

Brian Little

From: Brian Little [brian@fortfield.com]
Sent: 24 July 2010 08:51
To: 'gary.ives@aircelle.com'; 'gilles.coquelin@aircelle.com'; 'Vincent.Mascre@aircelle.com'
Cc: 'Marc.Labreaux@aircelle.com'; 'JeanPierre.Cojan@safran.com';
'francois.riviere@aircelle.com'; 'WaldoBobbi@aol.com'
Subject: RE: A340 On the Record FINAL REPORT and now website public release / Farnborough Airshow 2010
Attachments: Airbus.update.16.July.2010.doc; Iberia.MSN1122.handover.flight.16.July.2010.mht

Gents due to my ill health I was unable to travel to Toulouse after Christmas.

I am now recovering slowly from a mental/nervous breakdown but was able to attend the Farnborough Airshow for 1.5 days last week. Just before that I updated my website with a 16 JULY 2010 UPDATE which included an attached photo of the last A340 600 being delivered that day from Airbus to Iberia Airlines - MSN1122. I also attach a extract copy of this 16 JULY UPDATE although obviously you can read a copy of this and see the document hyperlinks on www.fortfield.com itself within my website. I was able to verify the accuracy of its contents with "friends".

I plan to undertake a short update (Amendment 1) to my Final A340 Report in the coming couple of months (subject to my health) so if there are any inputs or further comments from Aircelle /Safran Group on the factual accuracy of my A340.15 December 2009 report (or indeed the website) please do let me know.

Kind regards and many thanks

Brian Little

From: Brian Little [mailto:brian@fortfield.com]
Sent: 23 December 2009 18:11
To: 'gary.ives@aircelle.com'; 'gilles.coquelin@aircelle.com'; 'Vincent.Mascre@aircelle.com'
Cc: 'Marc.Labreaux@aircelle.com'; 'JeanPierre.Cojan@safran.com'; 'francois.riviere@aircelle.com';
'WaldoBobbi@aol.com'
Subject: RE: Paris Airshow follow up A340 On the Record FINAL REPORT and now website public release

Gents - as per my email below I did not receive any additional comments on the factual accuracy or omissions in my A340 Final Report. I have now updated this as at 15 December 2009 and you can download it and see the other information on the www.fortfield.com website by selecting Brian Little and Magellan Aerospace. If you would like to comment or meet to discuss any of this then perhaps we could meet when I am in continental Europe - Spain/Seville from 11th Jan and then in Toulouse from 18 - 20th January 2010. Best wishes for Christmas and perhaps we can meet in January 2010.

Kind regards

Brian Little

From: Brian Little [mailto:brian@fortfield.com]
Sent: 28 November 2009 08:51
To: 'gary.ives@aircelle.com'; 'gilles.coquelin@aircelle.com'
Cc: 'Vincent.Mascre@aircelle.com'; 'Marc.Labreaux@aircelle.com'; 'JeanPierre.Cojan@aircelle.com';
'francois.riviere@aircelle.com'; 'WaldoBobbi@aol.com'
Subject: RE: Paris Airshow follow up A340 On the Record FINAL REPORT -

Gary / Gilles (and others as appropriate)

I have not heard anything from you on any comments on the factual accuracy or omissions in the A340 On the Record report which I provided on a preliminary release basis with my email below. I have had comments from

others which I have now included in amendments and additional information but I would be obliged if you can advise whether there are any other factual errors or omissions before next Thursday 4 December 2009 and its general release.

Kind regards

Brian Little

From: Brian Little [mailto:brian@fortfield.com]
Sent: 16 November 2009 23:20
To: 'gary.ives@aircelle.com'; 'gilles.coquelin@aircelle.com'
Cc: 'Vincent.Mascre@aircelle.com'; 'Marc.Labreaux@aircelle.com'; 'JeanPierre.Cojan@aircelle.com'; 'francois.riviere@aircelle.com'; 'WaldoBobbi@aol.com'
Subject: FW: Paris Airshow follow up A340 On the Record FINAL REPORT -

Gary / Gilles (and others as appropriate)

The final evidence stages of the UK public court hearing took place on 22 October 2009 and the initial case is due to conclude now with Closing submissions in late February 2009 .

I have therefore completed the preparation of a A340 On the Record FINAL REPORT for use in explaining to a number of people /organizations what the A340 part of this case has been about.

