

From: Brian Little [<mailto:brian@fortfield.com>]
Sent: 11 November 2011 22:00
To: 'wdimma@brookfield.com'; 'pjewett@torys.com'
Cc: 'm.edwards@edcofin.com'; 'JIM SHANNON'; 'Don.A.Linsdell@ca.ey.com'; 'Reguly, Eric'; 'RAECharles'; 'i.church@edcofin.com'; 'ian.powell@uk.pwc.com'; 'trent.henry@ca.ey.com'; 'Adrian Lynch'
Subject: FW: Re: Interview request re Brian

For the Record

Mr Dimma - further to my email below. I have since had a constituency surgery with my MP this afternoon. As a result we discussed and agreed that I should include further information / evidence in the document attached to my email on last night. I have now done so and now attach this updated document.

I have also copied MAC Chairman, Mr Edwards, PwC UK Chairman and Senior Partner, Mr Ian Powell and E&Y Canada Chairman & CEO, Mr Trent Henry.

Regards
Brian Little

From: Brian Little [<mailto:brian@fortfield.com>]
Sent: 10 November 2011 22:20
To: 'wdimma@brookfield.com'; 'pjewett@torys.com'
Cc: 'JIM SHANNON'; 'robert beckett'; 'RAECharles'; 'Don.A.Linsdell@ca.ey.com'; 'Reguly, Eric'
Subject: FW: Re: Interview request re Brian

For the Record

Mr Dimma - as matter of record and action I attach an updated version of the document attached to my email this morning with relevant information.

Regards

Brian Little

From: JIM SHANNON [<mailto:jim.shannon1@btopenworld.com>]
Sent: 10 November 2011 10:43
To: Brian Little; 'RAECharles'
Cc: wdimma@brookfield.com; pjewett@torys.com; 'robert beckett'
Subject: Re: Re: Interview request re Brian Little

Brian

Thanks for the information and document. That is helpful. I will ensure that Jim also reads before our constituency surgery with Jackie and you tomorrow afternoon.

See you then!

Naomi

Naomi Armstrong-Cotter

Parliamentary Aide to Jim Shannon, MP for Strangford

Office - 028 9182 7990 - 34a Frances St, Newtownards, BT23 7DN

Mob - 07792805356

From: Brian Little <brian@fortfield.com>
To: 'JIM SHANNON' <jim.shannon1@btopenworld.com>; 'RAECharles' <Charles.Rae@pinsentmasons.com>
Cc: wdimma@brookfield.com; pjewett@torys.com; 'robert beckett' <robertpbeckett@msn.com>
Sent: Thursday, 10 November 2011, 10:09
Subject: RE: Re: Interview request re Brian Little

James / Naomi

Thankyou for the confirmation in your email below.

I have also established last night, from some senior friends in Airbus Toulouse, that EADS have recognised the termination of the A340 programme in their Q3.2011 accounts with the writeback of income resulting from the finalization of the Kingfisher A340 500 etc cancellations initiated in 2008. I attach a copy of this information from Flight / EADS Q3.2011 this morning etc for your information.

I have also separately confirmed that Aircelle have not received any further A340/Trent 500 engine exhaust systems from Magellan since their shipment of the final three units in June 2010, as I stated in my Closing Submissions.

I will also be able to check / verify the 17:18 aircraft / 70 engines : EASA information due to exceed 40000 flying hours commencing in January 2012 – December 2012 from the Flight databases and friends there.

Finally I have just remembered following the EADS Q3.2011 results that Magellan / Mr Dimma are likely to be having their MAC Audit Committee and Board to consider and approve their Q3.2011 financial results today for publication next week ... some 5 years after Mr Dimma's "investigation" and letter dated 14 November 2006 to me.

