270913*, D28271075* and D2827105*

The Additional Centre Tanks installed on an Airbus Aircraft require an inspection every 12 years as per MPD task 282802-01-1.

To avoid disruption to your daily operations and for budgetary control, Satair now offers you two attractive packages: preparation for storage and repair which includes the replacement of the bladder. If you book your maintenance slots sufficiently in advance, you will benefit from a guaranteed Shop Processing Time and the best-in-class engineering and quality experience available in the market.

* The repair solution is applicable for all PNRs starting with these digits.
Optimised and fixed time

Shop Processing Time of 14/35 days.
An express repair with a Shop Processing Time of 21 days can also be offered when scheduled sufficiently in advance.

Certification available

EASA Form-1 certification.

Pre-defined price

Preparation for storage: US$ 6,700
(inspection, minor repair and cleaning, preparation for storage)

Repair: US$ 62,000/ US$ 83,000*
(preparation for storage plus disassembly, examination of equipment, bladder replacement, detailed inspection and assembly)

Incorporate SB A320-28-1191: US$ 6,750

Express repair: US$ 6,600

*Price for serial tank and corporate jet tank.
The repairs of the 575KB and 675KB Panels are carried out by our qualified partner repair shop so that you can benefit from the maximum knowledge and experience of the experts, with the parts being certified to the highest standards.

The process is completely transparent allowing you to control both your budget and your schedule.
The repairs of the 575KB and 675KB Panels are carried out by our qualified partner repair shop so that you can benefit from the maximum knowledge and experience of the experts, with the parts being certified to the highest standards.

The process is completely transparent allowing you to control both your budget and your schedule.

**Optimised and fixed time**
Shop Processing Time of 15 days.

**Certification available**
EASA Form-1 and FAA certifications.

**Pre-defined price**
US$ 7.258* per single unit.
* Repair performed for elongated holes (maximum 16) on aileron seals area.

### A320 FAMILY

Optimised and fixed time
Shop Processing Time of 15 days.

Certification available
EASA Form-1 and FAA certifications.

Pre-defined price
US$ 7.258* per single unit.
* Repair performed for elongated holes (maximum 16) on aileron seals area.
HTP Leading Edge

HTP (Horizontal Tail Plane)

**ATA Chapter:** 55

**Part Numbers:** D55183300* and D55183400*

Satair is pleased to offer its customers three fixed-price packages covering a wide range of repairs for the Horizontal Tail Plane Leading Edge. From cosmetic to composite repairs we are able to meet all required maintenance tasks.

The repairs are carried out by the Airbus repair network so that you can benefit from the maximum knowledge and experience of the Airbus experts, with the parts being certified to the highest standards.

* The repair solution is applicable for all PNRs starting with these digits.
Satair is pleased to offer its customers three fixed-price packages covering a wide range of repairs for the Horizontal Tail Plane Leading Edge. From cosmetic to composite repairs we are able to meet all required maintenance tasks.

The repairs are carried out by the Airbus repair network so that you can benefit from the maximum knowledge and experience of the Airbus experts, with the parts being certified to the highest standards.

* The repair solution is applicable for all PNRs starting with these digits.

**ATA Chapter:** 55

**Part Numbers:** D55183300* and D55183400*

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**Optimised and fixed time**

Shop Processing Time of 15 days.

**Certification available**

EASA Form-1, FAA, TCCA and CAAC certifications.

**Pre-defined price**

Cosmetic repair: US$ 2.000  
*paint repair*

Minor structural repair: US$ 5.500  
*cosmetic repair plus sheet removal and protective sheet replacement*

Major structural repair: US$ 8.800  
*minor repair plus ultrasonic inspection and composite repair*
Sharklet

Sharklets reduce fuel burn and enhance the payload-range performance of the A320 Family aircraft. In case the sharklet is damaged during operations, the priority is to have the aircraft flying again as soon as possible. This requires a quick and simple solution.

Our sharklet repair services offer great flexibility. From advance exchange and lease options to AOG 24/7 support, through a worldwide network, the unit will be repaired quickly and to the highest standards.

* The repair solution is applicable for all PNRs starting with these digits.

ATA Chapter: 57
Part Numbers: D5735672* and D5735690300*
Optimised and fixed time
Shop Processing Time of 30 days.

Certification available
EASA Form-1 and FAA certifications.

