



TechniLink

New widebody hangar

Expanding our horizon



Richard Haas, Vice President –
Marketing & Sales, Lufthansa Technik
Philippines

Dear readers,

AS WE were nearing the end of 2007, LTP experienced several new beginnings that promise exciting possibilities for the coming year.



This October, our company inaugurated its additional widebody hangar signifying the Lufthansa Technik Group's expansion of its aircraft maintenance capacity in Asia (page 3).

We are delighted to share that the first two C-checks that LTP carried out on the A340-600 aircraft of Virgin Atlantic Airways received positive feedback (page 4).

For the first time LTP is performing a heavy maintenance check on an Airbus A340-600 aircraft of Lufthansa German Airlines. Simultaneous with this check is the first ever performance of a frame 47 modification outside of an Airbus facility (page 5).

LTP's cabin window repair shop is now open for business. This signals the full transfer of this capability from Lufthansa Technik AG in Hamburg to LTP's Manila base (page 5).

Our company believes that the future lies in the hands of the children. To give Filipino children a fresh start in life, LTP launched its Corporate Social Responsibility Program (page 7).

Judging by the developments during this quarter, we are looking forward to what 2008 have in store for us.

We extend our best wishes for the coming year to all of you.

Sincerely,

Richard Haas
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Lufthansa Technik Philippines

FOUNDED IN the year 2000 as a joint venture of Lufthansa Technik AG and Philippine aviation service provider MacroAsia, Lufthansa Technik Philippines offers a wide range of aircraft maintenance, repair and overhaul (MRO) services to customers worldwide.

The company focuses on base maintenance checks for the A320, A330/A340 types of aircraft. Four hangar bays and workshops have been upgraded to the latest industry standards to support aircraft maintenance, major modifications, cabin reconfigurations, engine maintenance and painting for the A320, A330/A340, B747-400 and B737 aircraft.

LTP provides total technical and engineering support for the Philippine Airlines (PAL) fleet. It is also rendering line maintenance to more than 20 domestic and international carriers.

Through a partnership with Lufthansa Technical Training Philippines (LTP), LTP mechanics are certified through EASA Part 66-compliant courses.

LTP holds repair station certificates from the FAA, EASA, ATO and other airworthiness authorities.

Our customers:

- Aircalin
- Air Macau
- Air Mauritius
- Air Niugini
- Air Philippines
- Air Tahiti Nui
- Asiana Airlines
- Austrian Airlines
- bmi
- Cathay Pacific
- China Airlines
- Eva Air
- Gulf Air
- Japan Airlines
- Jet Airways
- Jetstar Asia
- Korean Air
- Lufthansa German Airlines
- Malaysia Airlines
- MyTravel Airways
- Pacific East Asia Cargo Airlines
- Philippine Airlines
- Qantas Airways
- Qatar Airways
- Royal Brunei Airlines
- Starflyer
- Thomas Cook Airlines UK
- Virgin Atlantic Airways





LTP opens new hangar

Reiterates its commitment to the Philippines

Lufthansa Technik Philippines, a joint venture of Germany's Lufthansa Technik AG and Philippine aviation company, MacroAsia Corporation, recently opened its new widebody hangar in its Manila facility.

Located east of the existing four-bay hangar, the one-bay hangar has an internal dimension that can fit one Boeing 747-400/800, B777-300, Airbus A340-600 or two single-aisle aircraft at one time. The internal clearances allow tail-in positioning of an aircraft for optimum use of the new hangar.

With the opening of the additional widebody hangar, Lufthansa Technik Group is further expanding its aircraft maintenance capacity in Asia. Already one of the most important MRO providers in Asia, LTP will now be well-equipped to provide full technical support to Philippine Airlines' growing fleet and at the same time meet increasing international demand for base maintenance checks of Airbus A330/A340 operators.

The special ceremony was attended by Lucio K. Tan Jr., LTP Board Member; Washington SyCip, LTP Chairman of the Board, and August Wilhelm Henningsen,

Chairman of the Executive Board of Lufthansa Technik (LHT).