Kind regards

Brian

From: JIM SHANNON [<mailto:jim.shannon1@btopenworld.com>]
Sent: 09 November 2011 14:52
To: 'RAECharles'
Cc: wdimma@brookfield.com; Brian Little
Subject: Fw: Re: Interview request re Brian Little

Charles

Further to my email to you this morning, I made an error in quoting a date of your letter dated 28 October which should have read 24 October as it was Mr Shannon's preliminary email response to your letter which was dated 28 October.

Kind regards

Naomi

----- Forwarded Message -----

From: Brian Little <brian@fortfield.com>
To: 'JIM SHANNON' <jim.shannon1@btopenworld.com>
Sent: Wednesday, 9 November 2011, 14:26
Subject: RE: Re: Interview request re Brian Little

James / Naomi

I confirm receipt of your 34 page document attached to your email .

I will read it during the next few days before Friday surgery noting any errors etc. / further information so that if you can provide the Word document I can update over the next weekend .

The date of Charles's letter is recorded in this PDF file as 24 October 2011 but your email this morning in reply to him refers to 28 October ... is that a typo? as I have now seen a letter dated 24 October 2011 with six points on it in Jackie's EASA/CAA workstream folder.

Obviously as I said yesterday on the phone I need to progress slowly back into the case / information with all the various workstreams. Jackie has shown me her archive of the emails / documents since 30 June 2011. If you can let me have a electronic copy of the Word document on Friday afternoon then I can update in red suggested changes and facts etc . over the weekend

As James suggested I will also try and follow up the Skype address / email before Friday's surgery.

Many thanks for all your hard work, support and encouragement whilst I was "off". I feel so much better now

Kind regards

Brian

From: JIM SHANNON [<mailto:jim.shannon1@btopenworld.com>]
Sent: 09 November 2011 09:52
To: Brian Little
Cc: jackie@fortfield.com
Subject: Fw: Re: Interview request re Brian Little

Brian

As per our conversation yesterday, please find our final draft document which Jim and I have been compiling over recent weeks. Whilst I recognise that it is done 34 pages, perhaps now that you are feeling well enough you will be able to at least scan this before our meeting at Jim's surgery on Friday.

Kind Regards

Naomi

Naomi Armstrong-Cotter

Parliamentary Aide to Jim Shannon, MP for Strangford
Office - 028 9182 7990 - 34a Frances St, Newtownards, BT23 7DN
Mob - 07792805356

----- Forwarded Message -----

From: JIM SHANNON <jim.shannon1@btopenworld.com>
To: 'RAECharles' <Charles.Rae@pinsentmasons.com>
Cc: "wdimma@brookfield.com" <wdimma@brookfield.com>; "jackie@fortfield.com" <jackie@fortfield.com>; Brian Little <brian@fortfield.com>
Sent: Tuesday, 8 November 2011, 13:57
Subject: Fw: Re: Interview request re Brian Little

Dear Charles

Further to my email below.

Last Friday afternoon a former Senior Engineer at Aeronca, emailed us. Having read a document on Mr Little's website, which they encountered in a google search, www.fortfield.com/casefiles/mr-shannon-mp-CAA24jan2011.pdf You +1'd this publicly. [Undo](#)

File Format: PDF/Adobe Acrobat - [Quick View](#) 24 Jan 2011 – relation to A340 /Trent 500 Exhaust systems service life ...[they proceeded to read Dr Thamburaj's email on 12 March 2007, which referred to](#) "If the repair opportunity would come to us, we should seriously consider the coating option as well, to reduce the degradation in service (pl see attached reference)."

As a matter of record he wishes to remain anonymous to Magellan, however he wants to ensure that the Aeronca engineering work is, and was, not professionally compromised, so I replicate this

"To my knowledge "corrosion" was never a concern with Beta 21S. Core erosion was a concern with all of the heat cycles; and the very thin gauge Beta 21S foil material. To counter this, our original engineers, added an electroless nickle coating process to the honeycomb - at a cost of several thousand dollars per engine set - as I recall. This greatly extended the service life of that nozzle and plug. The following website describes what electroless nickel coating does

http://www.iftworldwide.com/solutions/electroless_nickel.htm.