Pre-defined price
Cosmetic repair: US$ 14.990
    (inspection, basic repair and primer)
Cosmetic repair incl. paint: US$ 19.900
    (paint in Airbus Grey)

The following tasks are available if required at additional cost:
• Replacement of Leading edges
• Replacement of Trailing Edges
• Replacement of Outboard / Inboard Panels
• Replacement of Navigation Light / Strobe Light
• Replacement of Navigation Housing / Strobe Housing
• Replacement of Tip Cap & PSU Cover
• Material excluded
Slat

Slats are aerodynamic surfaces on the leading edges of the wing that can get damaged during flight operations, such as a bird strike. Due to the importance of this component to flight operations, critical AOG situations can often be declared when damage occurs.

Satair understands the difficult balance between cost-efficiency and quality/safety requirements. Therefore, Satair now offers the repair at a fixed competitive price. Additional repair services can be combined with fixed and economical exchange offers eliminating the financial risk of unrepairable slats.
Certification available
EASA Form-1 and FAA certifications.

Pre-defined price
The fixed price of US$ 21,240 can be offered for any of the five slats*.
*excluded material charges as per spares portal price.

An used exchange unit can be offered for an additional fee of US$ 10,000 pending stock availability.
In addition to fully customised repairs, Satair now offers five fixed-price packages covering a wide range of single aisle elevator repairs from cosmetic to complete skin panel replacement to meet all required maintenance tasks.

Any potential situation that customers might be facing can be fixed, with the highest quality standards and response times that only the OEM can offer. Access those repair solutions that are out of Structural Repair Manual limits, avoiding the purchase of a new or used part.

* The repair solution is applicable for all PNRs starting with these digits.
In addition to fully customised repairs, Satair now offers five fixed-price packages covering a wide range of single aisle elevator repairs from cosmetic to complete skin panel replacement to meet all required maintenance tasks. Any potential situation that customers might be facing can be fixed, with the highest quality standards and response times that only the OEM can offer. Access those repair solutions that are out of Structural Repair Manual limits, avoiding the purchase of a new or used part.

* The repair solution is applicable for all PNRs starting with these digits.

**Optimised and fixed time**
Shop Processing Time of 25-70 days*.

* SPT depending on different scenario.

**Certification available**
EASA Form-1 and FAA certifications.

**Pre-defined price**

- Basic repair: US$ 29,000
- Single skin replacement: US$ 53,500
  *(cosmetic repair plus one skin replacement)*
- Double skin replacement: US$ 95,000
  *(cosmetic repair, both skin replacements and fitting / ribs replacement)*

All repairs include SB 55-1034 and SB 55-1042 embodiment. Other scenarios including fitting / ribs replacement are also available.
Interconnecting Strut

ATA Chapter: 57
Part Numbers: D575703050*, D575703220* and F57571082*

The flap interconnecting strut is a safety device of the High Lift System, acting as an alternative load path from one flap surface to another if the flap drive system disconnects. In this failure case, the installed proximity sensors provide information to the slat flap control computer (SFCC) to inhibit the operation of the flap drive system.

Such an important safety device should be repaired and modified to the highest quality standards. To satisfy the difficult balance between cost-efficiency and quality demands, Airbus Repair Services offers this repair and modification, as per work scope definition, at a fixed price and shop processing time.

* The repair solution is applicable for all PNRs starting with these digits.
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**Interconnecting Strut**

**ATA Chapter:** 57

**Part Numbers:** D575703050*, D575703220* and F57571082*

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**Optimised and fixed time**

Shop Processing Time of 15 days.

**Certification available**

EASA Form-1 and FAA certifications.

**Pre-defined price**

<table>
<thead>
<tr>
<th>Scenarios</th>
<th>D575703</th>
<th>F57571082</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace Rod End and Target</td>
<td>US$ 6.700</td>
<td>US$ 9.185</td>
</tr>
<tr>
<td>Replace Rod End, Target and one Sensor</td>
<td>US$ 10.600</td>
<td>US$ 13.020</td>
</tr>
<tr>
<td>Replace Rod End, Target and two Sensors</td>
<td>US$ 13.700</td>
<td>US$ 15.389</td>
</tr>
</tbody>
</table>

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**A320 FAMILY**

Optimised and fixed time

Shop Processing Time of 15 days.

Certification available

EASA Form-1 and FAA certifications.

Pre-defined price

**Scenarios**

<table>
<thead>
<tr>
<th>D575703</th>
<th>F57571082</th>
</tr>
</thead>
<tbody>
<tr>
<td>US$ 6.700</td>
<td>US$ 9.185</td>
</tr>
<tr>
<td>US$ 10.600</td>
<td>US$ 13.020</td>
</tr>
<tr>
<td>US$ 13.700</td>
<td>US$ 15.389</td>
</tr>
</tbody>
</table>

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**A330/A340**

27
The Pintle Pin is part of the Nose Landing Gear and during the lifecycle of the product, corrosion is one of the main causes of damage. To avoid exchanging for a new part, we offer a dedicated repair solution.