The inauguration of the 8,500-square meter hangar was attended by PAL President and Chief Operating Officer Jaime J. Bautista and other officials of the country's flag carrier. Several representatives of LTP's line and base maintenance customers were present as well.

Representatives from the Philippine, German and Austrian governments, representatives from Airbus, Boeing and other OEM partners, and members of the local and international media were also present during the inauguration.

During the press briefing held after the opening ceremony, Henningsen said that the new hangar is a testament to Lufthansa Technik AG's strengthening partnership with MacroAsia Corporation and commitment to its key customer, Philippine Airlines.

"The success of the joint venture here in the Philippines justified a decision made a decade ago to locate our Asian subsidiary in Manila. In just seven years, LTP has developed into an important maintenance

LTP President and CEO Bernhard Krueger-Sprengel led the toast during the new hangar opening. In photo are (l-r) Joseph Chua, MacroAsia Corporation President; August Wilhelm Henningsen, Chairman of the Executive Board of Lufthansa Technik AG; Washington SyCip, LTP Chairman of the Board; Lucio K. Tan Jr., LTP Board Member; Dr. Andreas Heizner, LTP Board Member; and Jaime Bautista, Philippine Airlines President and COO.

facility for the Lufthansa Technik Group, specializing in the base maintenance of Airbus long-haul aircraft," said Henningsen.

Henningsen expressed his thanks for the professional and successful collaboration with MacroAsia Corporation and thanked LTP's most important customer, Philippine Airlines, for its trust and loyalty.

Since its foundation in September 2000, LTP has been providing total technical support to Philippine Airlines' fleet of Airbus and Boeing aircraft.

The new 8,500 square meter widebody hangar



LTP successfully completes first A340-600 C-checks for Virgin Atlantic Airways

Lufthansa Technik Philippines successfully performed a series of C-checks for Virgin Atlantic Airways involving three Airbus A340s.

LTP performed C-checks on Virgin Atlantic's A340-300 and subsequently on two A340-600s.

Mark Hadfield, Virgin Atlantic Airways Outsourced Maintenance Manager expressed his appreciation to the LTP and Virgin Atlantic Airways personnel who were involved in the first two A340-600 C-check performed in Manila. "It was a credit to all those involved that the aircraft were delivered on-time with no impact to the commercial program," Hadfield said.

The series of C-checks made Virgin Atlantic Airways the fourth British operator to contract LTP for base maintenance service. Aside from the three UK-based airlines: bmi, MyTravel Airways and Thomas Cook Airlines UK, the base maintenance



customer list of LTP includes: Air Calin, Air Mauritius, Air Tahiti Nui, Austrian Airlines, Cathay Pacific Airways, Gulf Air, Jet Airways, Lufthansa German Airlines, Philippine Airlines and Qantas Airways.

Virgin Atlantic Airways currently operates

Boeing 747 and Airbus A340 aircraft. The airline prides itself as the launch customer of the Airbus A340-600.

Virgin Atlantic Airways conducts long-haul services from Heathrow, Gatwick and Manchester.

LTP welcomes back Air Tahiti Nui

Lufthansa Technik Philippines recently welcomed back Air Tahiti Nui in its facility in Manila.

This time, the French Polynesian operator sent another Airbus A340 aircraft to LTP to undergo 4C/5Y check.

This is the second A340 that Air Tahiti Nui sent to LTP for base maintenance. LTP first

worked on the carrier's A340 during the first quarter of 2007.

"We are pleased to have Air Tahiti Nui back in our hangar for another base maintenance check. We would like to thank Air Tahiti for again entrusting their aircraft into our care," said **Richard Haas**, LTP Vice President for Marketing and Sales.

Air Tahiti Nui has a route network linking the South Pacific to Los Angeles, New York, Paris, Tokyo, Osaka, Sydney and Auckland. The company was founded in 1996 and commenced flight operations in 1998. The Government of French Polynesia is the major shareholder in the airline along with Tahitian private investors.



