



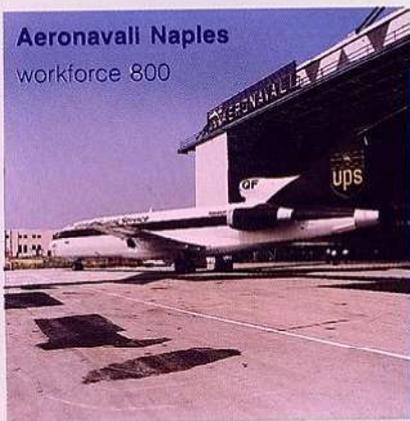
Company profile

The plants

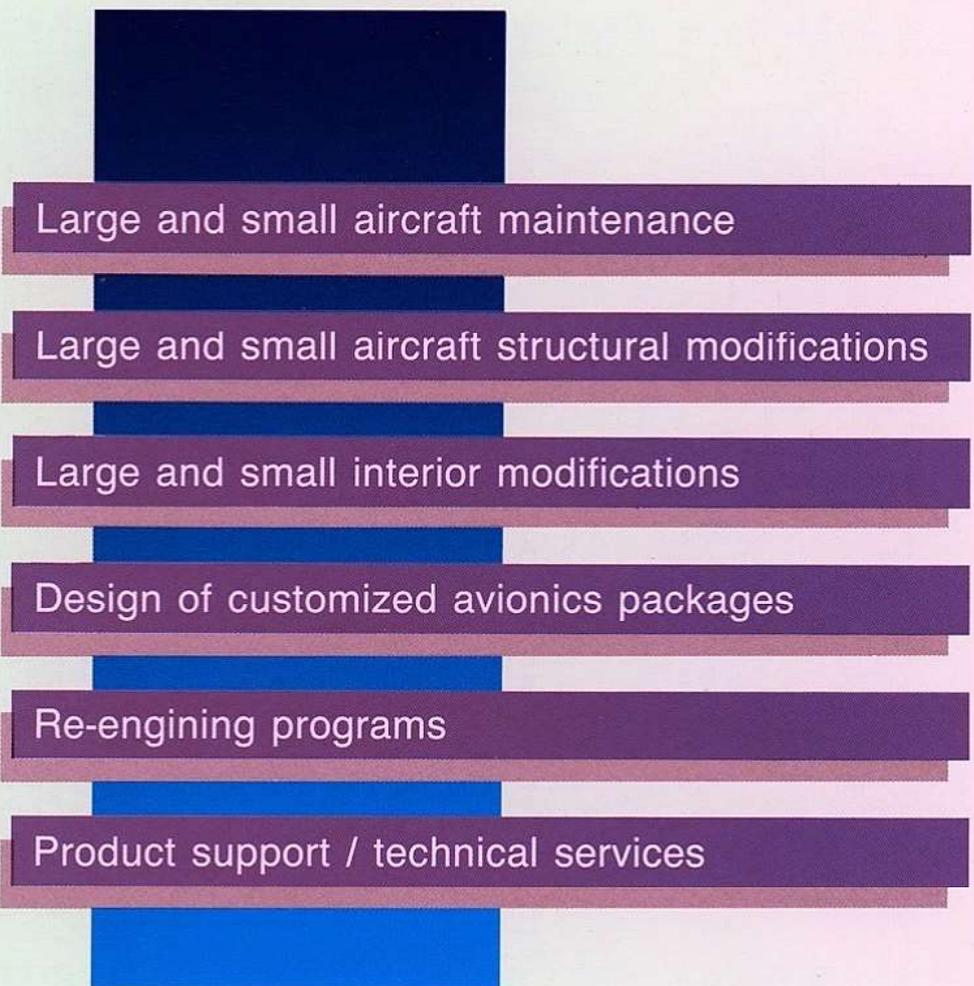
Aeronavali Venice
workforce 700



Aeronavali Naples
workforce 800



The Activities



Large and small aircraft maintenance

Large and small aircraft structural modifications

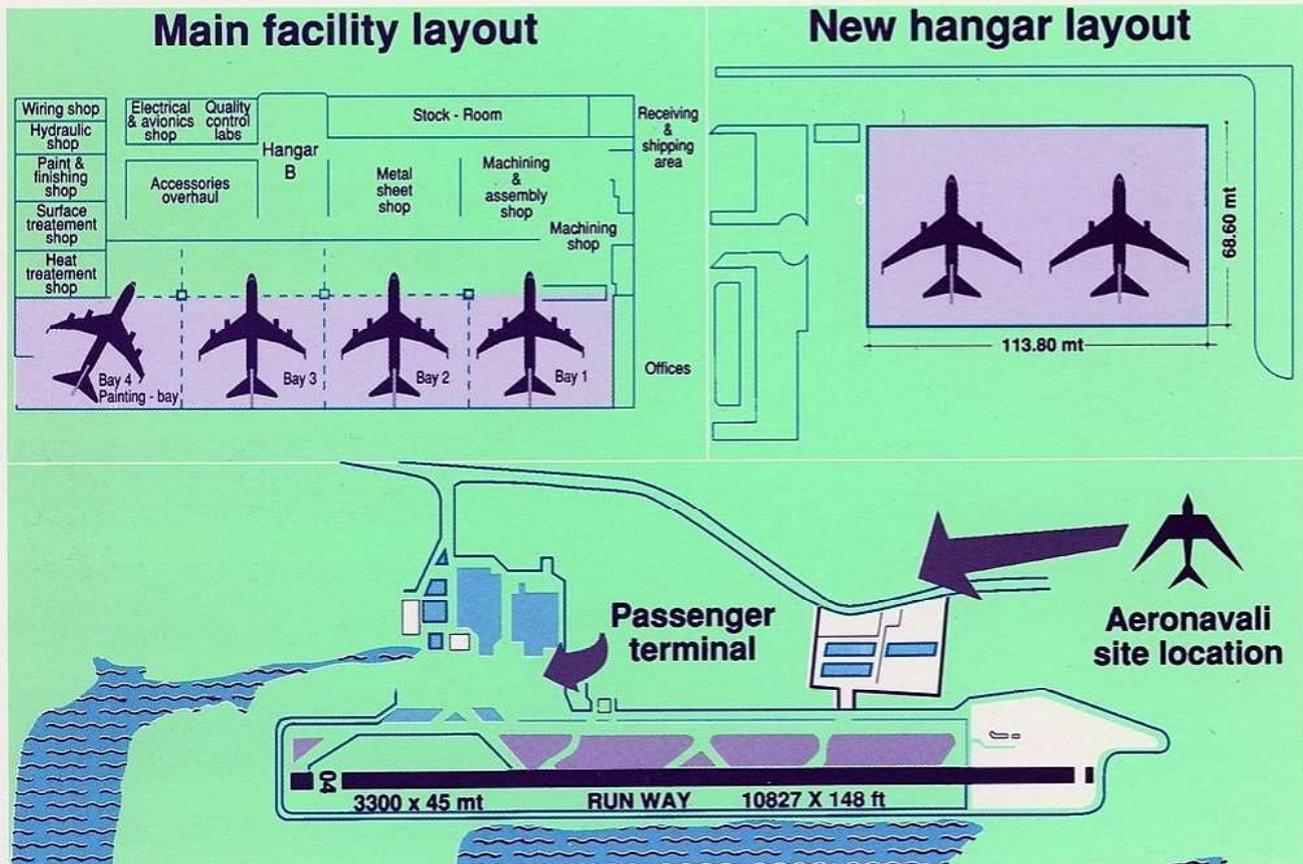
Large and small interior modifications

Design of customized avionics packages

Re-engining programs

Product support / technical services

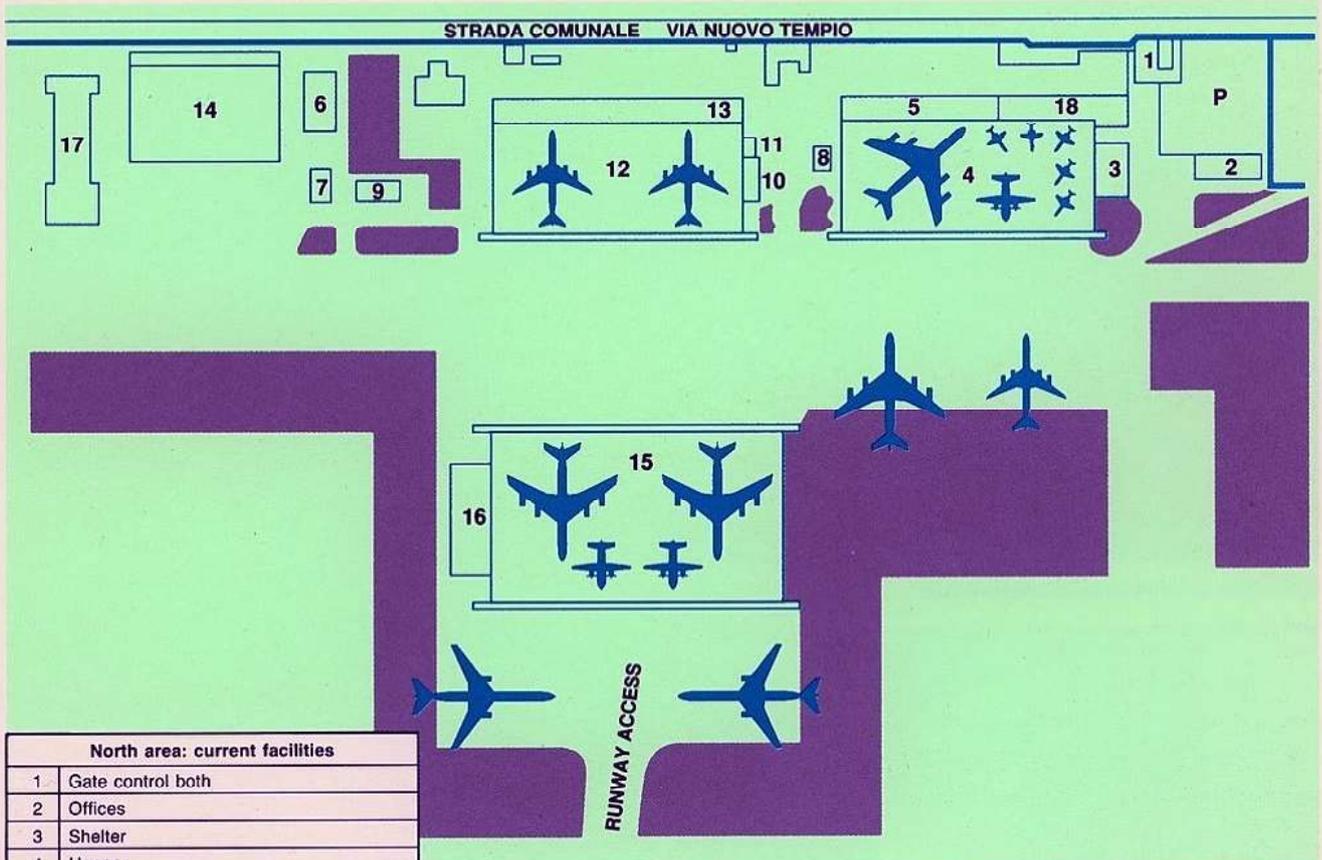
Facilities and capability



▲ Venice Layout

Aeronavali industrial capability has been recently (March '94) enforced with the acquisition of Capodichino-Naples plant from the mother company Alenia. Both plans provide over 600,000 sq.ft of hangars and workshop.

The company's head office and main plant, situated at Venice Int'l Airport, consist of 52,5 acres and over 385,000 sq.ft of hangars and workshops. The two facility employes highly skilled workforce of more than 1600 people which averages over 10 years experience working on aircraft, aircraft systems and support services.



▲ Capodichino (Naples) Layout

North area: current facilities	
1	Gate control both
2	Offices
