



# Completion and refurbishment centers

*Business is brisk so if you know you'll need to have work done, don't wait to book a slot.*

IT HAS BEEN A LONG RECESSION BUT INDEPENDENT completion and refurbishment centers are starting a slow return to profitability. Some semblance of a backlog suggests that the recovery, if not rapid, will at least continue.

It hasn't hurt that the first Global Express XRS business jets from Bombardier are due for required major inspections starting in April 2013. Those completion and refurbishment centers that are also certified for maintenance, repair and overhaul (MRO) work expect to be doing a lot of refurbishment at the same time. They're already booking slots.

Centers certified to do MRO on the Boeing Business Jet and Airbus Corporate Jet (ACJ319 and ACJ320) are already working on a backlog. Both aircraft began entering service in the late 1990s and are starting to come in for D-checks, which are required every 12 years. And again, most of the owners are taking advantage of the downtime to include a cabin refurbishment.

Activity at centers working on executive variants of airliners is also picking up speed as Boeing begins deliveries of its latest offerings—the 747-8 and 787. Boeing flew the first 747-8 to a completion center earlier this year and expects to serve up seven more by the end of 2012. The company plans to deliver the first two of 12 orders for the 787 variant in 2013.

The bottom line this year is the same as it was last year: don't wait to book a completion or refurbishment slot. Openings are limited and are already being hotly contested. So start planning now, by perusing the following list.

—Kirby J. Harrison

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 juanp@aerocomfort.com

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 joerg.bier@aero-dienst.de

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 (903) 643-0898  
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 Moscow  
 +49 5 556 5967  
 www.aerostyl.ru  
 info@aerostyl.ru

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 +33 5 6719 8854  
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 acjc.sales@airbus.com

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 (501) 279-2842  
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 aviation\_int\_svcs@yahoo.com

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 Tilburg, Netherlands  
 +31 138 200 030  
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 info@aircraft-interiorservices.nl

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lori@aojets.com

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www.altitude.ai.com  
info@altitude.ai.com

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jjcruz@artmaintenance.com

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(336) 235-6143  
www.atlantic-aero.com  
mjarrell@atlantic-aero.com

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Quebec  
(514) 633-7000  
www.aviationetcetera.com  
information@aviationetcetera.com

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(636) 532-2674  
www.avmats.com  
rpvollmar@avmats.com

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(403) 735-3299  
www.avmax.ca  
info@avmax.ca

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(757) 787-7668  
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contact@baysys.aero

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enquiries@bellbespokeinteriors.co.uk



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www.buchananaviation.com  
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www.zodiacaerospace.com  
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(501) 372-5254  
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+33 1 4934 2026  
www.dassault-falcon.com/dfs/  
Thierry.salaun@dassault-falcon.com

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www.deltainterior.com  
info@deltainterior.com

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(402) 465-2611  
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+33 562 130 870  
www.ead-aerospace.com  
pierre.mauger@ead-aerospace.com

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(803) 822-5555  
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knelson@eagle-aviation.com

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www.eagle-creek.com  
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tony.rawlinson@innotech-exeaire.com

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+33 5 62 07 7171  
www.jcbareo.com  
info@jcbareo.com

**Jet Aviation Management**

*Completion and refurbishment centers*

*Basel, Switzerland*  
+41 48 148 4111  
jbsl@jetaviation.ch

*Dusseldorf, Germany*  
+49 211 454 970  
j Dus@jetaviation.de

*Geneva*  
+41 58 158 1111  
jgva@jetaviation.ch

*London Biggin Hill Airport, UK*  
+44 1959 579 600  
jbqh@jetaviation.co.uk

*Singapore*  
+65 6481 5311  
jsin@jetaviation.com.sg

*Zurich, Switzerland*  
+44 58 158 8111  
jzrh@jetaviation.ch

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(580) 389-5505  
www.kingaerospace.com

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Moscow  
+7 495 737 9365  
www.kvand.com  
kvand@kvand.com

**Kvand Aircraft Interiors**  
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 +49 911 9356 559  
 www.metrica-aviation.de

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 (318) 222-5529  
 www.metroaviation.com  
 info@metroaviation.com

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 West Manchester, United Kingdom  
 +44 158 279 8402  
 www.oceansky.com  
 engineers@oceansky.com



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 Schoenfeld, Germany  
 +49 30 88 75 4370  
 www.ohs-aviationservices.de  
 sales@ohs-aviationservices.de

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 (207) 539-4779  
 www.oxfordaviation.com  
 office@oxfordaviation.com

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 (604) 273-4649  
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 info@penta-aviation.com

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 www.privatesky.net  
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 Pompano Beach, Fla.  
 (954) 786-0908  
 www.proaircraftinteriors.com  
 sales@proaircraftinteriors.com

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 San Angelo, Texas  
 (800) 326-5758  
 www.rangeraviation.com  
 johnfields@rangeraviation.com

**RAS**  
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 Kent, United Kingdom  
 +44 1959 576 747  
 www.rascompletions.com  
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 www.robinsonaircraft.com  
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 dhubbard@rsgaviation.com

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 +31 1 5654 4230  
 www.sabenatechnics.com  
 infotechnics@sabenatechnics.com

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 (314) 862-6880  
 www.sabreliner.com  
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 (386) 673-9862  
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 saltaire@bellsouth.net

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 (407) 323-7288  
 www.sentinelaviation.com  
 info@sentinelaviation.com

**Sky Harbour Aircraft**  
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 (519) 524-2165  
 www.skyharbour.com  
 MelissaColeman@skyharbor.com

**Southstar Aircraft Interiors**  
*Refurbishment*  
 Uvalde, Texas  
 (830) 278-4108  
 www.southstarinteriors.com  
 dradicke@southstarinteriors.com

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*Independent completion and refurbishment*  
 Zurich, Switzerland  
 +41 43 812 6791  
 www.srtechnics.com  
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 (800) 731-7371  
 www.standardaero.com  
 mike.menard@standardaero.com

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 +86 592 573 7622  
 h\_huang@taeco.com

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 jdunn@1124.com

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 servicesales@westair.com

**West Star Aviation**  
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 Grand Junction, Colo., (800) 255-4193  
 www.weststaraviation.com  
 rrneaud@wsa.aero

**Yingling Aviation**  
*Refurbishment*  
 Wichita, Kan.  
 (316) 943-3246  
 www.yinglingaviation.com  
 ajackson@yinglingaviation.com