I would be astonished if Rich Neill should choose to deny he was unaware of this coating. It was one of the many reasons for a substantial projected increase in our costs over our bid. I believe it formed part of a 2005 pricing settlement with Aircelle, led by Paul Gilbert. I cannot say with conviction whether Raj in Toronto was aware of this from my other Aeronca engineering staff. I do know we never discussed it. From that email on 12 March 2007 to Rich it does seem though that Raj was never aware or directly involved with us in the actual design certification and reports on the T500 exhaust system with Aircelle."

Can you put this question of the "Coating" application to Mr Neill /Aeronca experts and confirm whether it is indeed accurate that a protective coating, as Dr Thamburaj referenced on 12 March 2007, was and is already applied to the T500 exhaust units in service, by return?

I have since established that this senior Engineer was and is known to Mr Little. Subject to your timely reply, I will concurrently advise and forward those details to EASA to discuss and consider together with your response below to enable them to conclude their investigation this year

Thanks

Naomi

Naomi Armstrong-Cotter

Parliamentary Aide to Jim Shannon, MP for Strangford

Office - 028 9182 7990 - 34a Frances St, Newtownards, BT23 7DN

Mob - 07792805356

----- Forwarded Message -----

From: JIM SHANNON <jim.shannon1@btopenworld.com>

To: RAE Charles <Charles.Rae@pinsentmasons.com>

Cc: "jackie@fortfield.com" <jackie@fortfield.com>

Sent: Friday, 4 November 2011, 10:02

Subject: Re: Re: Interview request re Brian Little

Dear Charles

I assume that this means there is no further information to provide to EASA and all of the technical information is now in their possession.

Further more that you genuinely understand the subject matter with regards to the desion certification of the A340 exhaust system. I have completed my final draft of document to file a complaint with the bar standards

board and I hope that Mr and Mrs Little, who we have now scheduled to see next friday during Mr Shannon's constituency surgery will be able to check that it is factually accurate before passing it to the BSB and head of 11 KBW.

The complaint will only relate at this time to part B of our later dated 5 April 2011.

Regards
Naomi

Naomi Armstrong-Cotter

*Parliamentary Aide to Jim Shannon, MP for Strangford
Office - 028 9182 7990 - 34a Frances St, Newtownards, BT23 7DN
Mob - 07792805356*

From: RAE Charles <Charles.Rae@pinsentmasons.com>
To: JIM SHANNON <jim.shannon1@btoopenworld.com>
Sent: Friday, 4 November 2011, 9:44
Subject: RE: Re: Interview request re Brian Little
Dear Naomi

Thank you for your email.

We do believe that (as we have already indicated) we have made our position on the facts and our views on the matter as clear as we can. As such, we do not have anything to add to our previous communications on behalf of our client.

Yours faithfully

Pinsent Masons LLP

From: JIM SHANNON [<mailto:jim.shannon1@btoopenworld.com>]
Sent: 28 October 2011 12:35
To: RAE Charles
Cc: wdimma@brookfield.com
Subject: Fw: Re: Interview request re Brian Little

Mr Rae

Further to my holding email reply on Monday morning in response to your letter dated 24 October 2011. Mr Shannon MP has now had an opportunity to read your letter <Attachment 2> and has the following preliminary comments or queries, information

Item 1 Have Mr Lynch QC and you seen, read and genuinely understood the entire email trail below, on and preceding the 14 September 2011, together with the Lynch/Rae 30 September 2009 letter attachment <Attachment 1>, before sending your letter / six points in your reply dated 24 October 2011 <Attachment 2>?

Item 2 You are correct at your Point 4 in that EASA have, amongst the information made available to them, all the information provided to date by Magellan to PwC and others, including the two Dr Thamburaj's reports. As you should know from my EASA correspondence those items have been and are amongst the items now underway further research/investigation by the subject matter expert at EASA. Based on all of your points there appears to be no further technical information from MAC which should be made available to EASA for their review. **Can you formally confirm that this is indeed the case.** I expect EASA will therefore continue and complete their review of those MAC documents together with the information provided by Professor Ghonem, TIMET, Aircelle and Airbus.