LTP carries out first 4C/6Y check on A340-600 aircraft

Check and frame 47 modification being done simultaneously

A Lufthansa German Airlines A340-600 recently rolled into the new Lufthansa Technik Philippines widebody hangar for 4C/6Y check.

This marks the first time that LTP will be performing heavy maintenance check on the Airbus A340-600 since receiving its EASA certification covering all maintenance work on the A340-600 aircraft.

Further highlighting the significance of this heavy maintenance check is the first ever performance of a frame 47 modification outside of an Airbus facility. An Airbus team is currently at LTP to carry out this modification. This mandatory modification has to be carried out by more than 100 A340-600 aircraft.

According to Andreas Gherman, Technical Operations Vice President of Lufthansa German Airlines, the performance of the modification while the heavy maintenance check is ongoing is surely a challenge for LTP because it has to integrate the



modification into the check while minimizing the aircraft's downtime.

Gherman credits LTP's planning team for meticulously planning the check and modification in such a way that the aircraft's downtime would not be

extended unnecessarily.

After this A340-600, several more aircraft of the same type from Lufthansa and other operators would be sent to LTP for heavy maintenance check and for frame 47 modification.

LTP now offers cabin window repair capability

Business moved from Hamburg to Manila

Lufthansa Technik Philippines recently inaugurated its cabin window repair shop, signaling the full transfer of this capability from Lufthansa Technik AG in Hamburg to LTP's Manila base.

"Taking the responsibility for the cabin window maintenance capability of the Lufthansa Technik Group is a big achievement. This is an indication of LHT's trust in us and the growing importance of LTP in the worldwide Lufthansa Technik network," said **Bernhard Krueger-Sprengel**, LTP President and CEO.

Prior to the transfer of this competence to LTP, LHT in Hamburg has been doing it for more than a decade. Given the many stresses that cabin windows are subjected to such as drastic temperature fluctuations, tensile stresses on the outside caused by cabin pressure, environmental stresses, scratches suffered while being cleaned, it is no wonder that they often have to be replaced as part of the maintenance or overhaul of the aircraft. The process of repairing or overhauling cabin windows was

developed by LHT to offer an alternative to buying expensive new windows.

The main objective of this new capability is to satisfy the repair demand of the LHT Group. It is also geared as a supplemental service during heavy maintenance events at LTP. The capability offers LTP customers the option to have repair or overhaul done on their aircraft's windows rather than replacement.

Initial overhaul work commenced on the windows of a Lufthansa German Airlines A340 aircraft which recently underwent a 4C/5Y check.

Located at the EOD Building, LTP's cabin window repair shop was completed in July. The company made a substantial investment to keep the window capability off the ground, center of which is the acquisition of an ultra precision diamond cutter, a fully programmable flycutting and movable milling machine.

Skills transfer from Hamburg played a crucial part in the successful launch of the capability. A dedicated team from Hamburg closely worked with their LTP

counterparts from the planning of the project, establishment of the shop, and the training of the mechanics.

During the opening of the shop, **Hans Burmeister**, Vice President for Engine and Component Overhaul, expressed his gratitude for the trust and support of LHT and the LTP Board. He also thanked the different LTP divisions which were involved in the project.



LTP future-ready for PAL's Boeing 777-300ERs

LAST JUNE 2007, Philippine Airlines, the country's flagship carrier, announced that it has ordered six Boeing 777-300ERs (extended range) aircraft to be delivered starting in 2009. This will further modernize its fleet and expand its direct service between the Philippines and the United States.

PAL will configure the Boeing 777-300ERs in a two class configuration making it possible to carry approximately 365 passengers. LTP is now closely collaborating with PAL on these important acquisitions. Prior to the delivery, work has already begun at LTP as it has started to train personnel to handle the world's largest twin-engine aircraft.

