

MAINTENANCE AND REPAIRS

General

As part of its commitment to safety, Ryanair endeavors to hire qualified maintenance personnel, provide proper training to such personnel and maintain its aircraft in accordance with European industry standards. While Ryanair seeks to maintain its fleet in a cost-effective manner, management does not seek to extend Ryanair's low cost operating strategy to the area of maintenance, training or quality control.

Ryanair's quality assurance department deals with the overall supervision of all maintenance activities in accordance with Part 145/JAR 145, the European regulatory standard for aircraft maintenance and standards established by the European Aviation Safety Agency (EASA). EASA came into being on September 28, 2003, through the adoption of Regulation (EC) NO 1592/2002 of the European parliament, and its standards superseded the previous Joint Aviation Authority (JAA) requirements (JARs were developed and adopted by the JAA, an associated body of the European Civil Aviation Conference, formed to enhance co-operation between the national civil aviation authorities of participating European countries, including Ireland).

Ryanair is itself an EASA Part 145/JAR 145-approved maintenance contractor and provides its own routine aircraft maintenance and repair services on its aircraft other than scheduled heavy maintenance. Ryanair also performs certain checks on its aircraft, including pre-flight, daily and transit checks at some of its bases, as well as A and B checks at its Dublin facility. Maintenance and repair services that may become necessary while an aircraft is located at one of the other airports served by Ryanair are provided by other Part 145/JAR 145 approved contract maintenance providers. Aircraft return each evening to Ryanair's bases, where they are examined each night by Ryanair's approved engineers (or, in the case of Brussels (Charleroi), London (Luton), Stockholm (Skavsta), Rome (Ciampino) and Frankfurt (Hahn), by local Part 145/JAR 145 approved companies).

In August 2002, Ryanair announced that it would be expanding its in-house maintenance capability to include light C checks by building a new two-bay hangar facility at its base at Glasgow (Prestwick) in Scotland. The facility started operations in December 2003 and is initially set up to carry out A checks on Ryanair's fleet of 737-800 aircraft. The facility is capable of performing two light C-checks per week, enabling Ryanair to perform these checks in-house. All heavy maintenance C checks will continue to be outsourced to third parties. The new facility is expected to cost up to U.K.£10 million and to employ up to approximately 180 people when it becomes fully operational sometime in 2006.