



The challenges

- Provide access to all exterior areas of commercial airliners for unscheduled maintenance work
- The access equipment needs to be easily driven long distances on the airport to meet parked aircraft
- Fail safe systems to ensure the platform can never make contact with an aircraft
- Improve productivity for unplanned maintenance and reduce the ground time and delays caused by these events

Locators' proposal

- Use a Manitou MRT2540 mobile 360 degree rotary telehandler with a lift height of 25 metres
- Fit the machine with a two man work platform that also enable operators to work on areas below the platform
- Equip the platform with a laser controlled safety system to ensure the platform cannot make contact with aircraft
- Contract hire the equipment with maintenance cover to spread costs and reduce the risk of unplanned spend

The benefits

- **24/7/365 days a year** access to all exterior areas of an aircraft
- **No costly** hangar space required for most unplanned maintenance tasks
- **Reduction** in time taken for unplanned maintenance and reduced delays and ground time
- **Excellent** return on investment and protection from unbudgeted spend



Carrying more than 6.7 million customers to around 60 destinations around the world from more than 20 airports throughout the UK, **Thomas Cook Airlines UK** is one of Britain's major leisure carriers.

CASE STUDY

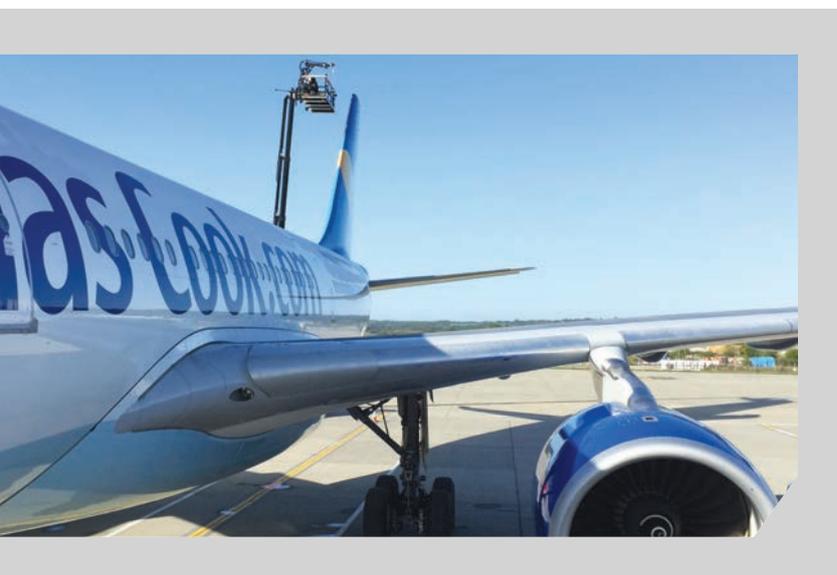
THOMAS COOK AIRLINES

Operating at this many airports creates its own challenges for aircraft maintenance as hangar facilities may not be available for unplanned maintenance work. To avoid disruption to their customers and costly delays, Thomas Cook Airlines UK's Group Maintenance Organisation (GMO), which services all four airlines in the Thomas Cook Group, was searching for an innovative way to provide full access to the exterior of their aircraft outside of hangars. This would enable simple tasks such as changing an aircraft wing light or inspecting the tail leading edge to be undertaken while the aircraft is parked on the apron.



Barry Coombe, Aircraft Engineer for the Thomas Cook Airlines Group Maintenance Organisation, commented, *"We do not have our own hangar facilities at Gatwick airport and we initially looked at the feasibility of using a traditional access platform. We quickly discounted them as they are too slow to move around the airport to where an aircraft may be located. Locators suggested we used a rotary telehandler which gave us the operating flexibility we required."*

Locators proposed a Manitou MRT2540 360 degree rotary telehandler equipped with a two man working platform. The platform will lift to a height of 25 metres and importantly is equipped with laser sensors and an automatic cut out to ensure the basket cannot make contact with any part of the aircraft.



Barry added, *"The Manitou telehandler allows us to safely and quickly complete many routine tasks that may have caused an aircraft to be grounded while we waited for a hangar to become available. We are now much more self-sufficient and the truck has already shown it will provide an excellent return on the investment we have made."*