The repairs are carried out by the Airbus repair network so you benefit from the maximum knowledge and experience of the Airbus experts, with the parts being certified at the highest standards.
Optimised and fixed time
Shop Processing Time of 35 or 45 days.

Certification available
EASA Form-1 and FAA certifications.

Pre-defined price
Cosmetic repair: US$ 8.600
(repair cadmium, painting, assembly)

Minor repair: US$ 11.200
(cosmetic repair plus chrome plating)

An exchange unit can be offered for an additional fee of US$ 5.800*.

* Pending stock availability
Satair is able to provide basic and extended repair capabilities for long range elevators. All activities are carried out under OEM quality using production jigs. All scenarios include inspection, paint removal, material, labour, SB embodiments, RDAS costs and certification. The thermographic inspection is an optional task that can be offered.

* The repair solution is applicable for all PNRs starting with these digits.
Optimised and fixed time
Shop Processing Time of 45 / 50 / 70* days.

Certification available
EASA Form-1 and FAA 8130 certifications.

Pre-defined price
Thermographic Inspection (optional): US$ 1.765
Basic repair: US$ 49.500
(replacement of bonding plates and leads, access panels, bushings, rubber and plates, trailing edge profiles)
Single skin replacement: US$ 104.500
(basic repair plus a single skin replacement)
Double skin replacement: US$ 139.500
(basic repair plus a double skin replacement)

* SPT depending on different scenario.
Glazing protects the navigation lights, which are located on the left wingtip leading edge and a green light on the right wingtip leading edge. Erosion is one of the main causes of damage during the lifecycle of the product.

The repairs are carried out by our qualified partner repair shops in France and Thailand, whose locations ensure a quick Turn Around Time.

* The repair solution is applicable for all PNRs starting with these digits.
### Optimised and fixed time

Shop Processing Time of 15 days.

### Certification available

EASA Form-1 and FAA certifications.

### Pre-defined price

- A319/A320/A321: US$ 1.300 per single unit
- A330/A340: US$ 1.550 per single unit
- A380: US$ 3.000 per single unit*

* including US$ 500 for custom fees
The repairs of the 800VU and of the 1125VU are carried out by our qualified partner repair shop so that you can benefit from the maximum knowledge and experience of the experts, with the parts being certified to the highest standards.

The process is completely transparent allowing you to control both your budget and your schedule.

* The repair solution is applicable for all PNRs starting with these digits.
Optimised and fixed time
Shop Processing Time of 15 days.

Certification available
EASA Form-1, FAA and CAAC certifications.

Pre-defined price

<table>
<thead>
<tr>
<th>Scenarios</th>
<th>800VU</th>
<th>1125VU</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Switch</td>
<td>US$ 1.900</td>
<td>US$ 4.500</td>
</tr>
<tr>
<td>Two Switches</td>
<td>+Material charges as per spares portal price</td>
<td>US$ 6.000</td>
</tr>
</tbody>
</table>
Satair is pleased to offer you a unique repair solution for the A380 diagonal bars rod end. The repair solution is now possible due to a new process that allows the replacement of only the damaged components of the bar, avoiding scrapping the whole unit.

The repairs are carried out by the Airbus repair network so you benefit from the maximum knowledge and experience of the Airbus experts, with the parts being certified to the highest standards.
**Optimised and fixed time**
Shop Processing Time of 15 days.

**Certification available**
EASA Form-1, FAA, TCCA and CAAC certifications.

**Pre-defined price**
A fixed repair solution can be offered for US$ 3,100 per single unit.

**OEM engineering know-how**
This repair solution is unique in the market. It is now possible thanks to a new process introduced by the Airbus repair network.
Satair is pleased to offer you fixed repair solutions for the A380 Engine Mount Assembly for the Rolls Royce and for the Engine Alliance Engines.

Due to the importance of these components they should be repaired to the highest quality standards. When the repair is carried out by the Airbus repair network you can benefit from the maximum knowledge and experience of the Airbus experts, with the parts being certified to the highest level.

* The repair solution is applicable for interchangeable PNRs as well.
**Certification available**

EASA Form-1, FAA and TCCA certifications.