3	Shelter
4	Hangar
5	Hangar
6	Fire-fighting vehicles
7	Offices
8	Maintenance office
9	Offices
10	Compressed air station
11	Power station
12	Hangar
13	Hangar
14	Scraps area
15	Hangar
16	Offices
17	Painting shop
18	Engine workshop

Hangar facilities			
Hangar	sq.ft.	Doors	Entrance
4	64,022	38' x 334'	1
12	64,022	38' x 334'	1
15	91,460	67' x 402'	2

Facilities also includes two new high bay hangars (one in Venice and one in Naples) that can accomodate up to 4 “wide-body” aircraft simultaneously.

The two facilities are involved in the modification, maintenance and overhaul of commercial and military aircraft. In order to support these activities a fabrication shop and an array of laboratories such as electric, avionic, hydraulic and pneumatic facilities are in place. Moreover, a painting shop for large aircraft and a painting shop for detailed parts are also available.

Aircraft maintenance and overhaul



▲ Breguet Atlantic modification line

Aeronavali has extensive experience over the entire spectrum of airframe maintenance and overhaul.

Aeronavali provides services on narrow and wide body aircraft which include light and heavy checks, corrosion treatment and control, cabin configuration conversions and refurbishing, fuel tank resealing and complete aircraft stripping and repainting.

Wing box replacement, S.B.'s embodiment, line and heavy maintenance up to 8 years are performed on ATR Commuter aircraft (42-72), belonging to several European and Middle East operators.

A permanent team is available on short notice for outside services on ATR family aircraft (AOG, repairs, etc.).

All heavy maintenance on the Italian Air Force's Breguet Atlantic maritime patrol and G222 tactical transport aircraft is performed by Aeronavali. At the present time, the entire fleet of Atlantic is undergoing also a



▲ Wide bodies servicing in Aeronavali Venice

modernization program aimed at updating its mission avionics.

As a NATO Source of Repair, Aeronavali has been tasked with the responsibility of carrying out the DLM (Depot Level Maintenance) of NATO's E-3A AWACS and B707 TCA (Trainer Cargo Aircraft).

The Company will also provide drop in the emergency maintenance support on an around-the-clock basis.

Aeronavali has also been designated by the major airplane manufacturing companies as an important center for maintenance and modification of aging airplanes.