As regards your Point 6, on the face of it you appear not to have been briefed or understand that the form 44 or indeed its web-successor is not restricted to a safety remit at EASA. Here is a related extract from their website **on Product certification** Article 4 of the Basic Regulation (Regulation (EC) No. 216/2008) requires the **European Aviation Safety Agency to take the responsibility for the design approval of products, parts and appliances designed, manufactured or used by persons/organisations under the regulatory oversight of EU Member States** (including Norway, Iceland, Liechtenstein and Switzerland) except for those excluded by its or by its Article 1.2. (products engaged in military, customs, police or similar services).

Can you confirm that Mr Lynch QC and you do understand that EASA grants a Type Certificate for the A340 – 500/600, which as part of their role and **design regulatory certification** also sets out the maintenance instructions and airworthiness limitations. I attach from EASA the A340-500/600 (*Attachment 3: read para 2.12 at pages 28&35*) and Trent 500 engine data sheets (*Attachment 4: VI. Notes at page 9*) for lifed / spare replacement parts etc . As a consequence EASA currently advise the accuracy of the certification information provided by Aircelle in their **Email from Gilles COQUELIN T500 Nacelle Customer Support Engineering Leader Customer Support Engineering - Customer Support Division -Aircelle - SAFRAN Group on 23 June 2009 to Etihad Airways** “*There is no specific life limitation for the T500 exhaust system.*

The exhaust system, as the whole Nacelle, is certified for 20 000FC. If you need further information, please do not hesitate to contact me.”

< EASA / Airbus design certification – 20,000 Flight Cycles = 160K+ flying hours>

Likewise Magellan’s concurrence at Item 3 that their components are On Condition Maintenance itemswhich are subject to REPAIR and central to the EASA regulatory design approvals within their certification process.

Finally EASA currently know there are twelve aircraft (12) with Trent 500 exhaust plug and nozzle systems which now exceed the Thamburaj-calculated upper technical limit before REPAIR of 37,593 flying hours on the design certification assumption provided by Mr Neill in mid March 2007. Six of these are in service on the Register with Lufthansa (D-AIHB, D-AIHC, D-AIHD, D-AIHE, D-AIHF, D-AIHH) , three with South African Airways (ZS-SNA, ZS-SNB, ZS-SNC), and three with Virgin Atlantic Airways (G-VSHY,G-VMEG, G-VFOX).

A further fourteen (14) A340-500/600 aircraft have exceeded the Magellan / Thamburaj lower technical limit of 33,333 flying hours on Trent 500 engine exhaust systems. As at this week EASA have no reported or expected in –service problems with these one hundred plus exhaust systems in service. Whether based on specific BETA21S materials matters or not.

Furthermore no airline in service A340 600 aircraft are expected to exceed the accounting /conservative “estimate” of 40,000 flying hours used by Magellan until January 2012. You will recall that Mr Neill in his email to PwC, the day before the MAC FY2006 financial results were released on 30 March 2007, stated that “However and independently John Furbay was asked to produce a forecast of spares required based on the Engineering work completed by Dr Thamburaj which concluded that the useful life of the exhaust system was approx 35000 hrs [to provide a margin of safety John Furbay’s analysis used 40000 hrs as the useful life]. This analysis showed that the likely spares requirement was in excess of 800 units over the period 2007 – 2021.....”. That forecast schedule dated 14 March 2007, which you provided in late August 2009 to my constituent, shows a total “Spares and Repairs” demand of 81 units for FY2010 and 90 units for FY2011; which Mr Neill clarified to PwC etc. in his “attempt to explain the terminology “Spares and Repairs” as “generally if an exhaust achieves its predicted and recommended life it will be taken out of service and a new one will replace it”. My understanding, from Mr Little’s Final submissions at paragraph 245, is that only 11 spares (of a total 121 units) have actually been shipped from Aeronca in the 54 months from 1 January 2007 to 30 June 2011.