Last October, Lufthansa Technik Training Philippines (LTTP), a wholly owned subsidiary company of Lufthansa Technik AG, provided EASA approved B777 training to 18 LTP engineers and mechanics. The Boeing EASA 777 training ended this December and at least five (5) more batches of engineers will be trained. "LTP is sending personnel to Boeing 777-300ER operators to gain relevant technical experience in handling these aircraft before they enter service into PAL service," said **Anno Schneider**, VP for Aircraft



Artist's rendition of a B777-300ER in PAL livery

Maintenance. Aside from training the LTP staff, PAL has asked LTP to do technical evaluations of certain 777 components. In

the next several months, it will release more details for the preparation and eventual arrival of PAL's progressive fleet.

LTP initiates engine teardown project

TO FURTHER expand its portfolio of MRO services, Lufthansa Technik Philippines has initiated the engine teardown project to integrate this service capability into the Engine and Component Overhaul Division.

An engine teardown is the disassembly of used engines into parts that can either be used or sold off as component parts.

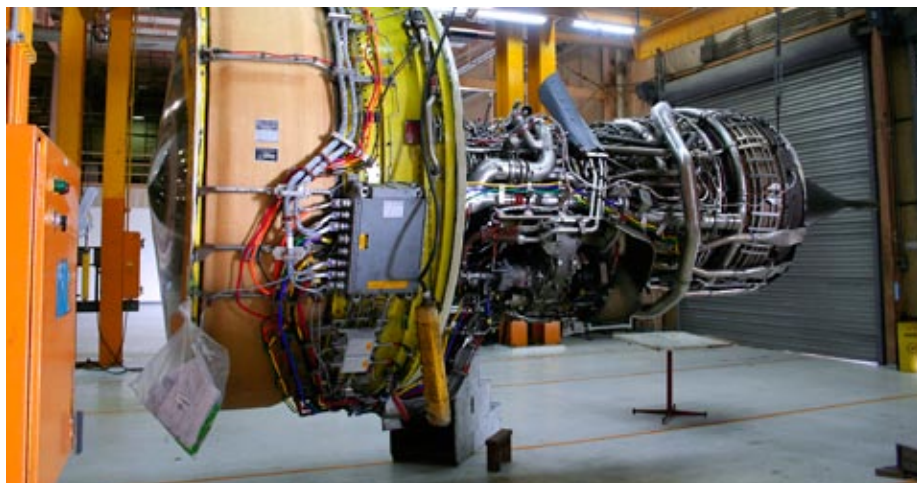
Hans Burmeister, LTP Vice President for Engine & Component Overhaul and head for the engine teardown project, said Lufthansa Technik will get the engines for teardown and airlift them to Manila. The current setup will see LTP disassembling the engine into unserviceable parts. LHT, in turn, will take these parts and make them serviceable, using them or selling it to parts dealers in the LHT network.

LTP has started training personnel for this project and sent staff to LHT for

disassembly training. "We already sent two engineers for PW4000 training and another pair is currently undergoing CF training in Hamburg. The idea is to have a core team knowledgeable on teardowns

and then they will train others on the job when LTP is doing the first engine disassembly," he said.

Burmeister said that the first engine might be airlifted to Manila early 2008.



LTP deepens commitment to educating the young

Launches Corporate Social Responsibility Program

Lufthansa Technik Philippines, through its Corporate Social Responsibility (CSR) program, is deeply committed in addressing the problem in public education with the help of LTP employees and outside institutions that share the company's concern on its improvement.

Launched in May 9, 2007 by **Bernhard Krueger-Sprengel**, LTP President and CEO, LTP's CSR projects aim to support and bring about quality education to provide Filipino children with a better future, considering that they are the next generation of public servants and leaders.

What makes the LTP CSR projects unique is the collaboration with LTP employees in identifying public schools that LTP can help build. Through this collaboration, LTP has repaired classroom buildings at the Buenavista Elementary School in Guimaras (island province south of Manila); and

donated armchairs and laboratory chairs and built rest rooms for the Juan R. Liwag Memorial School in Nueva Ecija (province located north of Manila).