**Pre-defined price**

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>FWD Mount Assembly for RR Engines</td>
<td>US$ 28,910</td>
</tr>
<tr>
<td>(change bearings, electrochemical marking, rework nicks and gouges)</td>
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</tr>
<tr>
<td>REAR Mount for RR Engines</td>
<td>US$ 21,905</td>
</tr>
<tr>
<td>(cleaning, rework of nicks and gouges and replacement of damaged components not including bushings)</td>
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</tr>
<tr>
<td>FWD Mount Shackle for EA Engines</td>
<td>US$ 26,000</td>
</tr>
<tr>
<td>(replace bearings, electrochemical marking, rework nicks and gouges)</td>
<td></td>
</tr>
<tr>
<td>FWD Mount Beam for EA Engines</td>
<td>US$ 2,437</td>
</tr>
<tr>
<td>(rework nicks and gouges)</td>
<td></td>
</tr>
<tr>
<td>REAR Mount for EA Engines</td>
<td>US$ 22,100</td>
</tr>
<tr>
<td>(rework nicks and gouges, replacement of damaged components not including bushings)</td>
<td></td>
</tr>
</tbody>
</table>
Customised Service Solution: On-site Stock Solution

The On-site Stock Solutions offers you the possibility of having immediate access on site to the parts you need for your maintenance tasks with no upfront investment, highest technical standards and very low service fees. It is up to you to decide which of the different repair services (Repair, Exchange or Lease) to take advantage of only at the time you actually need to use the part.

**No upfront investment required**
Decide which repair service to take advantage of only when you actually need the part.

**Inventory costs reduced**
Limited warehouse capacity required.

**Large pool of parts available worldwide**
Flight control parts and any parts costing more than 10,000 USD.

**Best quality with latest standard modifications**
No risk of buying parts with wrong documentation and/or not in the latest released version.

**Short lead time**
Reduce lead time for your repairs thanks to the immediate access to the needed parts.
Temporary limited consignment stock of Airbus proprietary parts.

**GOAL**
Support customers maintenance season.

**Customer Advantages**
Supports your mitigation plan
- Reduced aircraft downtime
- No initial investment
- Special purchase, exchange and lease conditions

**Commercial Conditions**
- Very low daily service fee.
- The daily service fee will be counted against the lease fees, exchange fees, or sales price.
- Only when you need the part will you decide whether to lease, exchange or buy it.

On-site Stock Solution initial scope.
Repair Services: Repair

Our Airbus Repair and Partner Repair Shops have a wide range of repair capabilities and can provide you with comprehensive solutions whether you require a minor repair or a complete overhaul.

### Structural Parts

### Mechanical Parts

### Electrical Parts
Satair offers a breakdown of repair charges into: Inspection, Material, Labour and Scrap. Inspection and scrap charges are based on a new part sales price and are stated in the table below. Material and Labour are considered repair charges, which apply accordingly to findings.

**Standard Repair Price Conditions**

<table>
<thead>
<tr>
<th>Part’s new sales price</th>
<th>Inspection</th>
<th>Repair</th>
<th>Scrap</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,000 – 3,000 US$</td>
<td>675 US$</td>
<td>At actual charges as per quotation after inspection</td>
<td>200 US$</td>
</tr>
<tr>
<td>&gt; 3,000 – 10,000 US$</td>
<td>800 US$</td>
<td></td>
<td>200 US$</td>
</tr>
<tr>
<td>&gt; 10,000 – 20,000 US$</td>
<td>1,200 US$</td>
<td></td>
<td>500 US$</td>
</tr>
<tr>
<td>&gt; 20,000 – 100,000 US$</td>
<td>2,000 US$</td>
<td>2%</td>
<td>650 US$</td>
</tr>
<tr>
<td>&gt; 100,000 – 500,000 US$</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 500,000 US$</td>
<td></td>
<td>Inspection &amp; Repair or Scrap at actual charges per quotation</td>
<td></td>
</tr>
</tbody>
</table>

Fixed charges stated in USD, variable charges stated in percentage of a part’s new sales price.

The above conditions are referring to generic repair prices and valid for 2020. They could differ for some product lines and in case of special inspection requirements, e.g. thermographic inspection.
As part of the ECO Repair Solutions, in order to further reduce your operational interruptions, Satair offers an extended range of worldwide available parts for exchange, before or after the removal of your part.

Satair also offers a lease service for proprietary parts that enables you to continue to operate your aircraft while unserviceable parts are temporarily being removed and repaired. This helps you to avoid capital commitment for high value parts.

For your maximum flexibility and convenience, conversions between lease, exchange and sale for parts are also available.