If Magellan's accounting calculation and public-court assertions by Mr Lynch QC <e.g. Attachment 5>, based on Mr Neill's email and the 14 March 2007 forecast, are valid at 40,000 flying hours then there ought now to be substantive numbers to be replaced (or indeed repaired on a competitive basis: which are not valid for accounting purposes) commencing in the Magellan FY2012 budgetary process. I understand this week that based on the actual –in service information at EASA etc. approximately 70 exhaust systems (17-18 aircraft) will exceed the 40000 flying hours for the first time in 2012.

Mr Dimma, as the MAC Board Director and Audit Committee Chairman will also know the veracity of Mr Lynch / Mr Neill's 29 March 2007 email assertions based on the A340 spares inventory available for replacement and the manufacturing / budget plan at MAC for their new FY2012.

Obviously if the spares demand in 2012 is not consistent with that then it further belies Magellan's assertions in its own analysis / estimates and provisioning activity.

I look forward to receiving your firm statement, on behalf of Magellan to convey to EASA, as to whether there is any further technical information which the EASA subject matter expert should receive from Magellan Aerospace to enable them to complete their investigation and provide their final findings of fact and conclusions on whether these nacelle components will require replacement spares; rather than the Repairs currently stated in the *T500 Exhaust nozzle and plug – sample 3625S – refers, and had always done so, to “FACTORY REPAIRS” by the manufacturer – Aircelle / Airbus /EASA to the operating airlines.* You will recall that in his unprecedented action on 30 September 2009 my constituent Mr Little set out his understanding of the three Spares categories (pages 9-11) in his letter to Mr Lynch QC and you at <Attachment 1> which would largely explain why his view was consistent with the “long-standing forecast of 190 spares” from FY2001-FY2021 by Aeronca until Mr Neill's intervention and instructions in mid- March 2007 to their accountant, a Mr John Furbay.

*We look forward to a prompt response. Thank you
Naomi*

Naomi Armstrong-Cotter

*Parliamentary Aide to Jim Shannon, MP for Strangford
Office - 028 9182 7990 - 34a Frances St, Newtownards, BT23 7DN
Mob - 07792805356*

----- Forwarded Message -----

From: JIM SHANNON <jim.shannon1@btopenworld.com>

To: Gretchen.Burrett@caa.co.uk

Cc: wdimma@brookfield.com; EReguly@globeandmail.com; jackie@fortfield.com

Sent: Wednesday, 14 September 2011, 10:20

Subject: Fw: Re: Interview request re Brian Little

Dear Gretchen

Further to my email below on 15 August 2011 to Mr Dimma , the Chair of the Magellan Aerospace Corporation Audit Committee, can you please arrange to forward this email to your EASA counterpart.

Thankyou

Mr Copigneaux In my letter to EASA dated 16 June 2011 I referred to a direct quote from another MAC and Audit Committee director in Canada's Number 1 newspaper , the Canada Globe and Mail on 25 May 2011, regarding the “ huge

market for these parts.”

Since I wrote my letter to you on 11 August 2011 it has been necessary for my parliamentary aide and I to read the completed Final Submissions from Magellan counsel to the UK Employment Tribunal.

Although the technical figures are clearly not a direct matter for that court I do think it is important that I record what their submission to this public court on their scientific calculation and spares need is so that those with the competence and actual experience within EASA, Airbus, Aircelle and TIMET can meaningfully contribute to the completion of your industry and science-based investigation. Which, of course, as you have indicated in your letter dated 1 August 2011, would include the aircraft programme maintenance documents which currently refer to On Condition Maintenance checks and Repairs (not replacement) for all of these components or any known or anticipated problems with the BETA21S titanium materials used in these A340 engine exhaust system components.