Likewise, it has helped construct a library and donated books to the Nagas Elementary School in Tiwi, Albay and repaired classrooms for the Camalig Elementary School in Camalig, also in Albay (province 500 kilometers south of Manila).

LTP also works in partnership with external institutions that can help provide opportunities for better education. Synergeia, an organization of educators and experts who share the goal of improving education in the grassroots, is LTP's first beneficiary. The three-year project is to increase the reading proficiency of more than 3,000 Grade 1 school children in Pasay City (LTP is located in Pasay City).

Krueger-Sprengel said that the LTP

CSR program has much to improve on. "It will value opportunities for sharing experiences and learning from other institutions. In that way, LTP can live up to its goal of being a contributor to the public education system in the Philippines and give something back to our host country, the Philippines," he said.



New chairs for Juan R. Liwag Elementary School



Buenavista Elementary School after repairs were made



Camalig Elementary School while undergoing repair



New rest rooms for Juan R. Liwag Memorial School

Football Friendship Game with LHT Team



The LTP Football Team recently played against the Happy Engine Team from Lufthansa Technik Frankfurt in a friendly match.



A380 makes landing in Manila

PAL and LTP lend assistance

It was a perfect landing at the 3737m-long Runway 24 of Manila's Ninoy Aquino International Airport for the mammoth airliner.

The A380 (MSN009), powered by the new Engine Alliance GP7000 engines, had flown in on October 11, 2007 at 1445H from Melbourne on a series of test flights, to show that it could land at several airports without requiring adjustments to the existing runways.

For this important moment in Philippine aviation, Philippine Airlines and Lufthansa Technik Philippines (LTP) were called to provide assistance.

The A380 stayed in Manila overnight, regaling the guests and the media. The next day, the aircraft taxied along Runway 24 at around 1045H, and, with awestruck LTP employees cheering on the side, the aircraft took off without a hitch, flying onwards to Diosdado Macapagal International Airport in Clark, where it similarly received a grand welcome.

'Cleaner, greener, quieter and smarter' is how the A380 has been described, and this was attested to by the thousands of onlookers who witnessed its smooth landing. Its advanced features and engine designs result in fuel efficiency at less than three liters per 100 kilometers. The Airbus A380 is a double-deck four-engine airliner, and is designed for Maximum Take-Off Weight of 650 metric tones. The A380 has a design range of 15200 km (8200 nmi) and a cruising speed of Mach 0.85. It can accommodate as much as 853 passengers in a full-economy class configuration and 525 in standard three-class configuration.

The maiden flight of this mammoth airliner occurred on April 27, 2005 from Toulouse, France, and the first commercial flight took place on October 25, 2007, when Singapore Airlines flew the A380 from Singapore to Sydney. The Superjumbo is Airbus' response to the projected increase in air traffic within the next 15 years.

Lufthansa and Lufthansa Technik have already been involved in the development of the world's largest passenger aircraft even when the project was still known as the A3XX. A dozen or so Lufthansa Technik engineers have been working on the specification and development of the A380 as members of the various customer focus groups since 2001.

Preparations for the entry into service of

the A380 have also begun, for example, the definition of spare parts requirements and the procurement and setting up of the associated logistics. Some of these activities involve collaboration with partners over the provisioning of components. In June 2005, Lufthansa Technik and Air France Industries set up the joint venture "Spairliners".



The LTP team was fortunate to see the A380 up close.

Specification of all long lead-time items have been finalized. This service will be available to other airlines as well.

Lufthansa Technik will operate a special hangar in Frankfurt with up to four bays, in which line maintenance can be done.

Customization of the aircraft is running in parallel. The fundamentals of the cabin layout have been defined while Lufthansa Technik engineers are acting as advisers to the product management of Lufthansa Passage Airline.

