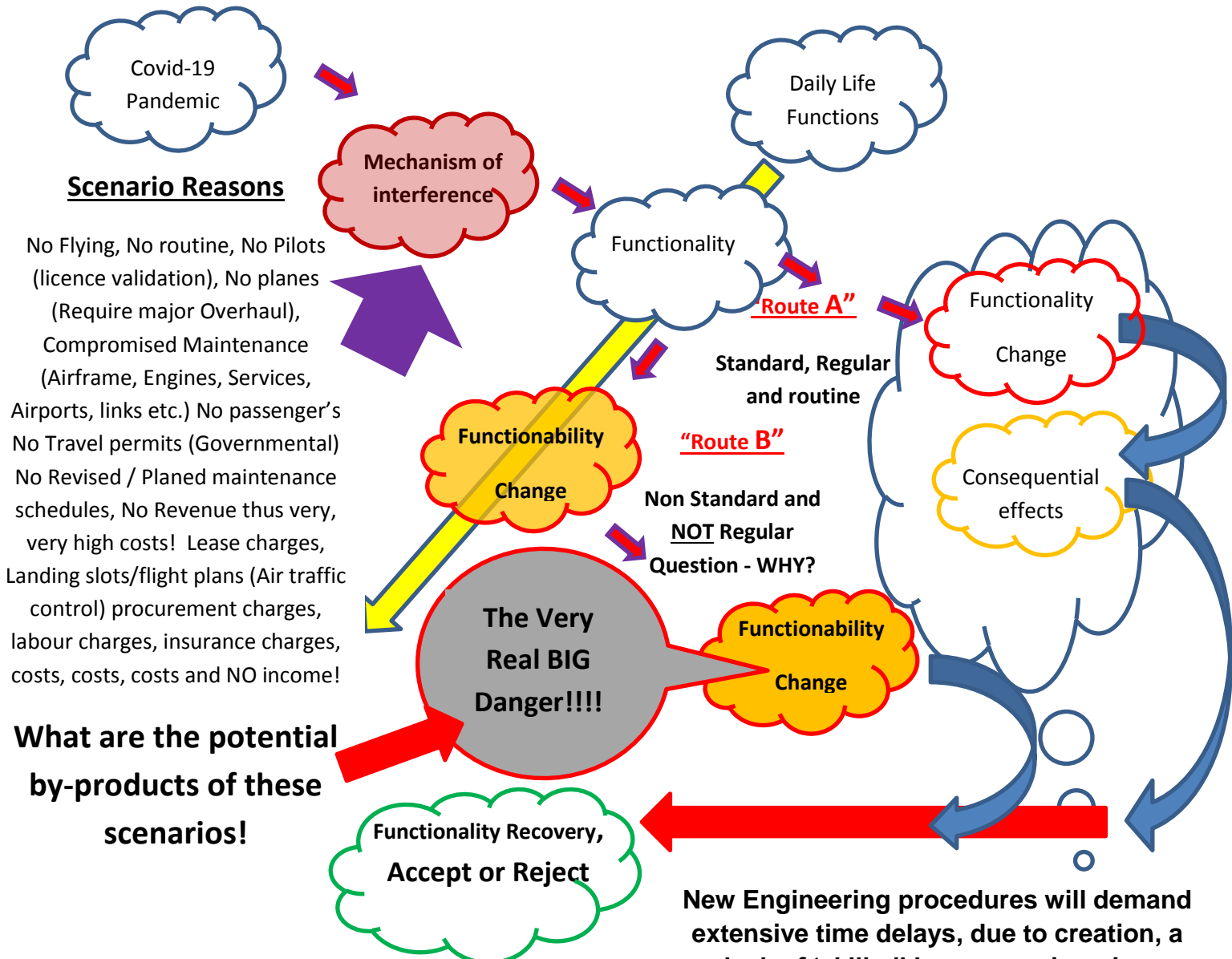


# Daily Life operational Functions of an Airline and the sudden changes to the 'life cycle' routines brought about by a pandemic like Covid-19.



No Flying, No routine, No Pilots (licence validation), No planes (Require major Overhaul), Compromised Maintenance (Airframe, Engines, Services, Airports, links etc.) No passenger's No Travel permits (Governmental) No Revised / Planed maintenance schedules, No Revenue thus very, very high costs! Lease charges, Landing slots/flight plans (Air traffic control) procurement charges, labour charges, insurance charges, costs, costs, costs and NO income!

**What are the potential by-products of these scenarios!**

This 'total product' recovery with its associate 'plan of repair' is a massive issue for the airline business culture that has never really experienced the like before. There is no real prior history of 'how' to overcome these issues as the business model has moved to new structures namely 'lean' operations where financial reserves are small, power by the hour and on the global scene 'greener fuel usage'. Clearly, the airline industry is very heavily entwined in the new world of finance, more so than the issues of the past.

The view of return to 'normal' will be at best probably only 50% return.

New Engineering procedures will demand extensive time delays, due to creation, a lack of 'skilled' human engineering resource, massive costs, logistics, validation, but most importantly they must be underwritten with serious 'expert knowledge' for safety, with NO short cuts!

Note: - Functionality is usually monitored for, by sensors and maintenance, but Functionability starts as undetected change, and whilst being detectable with certain instrumentation it is not fitted to 'product platforms' or standard in test plant validation tests, like - Thermal imaging, Medium Frequency Energy Transfer (MFET), High Frequency Microphone and X-Ray, so remain invisible!