** The part number of the unserviceable part and the part number of the exchange part must be each acceptable replacements (two-way interchangeable) or the unserviceable part must be modifiable to an equivalent standard.
24/7 availability via AOG desk

Over 11,000 new and used units available worldwide

Parts delivered in latest technical standard condition

Lease conversion to Sale, Lease conversion to Exchange and Sale conversion to Exchange options available

**Exchange** of Airbus proprietary parts**

- **Part’s new sales price**
  - 5,000 – 50,000 US$
    - NEW part: 35%
    - USED part: 20%

- **Part’s new sales price**
  - > 50,000 US$
    - NEW part: 25%
    - USED part: 10%

**Lease** of Airbus proprietary parts

- Parts Lease and Exchange prices.

1/365th of new part’s sales price per day
For a minimum chargeable period of 7 days
For a maximum period of 310 days

* Variable charges stated as percentage of a part’s new sales price
Repair Services: Conversion Options

Lease conversion to Sale
Keep the leased part if your original part is not repairable

Lease conversion to Exchange
Keep the leased part in order to avoid second grounding

Sale conversion to Exchange
If your original part can be repaired

A lease, exchange or sale order can be converted from one order type to another

Conversion Validity period Charges Remarks

<table>
<thead>
<tr>
<th>Conversion</th>
<th>From</th>
<th>To</th>
<th>Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exchange Sale</td>
<td>Within 60 days</td>
<td></td>
<td>Part's current sales price plus 50% of applicable lease fees (starting from day 21 of the shipment until official conversion acceptance)</td>
</tr>
<tr>
<td>Lease Sale</td>
<td>Within 310 days</td>
<td></td>
<td>Part's current sales price plus 50% of applicable lease fees (starting from the day of shipment until official conversion acceptance (minimum 7 days))</td>
</tr>
<tr>
<td>Exchange Lease</td>
<td>Within 60 days</td>
<td></td>
<td>Applicable lease fees (starting from the day of the shipment (minimum 7 days)) plus applicable repair charges for the lease unit after return</td>
</tr>
<tr>
<td>Lease Exchange</td>
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<td>Exchange fees plus 50% of accumulated lease fees (starting from the day of the shipment until official conversion acceptance)</td>
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* Additional charges according to exchange conditions
** Airbus will issue a credit note against original sales invoice and apply additional charges according to lease conditions
*** Airbus will issue a credit note against original sales invoice and apply additional charges according to exchange conditions
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<tr>
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<th>Charges</th>
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<tr>
<td>Exchange</td>
<td>Sale</td>
<td>Within 60 days after date of delivery note</td>
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Worldwide Service Network

We maintain a **worldwide network** of more than **35 Airbus approved repair stations** and approved partners.
For questions, please contact us on
repair.proprietary@airbus.com
+49 (0)40 5076 3300
repairs.na@airbus.com
+1 (703) 729-4300

AOG Order Desk
(out-of-office hours 18:00-07:00 CET)
aog.spares@airbus.com
+49 (0)40 5076 4001

AOG Order Desk
(out-of-office hours 17:00-08:00 EDT)
aog.na@airbus.com
+ 1 (703) 729 9000

Product catalogue 2020 - edition n°1

Fixed repair prices are based on pre-defined work scopes. In case the damage on the part requires a repair outside the pre-defined work scope then standard repair conditions will apply.

General contacts

Satair A/S
Copenhagen, Denmark
Tel: +45 3247 0100
info@satair.com

Satair Pte.Ltd
Singapore
Tel: +65 6343 0977
infosin@satair.com

Airbus SAS
Hamburg, Germany
Tel: +49 (0)40 5076-0

Satair (Beijing) Co.Ltd.
Beijing, China
Tel: +86 10 8048 6161
infochn@satair.com

Satair USA inc.
Ashburn, USA
Tel: +1 703 729 4300
repairs.na@airbus.com

Satair USA Inc.
(Peachtree City, USA
Tel: +1 404 675 6333
satarinq@satair.com

Satair USA Inc.
(Miami FL, USA
Tel: +1 305 863 7620
satairng@satair.com

Airbus Africa & Middle East FZE
Dubai, United Arab Emirates
Tel: +971 4 299 8080

Satair UK Ltd
(Battery Shop)
Middlesex, United Kingdom
Tel: +44 208 561 4211
mailsaleslhr@satair.com

Satair provides genuine OEM parts distribution and offers an exhaustive and innovative multi-fleet service portfolio to OEMs and customers. In addition, the company provides genuine Airbus Material Support and is the sole Airbus authorised distributor for a wide range of Proprietary Products and Services accessible through the trading partner Airbus SAS. Satair is a stand-alone company and Airbus subsidiary.