LTP showcased in Philippine government investment initiatives

Lufthansa Technik Philippines was among the few companies selected by the Central Bank of the Philippines to be a part of an audio visual presentation which was shown during the Philippine Briefing and Infrastructure Forum held recently at the Makati Shangri-La Hotel.

The video, which was presented during the forum, will also be shown during road shows by the Central Bank's Investor Relations Office in Asia, Europe and the United States of America.

In the video, LTP President and CEO **Bernhard Krueger-Sprengel** talked about the viability of the Philippines as a location for global businesses. He stressed that the attitude and competence of the Filipino workers were keys to the success of Lufthansa Technik in the Philippines.

Also, included in the video are: Dell International Services Philippines, Inc., an

IT company that utilizes contact centers to sell products; Ford Philippines, the national sales and distribution arm of Ford in the country; Makati Shangri-La Hotel, part of a leading Asia-based hotel group; SunPower Corporation, a Silicon Valley-based manufacturer of high-efficiency solar cells, solar panels and solar systems.

LTP President and CEO Bernhard Krueger-Sprengel during the video shoot for the Central Bank of the Philippines audio visual presentation.



AirLiance Materials

The supply chain management partner for the air transport industry

Formed as a joint venture in 1998 by United Airlines, Air Canada and Lufthansa Technik, AirLiance Materials was established to support the commercial air transport industry with highest quality, fully traceable replacement parts.

AirLiance Materials is an acknowledged leading distributor and respected supply chain partner to the world's airlines, and MROs. Unique in its operational heritage and parts management focus, AirLiance Materials provides airlines and MRO facilities with instant access to one of the world's largest inventories of aircraft parts for engine and airframe heavy maintenance, phase checks and line maintenance. The company currently has over 150,000 line items including a wide range of engine and airframe components, sub-assemblies, avionics, modules, rotables and expendables in its inventory.

In 2006, the company moved its headquarters and fulfillment operations to a new state-of-the-art facility in Roselle near O'Hare International Airport in Chicago, Illinois. It also opened a new sales and customer support facility in Jupiter, Florida. In addition to providing off-the-shelf delivery from this comprehensive inventory of over 150,000 line items documented and ready for shipment, this ISO 9001:2000 compliant company supports operators and MROs with a number of value added services.

With the company's integrated information system, customers have instant access to one of the world's largest inventories of airframe and engine components, sub-assemblies, assemblies

and materials. In addition to saving 30% or more for replacement parts, AirLiance supports its customers with inventory stocking programs, kitting for airframe and engine maintenance, trending, automatic documentation storage and retrieval, automatic online notification of transactions, and customer-specified usage reports. Additionally, the company accepts consignments of high-quality, traceable surplus inventory from airlines throughout the world.

If a customer requests a part that is not in stock, AirLiance Materials has the infrastructure and expertise to locate and procure the component quickly. The company's ability to find the exact part its customers need makes AirLiance Materials the ideal single source for all parts procurement needs.

AirLiance Materials routinely develops customized programs and expendable kits for all Airbus and Boeing airframes and engines. Through AirLiance Materials, airlines can more easily manage expendable levels worldwide, receive trending reports, have all documentation automatically stored online, and be automatically informed of all transactions and deliveries through the web.

The company also offers exchange programs custom-tailored to the needs of individual air transport operators and MROs. Through these programs, airlines and air transport operators can ensure that critical components and modules are always on-hand without having to commit to stocking multiple units globally.

AirLiance has the ability and flexibility to design, procure and administer kit programs to meet specific customer requirements. Examples include complete aircraft phase checks, engine kits by module and component level kits including LRU replacement.

It has developed an extensive network of high-quality overhaul and repair sources, which meet the exacting quality standards of its partner airlines. Services to oversee and manage the repair processes of customer inventories are also available.

The company supports virtually every



modern aircraft passenger type in use today. Specifically, customers have immediate access to parts and services for an extensive range of aircraft types.

