SOMETHING ABOUT US...

> WHAT WE DO:
We are low-cost European point-to-point short-haul airline.

> WHERE WE DO IT:
Intra-European short-haul network.

> OUR AMBITION:
Is to be Europe’s preferred short-haul airline, delivering market leading returns.

> OUR CAUSE:
Is to make travel easy and affordable.

<table>
<thead>
<tr>
<th>225 aircraft</th>
<th>60.8m passengers</th>
<th>633 routes</th>
<th>22 bases</th>
</tr>
</thead>
</table>

Airports to which easyJet fly
SOMETHING ABOUT US...

> WE ARE GROWING!

Number of passengers (million)
- 2009: 46.2
- 2010: 48.9
- 2011: 54.5
- 2012: 58.5
- 2013: 60.8

Profit before tax (£ million)
- 2009: 55
- 2010: 154
- 2011: 248
- 2012: 317
- 2013: 478

Capacity growth per country (%)
- UK: 55.3
- France: 13.6
- Switzerland: 12.5
- Italy: 11.8
- Spain: 5.4

> OUR VALUES

SAFETY  SIMPLICITY  ONE TEAM  INTEGRITY  PASSION  PIONEERING

SAFETY UNDERPINS EVERYTHING WE DO
ENGINEERING & MAINTENANCE
OVERVIEW

> Support 225 Airbus A320 family aircraft at present.
   - Single type operator
   - Set to receive A320 NEO aircraft with CFM LEAP engines from 2017

> Employ 240 staff.
   - 55% Part M and Part 21
   - 45% Part 145

> Maintenance spend of £212 million in FY13-14 (£3.11 per seat flown).
Ensure the easyJet fleet is maintained safely and efficiently, to a high standard whilst ensuring regulatory compliance.

Provide smart solutions to maintain high levels of aircraft reliability and availability.

Ensure that aircraft are available in a timely fashion to meet operational requirements by adopting smart maintenance philosophies.

How do we achieve the above?

By providing leading edge, innovative solutions that reduce costs and improve the passenger experience based on a continuous improvement concept.
INNOVATION
On Winning Enterprises....

“It is not the kind of competition which counts but the competition from the new commodity, the new technology, the new source of supply, the new type of organization....

....competition which commands a decisive cost or quality advantage and which strikes not at the margins of the profits and the outputs of the existing firms but at their foundations and their very lives.”
ADAPT OR DIE
TECHNOLOGY IS EVOLVING...

TELEVISION

RADIO

PHONE

INTERNET

Adapt or Die
Technology is evolving...

Accelerating Growth In Technology
(condensed)
OUR JOURNEY SO FAR

Jan’10
easyJet brings Part M organisation in-house.

Jul’10
Start of the development of AVOID.

Feb’10
Introduction of AMOS as maintenance system.

Mar’11
Introduction of STREAM for digital documentation management.

Sep’12
Start of Engine Wash campaign.

Feb’12
Creation of digital D&B within AMOS.

Nov’13
Delivery of first aircraft with Sharklets.

Sep’13
Initial development of Drone Inspections.

Feb’14
Development of 3D D&B, Flight Watch & Real Time Transmission

May’14
Entry into service of BladeFix as software for quick fan blade replacement.

Apr’14
Installation of toughpads across all EZY fleet.
VOLCANIC ASH DETECTOR

AVOID

NICARNICA AVIATION  AIRBUS easyJet

Europe by easyJet
> Fleet size of 225 aircraft and growing.
> Around 1,400 flights per day.
> Approximately 200,000 Tech Log Pages per year.
> 80,000 equalised Work Packages per year.
> 34,000 component changes per year

**STREAM**

**PAPERLESS OFFICE**

- 2011: Introduction of Stream
- 2013: Real time re-delivery Records management
- Summer 2014: AMOS/Stream integration
PAPERLESS AIRCRAFT
TOUGHPADS & E-PAPER

europe by easyJet
DENT AND BUCKLE
AUGMENTED REALITY
FRONT LINE SUPPORT
REAL-TIME VIDEO TRANSMISSION
REMOTE INSPECTIONS
DRONES
REAL-TIME MONITORING
AIRCRAFT SYSTEMS
RAPID SOFTWARE CHANGE

FAN BLADES MANAGEMENT
REVERSE ENGINEERING
3D SCANNING & 3D PRINTING
THE FUTURE OF FLEET TECHNICAL MANAGEMENT

Outfitting A Modern Operations Center

http://www.avispl.com/outfitting-a-modern-operations-center/


http://processengineering.theengineer.co.uk/centralised-control-room-operations/

http://www.easyjet.com/europe-by-easyjet/modern-operations-center/
HOW CAN ALL THIS HELP TO REDUCE MAINTENANCE COSTS?
HOW CAN ALL THIS HELP US?
REDUCING MAINTENANCE COSTS

> Lower TAT
> Highly efficient use of manpower resources
> Lower inventory
> Quicker AOG recovery through more accurate troubleshooting
> Increased aircraft reliability and availability
> Proactive versus reactive maintenance
> Systems automation allows for fleet growth whilst maintaining current resource levels
> By creating an Engineering centre of excellence through developing, building and retaining intelligence in-house
AVIATION IS PROOF THAT
-GIVEN THE WILL-
WE CAN DO THE IMPOSSIBLE.

-Eddie Rickenbacker
THANKS