▲ E-3A Awacs maintenance



▲ ATR 42 repair station

In order to assure total aircraft support, Aeronavali offers a variety of ancillary services.

Facilities are available for the inspection, disassembly and rebuild of powerplants and propellers.

Field teams can be organized for special assignments such as the salvage

and recovery of crash damaged aircraft. Aeronavali field teams have been performing on site and ship-board emergency repairs to the aircraft and helicopters assigned to the U.S. Navy since 1977.

Aeronavali is then involved in CLS "Turn-key" contracts for providing

fleet support to several customers (i.e. the Italian Air Force 707 Tanker and G222 fleets).

For this purpose, Aeronavali specialists have been deployed at the operating bases where line and special maintenance tasks are performed together with spare parts management.

Engineering - Quality - Certification



Aeronavali's Quality Assurance program conforms to the manufacturer specifications and to the standards of the airworthiness authorities.

Stringent controls ensure the highest possible quality for the products and services being performed.

Non-destructive testing of the structures, of components and of engines is performed by using the most advanced techniques available on the market.

Aeronavali is an FAA certified repair station (n. C01Y067K 105 F) for the Venice plant and for the Capodichino plant (n. C012067K) and is also approved by the Italian Air Force and the RAI, the Italian airworthiness authority.



▲ Maintenance activities



▲ MD11/DC10 cargo door production line



▲ G222

Airframe modification and re-engining programs



▲ DC10 main cabin after modification

The technical resources of Aeronavali have been applied to accomplish work ranging from simple kit installation, embodiment of Service Bulletin and Airworthiness Directives to the total rebuilding of entire fuselage sections.

The DC8 and DC10 passenger to freighter program is a joint venture conducted with McDonnell Douglas, through a license agreement, where the aircraft is modified into an all freighter configuration, using the manufacturer's proprietary design. On behalf of MDC/Federal Express, Aeronavali has performed also an MD 11 cargo modification.

Aeronavali is the only conversion center for which McDonnell Douglas will provide post mod. certification to operate at increased gross weights. Another significant activity of Aeronavali is Avionics and mission system installation and upgrades for both civil and military aircraft, as well as extensive modifications for special mission applications. Cockpit standardization programs are being



▲ DC10's undergoing cargo conversion

conducted on DC8 and B727 airplanes, together with ESM installation on the ATL 1 fleet of the Italian Air Force.

A major modification program, converting Boeing 707 into "tanker/combi" version, is conducted at the Capodichino facility. After a through inspection of the airplane, major structural and avionics work is performed. The final product will be a "tanker" with the capability of refuelling 3 airplanes simultaneously.

One of the most significant activities at Aeronavali and for the aircraft

industry is the re-engining of aircraft, enhancing their operational usefulness and residual value, while meeting new noise restrictions (FAR 36, ICAO etc.) and offering better fuel efficiency.

Today Aeronavali after pursuing the research and development phase using the BAC 1-11 and the B727 aircraft at the sister company DHC, has gained the required experience to complete the re-engining program on any aircraft.

At the present 727-100 aircraft, owned by UPS, are being re-engining with



▲ Boeing 727-100 re-engineing



▲ Boeing 707 Tanker/combi for the Italian Air Force

R.R. Tay 650 power plants at Aeronavali Capodichino facility. Aeronavali manufacturing department is unique in its ability to respond to a broad spectrum of requirements. Originally developed to produce parts and assemblies for use in company projects, the large manufacturing department's reputation for quality and on-time performance has led to additional work from airframe manufacturers and modification centers.

Historical background



▲ Venice plant

Aeronavali has been providing general, commercial and military aviation customers with a broad range of aircraft support services for more than 40 years.

The story of Aeronavali begins in 1947 with the establishment of the company. The first years were hard.

The work performed in Venice consisted mainly in the salvage of old airplanes left over by the war. In the next few years numerous programs were conducted, among them the overhaul of the DC3 and the modification of the C46 and C47 airplanes. Subsequently the overhaul of the T-6 trainers and the maintenance of the Fokkers F-27, the "Caravelle", the DC6 and the DC9, Lockheed L-100, Lockheed C-130 and the U.S. Navy A-3 were performed at Aeronavali.



▲ Capodichino plant in 1935

The Capodichino facility's history goes back to the year 1935 with the construction of the biplane RO37.

During WWII and after, numerous types of airplanes were built and maintained at Capodichino's facilities.

One example of this activity was the reconditioning and maintenance of the P38 after WWII. In more recent history, the Capodichino facilities were involved in the maintenance of the Fokker F27 and the Sud Aviation "Caravelle" belonging to the Italian flag carriers. All this activity shows the level of experience acquired through the years at the Capodichino facilities, which was acquired by Aeronavali in 1994.

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