Because the company began operations in the post dot.com era of the late 1990s, AirLiance Materials was able to tie its entire acquired inventory into an electronic commerce system designed to speed up and simplify the acquisition and delivery of aircraft parts.

AirLiance e-system is one of the industry's few real-time, production-linked systems tied to its on-site inventory. Unlike "catalog-based" systems, it is equipped with sophisticated and automated purchase-order tracking tools, which allows for no lag time between order and part allocation.

Through these innovative ways of providing service, AirLiance Materials is rapidly becoming the supply chain management partner for the air transportation industry.



Nichols Field

Ensconed in Philippine aviation history



Nichols Field during 1920s

Lufthansa Technik Philippines, MacroAsia Properties Development Corporation, the Ninoy Aquino International Airport (NAIA) and large portions of Philippines Airlines operation centers sit squarely on what used to be Nichols Field, a vast US military airfield located south of the City of Manila.

During the early 20th century, Nichols Field was surrounded by expansive farm lands and bordered by a coastal beach.

Nichols Field has had an illustrious military history which auspiciously started in 1912. This airfield was named after Captain Henry Nichols, US Army commander of monitor ship "Monadnock" during the Philippine-American War which lasted from 1899 to 1913.

In 1912, more than a decade after the Philippine-American War began, the United States government lauded Nichols' heroic conduct and named a US military field after him. Nichols Field later became the site of the first Philippine-based US Air Corps.

But Nichols Field was not just a site for military operations. It also had the distinction of being the first Philippine site for radio broadcasts in 1922.

In the same year, Nichols Tower was constructed by the US Army Air Corps. It became an integral part of Nichols Airfield providing air traffic control for various US aircraft.

US Air Force P-35As getting ready to take off from Nichols Field



The establishment of Nichols Field paved the way for other aviation businesses to be set up. In 1937, Laurie Reuben Nielson, a British businessman together with other Manila-based foreign investors helped construct the first international airport of the country, the Manila International Air Terminal. At that time it was touted to be biggest and best-equipped airport in the region.

Nichols Field reached its heyday during World War II when it became the location of the Far East Air Force's U.S. 20th Air Base Group. Also based at Nichols, was Troop F of the U.S. 26th Cavalry Regiment.

In 1941, the Japanese Imperial Army invaded the Philippines. US Armored Air Corps defended Nichols Air Field and Nichols Tower but were subsequently damaged by Japanese bombers. The damaged Nichols Tower remained operational as the Japanese army used the airfield as a bomber base.

When the Philippines was liberated in 1945, returning Filipino and American forces repaired the ruined field and turned it into a habitable area again. The Nichols Tower was rebuilt as well and is considered a symbol of Filipino courage and bravery during the tribulations of World War II.

Two years later, after the Philippines was granted its independence and the US government turned over the management of Nichols Field to Philippine hands. The sudden acquisition of this large land property set four organizations to do a vigorous campaign as to who will get the largest chunk. Interested parties were Philippine Airlines, the Weather Bureau, the Sulu Aeronautics Administration and the Philippine Air Force. They came together and agreed on a reasonable site for each group.

A year after the American withdrawal, the Manila International Air Terminal was moved from Nielsen Field to adjacent Nichols Field. As years progressed, the farmlands surrounding Nichols Air Field were transformed into more runways and roads. The Nichols Tower, now called the Aerodome became an integral part of the air terminal's air traffic operations.

In 1982, then Philippine President Ferdinand Marcos renamed Nichols Field



The Far East Air Force's US 20th Air Base Group was stationed at Nichols Field in 1940

to Villamor Airbase to honor Col. Jesus Villamor, the Philippine Air Force Ace pilot and World War II hero. Five years later, the Manila International Airport (MIA) was renamed Ninoy Aquino International Airport, in honor of Benigno "Ninoy" Aquino, the famous Filipino statesman assassinated at the MIA tarmac in 1983.