I have reproduced the relevant paragraphs/text below in the **Magellan Final Submissions by Mr Lynch QC on 1 July 2011 to the UK Employment Tribunal**

Paragraph 169

“..... Magellan (Dr Thamburaj) calculated a likely number of flying hours that could be associated with the **need for replacement units of a nozzle** (see pages 3617-3621 for Dr Thamburaj’s Report and Commentary) *Doc 1.*”

Paragraph 170

“It should be stressed that Dr Thamburaj’s Report, and the Report’s calculations, and the Respondents case is not premised on there being any kind of regulatory rule requiring replacement of parts after the flying hours referred to by Dr Thamburaj.

As Mr Neill said, the Report and MAC’s calculations were based on the commercial predictions for the likely need to supply parts. No objective and fair reading of Dr Thamburaj’s Report, or Mr Neill’s email of March 2007 [at page 3597](#) (*Doc. 2*) could be confused on that point. Further, the Respondents have never suggested that there are any kind of rules requiring replacement, nor was that ever suggested to Mr Bobbi.”

Paragraph 171

“In sum, Dr Thamburaj’s research and MAC’s view (which was confirmed and supported by PwC) was that a **realistic commercial prediction of likely demand for new units, that should include a particular rate of needed spares (not repairs, see, again, p3597)** {*Doc 2 and referring to Doc 3*} **Mr Neill made expressly clear in his Memorandum of 29th March 2007 to PWC (page 3597) that MAC only included the likely demand for spares, not repairs, in his calculations.**” [{3605H Doc.3}](#)

Paragraph 172

“.... into account **the scientific predictions of Dr Thamburaj as to the likely number of flying hours that might give rise to a need for replacement units, given the nature of the material (Titanium Beta 21) used in the parts.**”

Bolden by me for emphasis and hyperlinks to documents

Doc. 1 [{3617-3721}](#) *This was the document referred to as Dr Thamburaj’s report at Enclosure 1 in my letter dated 11 August 2011 and previously attached at Enclosure 9 in my letter dated 24 January 2011 to the CAA Chair.*

Doc. 2 [{3597}](#) *This was the email from Magellan CEO Mr Neill to PwC dated 29 March 2007 and was enclosure C2 in my letter dated 16 June 2011 to EASA and*

previously attached at Enclosure 3 in my letter dated 24 January 2011 to the CAA Chair and which Mr Lynch QC read and asserted as stated.

Doc.3 {3605H} This was the Magellan schedule dated 14 March 2007 to which Mr Neill in his email at Doc.2. was referring to when he states

“.....to produce a forecast of spares required based on the Engineering work completed by Dr Thamburaj which concluded that the useful life of the exhaust system was approx 35000 hours [to provide a margin of safety John Furbay’s analysis used 40000 hrs as the useful life]. This analysis showed that the likely spares requirement was in excess of 800 units over the period 2007 to 2021..... “To attempt to explain the terminology “Spares and Repairs” generally if an exhaust achieves its predicted and recommended life it will be taken out of service and a new one will replace it.”

This was enclosure C3 in my letter dated 16 June 2011 to EASA and also previously attached at Enclosure3 in my letter dated 24 January 2011 to the CAA Chair.

This week my parliamentary aide has also brought to my attention, after reading some paper files we have just received, that whilst you may already have [read this letter](#) on my constituent’s website www.fortfield.com at Part K, Mr Little was sufficiently concerned about this spares subject, and what was being asserted in a public court, that he took the [unprecedented step of writing directly to the Magellan QC on 30 September 2009 to ensure that he rechecked his facts and instructions.](#)

[Please refer to Subject 2 at pages 5 -11 in which Mr Little sets out his understanding.](#) In particular from pages 9-11.

This barrister, Mr Lynch QC, is an employment lawyer with no aerospace or direct business experience. In these circumstances, as I understand it from the BSB, Mr Lynch QC would be obliged on the basis of the Bar Standards Code, to check these matters again at that time with his clients (noting their response) before knowingly submitting what you can now read above in his Final Submissions in July 2011.

