



ABOUT US

Turbine Engine Maintenance Repair and Overhaul (TEMRO) is a South Africa-based aerospace company in the Airforce Turbine Service (ATS) Group that brings a higher level of service and support to PT6A engine operators across the region. Our PT6A capabilities range from line maintenance to full engine overhaul. We are an expert, professional and globally connected repair station by design.

SERVICES

MRO: TEMRO provides full PT6A service support from our Lanseria based fly in hangar and repair facility. We provide a one stop service that specializes in quick turn Hot Section inspections and repairs. Local capabilities include fuel nozzle testing, line maintenance, hot section inspections, heavy rework including CT disc re-blade, lathe grinding and balancing. ATS provides TEMRO support on major repairs and overhauls with SACAA, FAA & EASA approvals. We are committed to supporting the regional PT6 industry by offering support to operators and engineers on the tarmac and in the field. Our local staff has a considerable level of experience in troubleshooting all types of engine problems, and we are always available to assist you as a knowledgeable resource.

Parts: Our PT6 parts inventory consists of OEM new, overhauled, serviceable and PMA alternatives. As an independent facility, we have the flexibility to present you more cost-effective options and solutions. Our comprehensive parts sourcing network allows us to competitively quote your procurement needs. We are also a competitive buyer of parts, serviceable and core engines.

Engine Sales: TEMRO is an active leader in the purchase, sale and exchange of PT6A engines worldwide. We maintain one of the largest replacement engine inventories in the industry and have the capability to quickly and fairly evaluate your core or mid-time PT6 engine for exchange credit or outright purchase.



**INDEPENDENT.
RESOURCEFUL.
AFRICAN.**

temro.aero

INDEPENDENT BY DESIGN.

REGIONALLY OWNED, OPERATED AND FOCUSED.



Experienced:

- Qualified and experienced technical support (including former PWC and DOF personnel)
- Dedicated HSI & Borescope team with over 50 years of experience in the African market

Responsive:

- Specialized on wing Hot Section service and responsive field support teams
- Onsite turnkey fuel nozzle service and exchange nozzle set availability
- Direct access to Lanseria airport for fly in service including onsite hangar capacity
- Access to ATS engine rental fleet (loan and term lease engines)
- Ability to house critical standby parts to support regional African operators

Qualified:

- SACAA certificated for PT6A line and heavy maintenance, hot section inspections and repairs Overhaul and Major Repair partner is also SACAA, FAA and EASA approved

Innovative:

- Customized Africa specific maintenance recommendations to help limit HSI & OVH expense
- Design built engine flexibility (LLP customization)
- Customized engine and preventative maintenance training
- PT6A part support (including PWC new, overhauled, serviceable and PMA alternatives)

Principled:

- A reliable warranty policy, lacking small print and unreasonable exclusions
- Quality guaranteed workmanship that's cost sensitive and fairly priced
- Solution driven, not invoice driven

CASE STUDIES

WE ARE A SOLUTION DRIVEN COMPANY

NATIONAL AIRWAYS CORPORATION (NAC) (SOUTH AFRICA)

Country / Region:
Africa & Middle East



Customer Profile:
Customer Since 2018



Key Market Served:
Charter and Contract

Challenge:

NAC was grappling with high ITT problems in combination with accelerated hot section deterioration, particularly on their fleet of PT6A-67D engines. TEMRO was asked to perform a fleet fuel nozzle review/investigation to address these performance issues, and recommend an alternative fuel nozzle maintenance program for them going forward.

Solution:

TEMRO provided an advanced maintenance service that restored NAC's fuel nozzle sets to near OHC condition. Through quick turn times, supplied exchange sets and cost-effective pricing on replacement parts and labour, we were able to deliver a better, faster, and more economical solution to NAC. We also provided them with customised fuel nozzle maintenance schedule recommendations designed to minimise the effects of dust laden environments and fuel quality issues that hamper nozzle reliability and performance.

Results:

With TEMRO, NAC now enjoys a fast, reliable, and economical fuel nozzle maintenance service that has led to lower operational ITTs and an increase in hot section durability. Better, Faster, Less Expensive. Win-Win-Win.

COASTAL TRAVELS (TANZANIA)

Country / Region:
Africa



Customer Profile:
Customer Since 2018



Key Market Served:
Tourism

Challenge:

Coastal Travels operates a large fleet of PT6A powered Cessna Caravans on extended TBO. They were told that if they wanted to maintain their TBO extension, they would be required to use the OEM or a DOF for their engine MRO work. A classic case of "gotcha". Their engine overhaul costs continued to rise, coupled with service and support moving in the opposite direction. When we first visited with Coastal, they were facing five engine overhauls coming due within six months, and the hostage situation they found themselves in was about to get painful.

Solution:

ATS worked directly with the local Civil Aviation Authority and demonstrated our ability to meet or exceed the quality standards of the OEM/DOF. The CAA agreed that ATS could support the Coastal fleet without jeopardizing their TBO extension. Also, we worked with Coastal to provide them with payment terms, a loaner engine and on-sight technical support and training.

Results:

Coastal realized a raw cost savings of approximately \$500,000 USD by using ATS, and the loaner engine we provided them limited their operational downtime during the overhaul of their engines. Their technicians received on-sight, hands-on trainings over the course of the year (more than they had ever been provided in the past), which raised the skills and confidence of their line mechanics while improving communication between their pilots and technicians.

KING AIR SERVICES (SOUTH AFRICA)

Country / Region:
Africa & Middle East



Customer Profile:
Customer Since 2018



Key Market Served:
NGO Relief Work

Challenge:

King Air Services performs an important service in a challenging environment. The OEM/DOF providers they utilized in the past were not equipped with the balance of experience (or willingness) to effectively provide on-wing field service support in many of the remote regions in which they operate. Given the critical nature of their mission, AOG and downtime for them not only increased their cost of operations, but could literally be considered a killer.

Solution:

TEMRO was effectively able to provide them with responsive and complete field support, in regions where many other MRO providers were unwilling to work. This included equipping an experienced field team with the necessary parts and tooling to complete the job the first time vs. costly / numerous trips.

Results:

King Air Services now has an MRO field support relationship that supports their unique mission, while benefitting from cost effective repairs and inspections that minimize A/C downtime and limit costly component replacements.

THUNDER AIRLINES (CANADA)

Country / Region:
Ontario



Customer Profile:
Customer Since 2013



Key Market Served:
Commercial / Corporate

Challenge:

Thunder Airlines was stuck in a bad cycle of facing the "rising cost of diminishing service". Their MRO provider was aggressively raising prices, and every repair estimate they received seemed to always be followed by a considerably higher final invoice. To complicate matters, Thunder Airlines is a seasonal peak operator making it difficult for them to absorb maintenance events and downtime in the absence of operational revenue.

Solution:

ATS eliminated their operational downtime by providing them with loaner engines, and was able to negotiate a fleet discount pricing arrangement and structured payment terms to accommodate for their seasonality.

Results:

ATS provided Thunder Airlines with a more flexible solution. As a result, Thunder Airlines saw an elimination of downtime and was able to schedule MRO activity outside of its peak season without working capital challenges or fear of the notorious "bait and switch".

PHYSICAL | SHIPPING ADDRESS

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