In 1999, the Philippine Economic Zone Authority, an investment promotion agency and a government owned corporation which grants fiscal and non-fiscal incentives to developers of economic zones, export producers, and I.T. service exporters, declared a large portion of the former Nichols Field as a free trade zone.

Now, it serves as home to the country's major international airport and some of the best global aviation service providers in the world: Lufthansa Technik Philippines; MacroAsia Corporation; and Philippine Airlines. Today, these companies have made their marks on the local and international aviation industry, making their own unique histories in a place deeply ensconed in aviation history.



Special thanks to Lt. Col. Eduardo B. Diano, PAF, Project Manager and Curator, Philippine Air Force Aerospace Museum

San Fernando, Pampanga

Where Christmas celebration is brightest



The Philippines is said to have the longest celebration of the Yuletide Season. As early as October, one could hear Christmas songs being played and see Christmas lights and decors

everywhere. People also start to plan and buy gifts for their loved ones during this time. Indeed, Christmas is a very special occasion for the Filipinos and their way of celebrating it is truly exceptional.

Known as the Christmas Capital of the Philippines, Pampanga, a province of the Philippines located in the Central Luzon region, has made its mark for having the brightest and most colorful celebration of the holiday season with their famous and most admired lanterns.

The history of lantern making was gathered from the stories of Pampanga's old folks—when the candle was used to light the path of the procession during the nine consecutive novena nights before Christmas. It was in 1982 when artisan Francisco Estanislao constructed the first and original, simple five-point star lantern, lit by either a candle or carbide lamp, as a symbol of the Star of Bethlehem. Now, the intricate designs and technically simple, straightforward lantern of yore has already evolved into less ornate designs yet highly technical features of the modern Christmas lantern.

Early December of every year, the capital of the province, San Fernando City, mounts the much-anticipated Giant Lantern Festival.



It is a parade of elaborate and cleverly illuminated giant lanterns, some of which reach up to 40 feet in diameter and make use of 3000 up to 5000 light bulbs. The popular shapes of the rose, the bromeliad, snowflakes and sea urchin, which evolved from the simple five-pointed star are still around. But these are somewhat “hidden” in the maze of brilliant colors and complex configurations of the lanterns as they rhythmically move to the dance beat of brass bands.

Carrying the giant lanterns are six-by-six trucks parading for the whole world to see how great the works of lantern makers of Pampanga are. Each lantern could weigh 1000 kilogram or more and requires at least 50 people working almost an entire year to assemble their masterpiece. Since a lantern could cost from 300,000 to 500,000 pesos (US\$7,000-11,000) the price of producing an entry to the contest is partly subsidized by the city government and assisted by other sponsors. This is done to

maintain the grandeur and significance of this yearly tradition that is truly the pride of Pampangeños.

Lantern makers in Pampanga admit that it is never easy to make these lanterns especially that their aim is to produce a lantern that is so unique that it should outshine the other lanterns. To achieve that, creativity and craftsmanship play a crucial role.

The materials to make such elaborate lanterns do not come cheap. The price at stake in the competition is actually very minimal compared to the amount that participants spend for their entry. Despite that, they continue to patronize this festival every year because for them, the monetary price is just a bonus on top of the national prestige and the fulfillment they get from making the lantern that brings brilliance to the festival. These lanterns made out of love and passion truly make Christmas celebration in Pampanga, the brightest.





Lufthansa Technik Philippines

Airframe maintenance capability

Aircraft type	Line	Base	Heavy
A319/A320/A321	✈	✈	✈
A330-200/300	✈	✈	✈
A340-200/300/600	✈	✈	✈
B737-300/400	✈	✈	
B747-400	✈	✈	
B777-200/300	✈		

- Cabin reconfiguration/refurbishment
- Aircraft painting
- Engineering services
- Engine support
CFM56 series, CF6-80 series, PW4000,
RR Trent 500/700, IAE V2500
(Limited to approvals)
- Components support

RP ATO Repair Station No. 40-00
US FAA Repair Station No. L0TY566Y
EASA.145.0098