



19 April, 2007

Mr Scott Knight,
Managing Director
AMS Systems Engineering Ltd
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Dear Scott,

On the 12th March the Emirates Recovery Team was deployed when Dubai International Airport was closed due to an aircraft incident. An A310 aircraft contacted a foreign object on the runway at high speed on take off roll causing the nose gear to fold back into the fuselage. The aircraft came to rest close to the end of the runway resting on the two main gears and the forward fuselage. Both engines were in contact with the ground and all four right hand main gear tyres had blown.

We keep our recovery kit in a rapid response configuration for deployment by road or air and there was no time lost in getting our equipment to the site. This was achieved prior to the aircraft being released by the investigating authority. Due to the urgency to get Dubai airport re-opened I am sure you can imagine the pressure that was applied to us and the quickest solution would have been to use a crane and sling. Unfortunately the weight of the aircraft and load on the lifting frame was by my calculations 2 tons over load limit with the fuel and freight in the forward cargo on-board. Therefore to save the time required to defuel and off load the forward cargo which incidentally now contained the nose gear, it meant that we had to opt for an airbag and jack configuration to raise the aircraft.

In the words of the Airbus structural engineers who conducted the survey post the event, the recovery was described as text book. My reason for informing you of this is simply to let you know that the equipment that you supplied work well without any problems. The pneumatic lifting bags and compressor performance was good as was the low profile recovery jack used to follow up and take over from the airbags.

As you know we have used our kit several times now and this had to have been the most trouble free event to date. However the one piece of our kit that excelled again was that of our turn-table. This was used by us for the second time and on this occasion took a load of 18tons. Even though this was actually a lot less than the first time we used it, it was 10tons over its rating and showed no signs of distress whilst under load nor post

The International Airline of the United Arab Emirates

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هاتف: ٢٢٤٥٦٧٨ / ٢٠٨٥٢٦١
تلكس: ٤٩٢٦٢ / ٢٠٨٥٢٦٩ / ٢٢٤٤١٤٤
فاكس: (٩٧١٤) ٢٠٨٥٢٦٩ / ٢٢٤٤١٤٤
ص.ب. ٦٨٦، دبي، الإمارات العربية المتحدة



recovery inspection. It is a credit to you and Mark and we would have been seriously hampered without it.

Finally we are now in receipt of our new A380 capable lifting sling. It is now assembled in our Recovery Workshop and it is a very impressive piece of equipment. I have great comfort in having a lifting sling capable of a fuselage lift on any in-service aircraft as well as the soon to be in-service A380. The quality and build standards look good and I have confidence that it is more than capable of achieving a safe, secondary damage free lift. As the first of its type I would like to thank you for taking the initiative to design and manufacture it.

Regards,

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