You will of course expect that by necessity there have been parts in it which I need to explain to others regarding the Aircelle dimension and perspective. If on reviewing these document you consider that they contain any substantive factual errors or omissions please let me know by Friday 27 November 2009.

The Aircelle quotes are included at Pages 37 and 38 and importantly Magellan and their legal team continue to reiterate the position on their letters and commercial predictions at Page 34 (as at 22 October 2009) . You obviously have a responsibility now to the airlines and a need to ensure that adequate provisioning has been made (if MAC assertions and assumptions are valid) to provide spares in the volumes they project. Your procurement folks will of course be able to validate this through TIMET too.

Obviously I do not know what Spares pricing has been agreed in the 2008 Commercial agreement and what is via you or direct with MAC (if changed at all) but I am aware of several of the current maintenance guarantees arrangements with Airbus and airlines .

Gary in his email response to Mark Bobbi at page 37 asked had we any more info? Hopefully this assists further in that process. I also enclose a copy of my public witness statement which is referred to at various points in the Detail Report and provides a wider perspective on the case.

Kind regards

Brian Little

From: Brian Little [mailto:brian@fortfield.com]
Sent: 24 June 2009 16:22
To: 'gary.ives@aircelle.com'
Subject: FW: Paris Airshow follow up

Gary - copy of the email and attachments I referred to in my other email just now.

Kind regards Brian Little

From: Brian Little [mailto:brian@fortfield.com]
Sent: 22 June 2009 11:21

To: 'JeanPierre.cojan@aircelle.com'
Cc: 'Marc.Labreaux@aircelle.com'
Subject: Paris Airshow follow up

Mr Cojan - I attended the Paris Airshow from Monday – Thursday last week, but was unfortunately unable to talk with you. I left my business cards at the Safran stand and in the Safran chalet. I had hoped to talk to you about the A340/Trent 500 engine nacelle and the exhaust system / nozzle components made by Aeronca/Magellan Aerospace under subcontract to Aircelle. I am obviously aware that the pricing dispute on these products was finally resolved by arbitration? In late 2008. I have copied this also to Marc as a few people thought this was appropriate.

In a legal forum in the UK (and imminently in Canada / USA) Magellan Aerospace assert in their evidence that they have clearly stated to Aircelle that there is a “limited fatigue” life on the Trent 500 exhaust systems and nozzles and that a complete replacement in service will be required after about 33K flying hours -- see transcripts. The first three VS A340 -600 aircraft will have recorded those flying hours shortly, based on the VS and the Airbus R & M database.

Separately I have had someone follow this up (Mark Bobbi public witness statement attached and his court evidence) and we are now doing so with RR , Airbus and other airlines (such as Werner – EVP - with Etihad Airways last Tuesday) to find out if they have been advised of this limitation/replacement by Aircelle, or perhaps RR, in accordance with the airworthiness and quality obligations. I had also wanted to understand what was Aircelle’s position regarding **full replacements** at 33K flying hours as being both necessary. Also that they are scheduled to be provided by MAC at over \$1m an aircraft in a renewed and extended contract beyond 2012.

I am the former SVP of Magellan Aerospace (ex Bombardier – Belfast and the HD JV) and involved directly and supportive of some of these legal actions against my former employer for whistleblowing in 2006 - which includes providing untruthful, misleading and misrepresenting the position to the public auditors EY on MAC A340 NRC recovery in the MAC financial statements.

Can you please tell me whether this flying hours limitation is one with which Aircelle engineers and Customer Support agree (my own impression and experience was that MAC engineering was weak in these areas) and that a full replacement will be necessary to enable the aircraft to continue flying. As someone in the industry for some thirty years you will recognise that this is a major concern to me and that I feel ethically obligated to follow up further with RR, the relevant airlines and the airworthiness regulatory authorities as there is no documentation available to those yet asked about these “limitation/ replacement” matters. Obviously similar anxieties would exist for the A380.

I can be contacted on 0044 7894445920 or my email if you or your staff need any further clarification or information. Thanking you in anticipation

Brian Little

PS - I attach some email trail correspondence from your predecessor in Aircelle to Airbus and then to me to provide some legitimacy to my role and position. These email trail documents were provided by MAC as part of their disclosure for the UK Court Bundle. You may also recall reading the Aviation Week article, which appeared late August 2008, on the MAC/Aircelle dispute and within which the UK dispute was referred to. Following my return to the Paris Airshow last week I met many aerospace people who had in fact seen the article and I was surprised that the magazine was so widely read.