

39 TONNES FROM BERLIN TO ZURICH AN AVRO SIMULATOR FOR SAT

By Uschi Roth
(SAT Corporate Communications)

Once the BAe 146 Avro RJ simulator - all 39 tonnes of it - arrives safely in Zurich, ferried by lorry from Berlin, Swiss Aviation Training (SAT) will be equipped to provide local training for the entire SWISS fleet. Dismantling, transport and reassembly work will take two months. The simulator should be ready from 15 August.

Avro pilot crews have previously had to travel to Berlin to train at the Lufthansa Flight Training CST. "Once the Avro simulator is up and running in Zurich, we will have a full range of local training facilities for SWISS pilots. As a fully-owned subsidiary of SWISS, we are obviously keen to accommodate SWISS needs first. Training will be provided for ab initios (young trainee pilots), pilots in service, cabin crew and even SWISS aircraft engineers," comments SAT CEO Manfred Brennwald.

15 tonnes of Avro simulator cockpit, six tonnes of motorised substructure, around one tonne of visuals and 17 tonnes of offboard systems were taken apart, loaded onto five heavy haulage vehicles (14 m long, 4.5 m wide) and transported to Zurich by special permission and under

police escort between 27 June and 1 July. For the record, the assembled simulator is 7 m long, 6 m wide and 5 m high.

Ralf Kempa, a simulator engineer with SAT and project manager for this assignment, used a team of seven specialists from SAT, SWISS, CST (Lufthansa Flight Training) and CAE (simulator manufacturer) for the dismantling work, which took some fourteen 10-hour days. The transport was carried out by a specially trained team from the Netherlands. At the Zurich end, assembly work will take a further 21 days and will occupy approximately the same volume of resources, plus help from external companies.

Hand in hand with the assembly work, all the hydraulic hoses, seals and filters will be replaced and the visual system will be equipped with new projectors and a new mylar sheet (the film onto which the image is projected). "This upgrade brings SAT firmly into line with state-of-the-art equipment," explains Ralf Kempa.

"It's a huge challenge in its own right to move a system that has been stripped right down to its individual component parts, reassemble it somewhere new and then resume training activities on it just two months later. But only the people actively involved in the transfer, or those who

THANKS TO SWISS AND THE AVRO PILOT CREWS

"SWISS did everything it could to help with planning while the simulator was unavailable from June to 15 August 2011. I would like to take this opportunity of thanking everyone involved, and the Avro pilot crews, for their understanding. We're looking forward to training together in Zurich." Manfred Brennwald.

have worked on similar projects, really know just what this mission entails," comments Ralf Kempa.

Easier training is not the only reason for moving the simulator to Zurich: any remaining simulator capacity (when not required for SWISS training) can be marketed to other customers. "Although the Avro fleet is currently in an advance stage of its product lifecycle, we are seeing a shift in fleet ownership between the airlines, so the simulator should offer good potential for providing training to third-party customers. It's a very interesting market for SAT, and will remain so even after SWISS takes delivery of the new Bombardier C Series," says Manfred Brennwald.



Piece by piece, the Avro RJ simulator is carefully dismantled.



The various elements are packed onto pallets for their transport.