Thank you for forwarding this email to EASA. Can you please acknowledge by return.

Regards

Jim

Jim Shannon, MP for Strangford

Office - 028 9182 7990 - 34a Frances St, Newtownards, BT23 7DN

Mob - 07721960285

--- On **Mon, 15/8/11**, JIM SHANNON <jim.shannon1@btopenworld.com> wrote:
From: JIM SHANNON <jim.shannon1@btopenworld.com> Subject: Fw: Re: Interview request re Brian Little To: wdimma@brookfield.com Cc: EReguly@globeandmail.com, Gretchen.Burrett@caa.co.uk Date: Monday, 15 August, 2011, 14:26

Mr Dimma

I returned from my annual holidays last week and in the correspondence received the attached letter dated 1 August 2011 from EASA. As you know this follows my regulatory referral to the CAA in January 2011, as the UK Tribunal did not have the statutory powers available on a retrospective basis to do so. The letter from the EASA Deputy Certification Director is self explanatory and consistent with my constituent’s understanding from knowledge and research. Their letter follows my correspondence with the CAA from January – May 2011 and my subsequent letter dated 16 June 2011, which I naturally attach for your information.

I now enclose my reply to EASA on 11 August 2011. I bring this to your attention before EASA close their files so that if there is any further technical information from Magellan Aerospace, to underpin the

management assertions made by your Vice Chairman Mr Neill on A340-500/600 spares replacements and volumes in his email dated 29 March 2007 to PwC, it can be made available. As you will have read in my constituents reports and his website at Part K (copy extract below) Magellan's QC in the UK has repeated this assertion on a number of occasions in his cross-examination in the UK court

At 3. Civil Aviation Authority (CAA) -Chair : Dame Deirdre Hutton

"The Civil Aviation Authority is the UK's specialist aviation regulator. Through its skills and expertise it is recognised as a world leader in its field."

You will recall from my Website at [Part D](#) and [Part E](#) that [Mr Lynch QC](#) has consistently pursued the line of questioning and argument which asserts Spares replacements for the A340-500/600 exhaust systems at not greater than 40,000 flying hours. Provide copies of the transcripts from the oral cross-examination by Mr Lynch QC ([taken by the Court of Appeal appointed shorthand writers](#)) on [8 June 2010](#) - in particular pages 61 -73. MAC apparently have not instructed him that he was falsely pursuing a wrong line in his cross-examination. Summary :

[Mr Lynch QC](#) (Magellan Aerospace) counsel in his cross-examination of Mr Bobbi (8 June 2009) (**[with Mr Lynch QC interpretation and his client/MAC instructions re Mr Neill's 29 March 2007 email – doc.3597](#)**)

Mr Lynch [We have Mr Neill's email to Mr Moore of PricewaterhouseCoopers. I know it's a bit compressed in its typescript. Tribunal, of course there is a bigger version in the bundle, if that's a bit small to read. \(Pause\).](#)

[Mr Bobbi, you can see, can't you, looking at the two substantive paragraphs -- it actually is a feature of both those paragraphs -- that Mr Neill makes it expressly clear that Magellan is simply basing its calculations for accountancy purposes on spares or replacements, he's not included anything to do with repairs.](#)

Mr Bobbi That's right.

Mr Lynch Good.

Mr Lynch And that information would indeed, [because it related to lifespan, that information would indeed provide the basis on which PwC could rightly conclude that indeed these would involve new units that would be sold, that's right, isn't it?](#)

Mr Bobbi No, that's not. Because a component has a "lifespan" does not mean necessarily it will be replaced by something new, it can be repaired.

Mr Lynch **Yes. Well, no, I think the whole point is this, it's not, Dr Thamburaj's point was not a question that they will need repairs after that period, [Dr Thamburaj's point was that around 40,000 flying hours was indeed the lifespan of the unit. That after that, its lifespan was spent and should be replaced. That was the point.](#)**

Perhaps you can please ensure this is properly managed within MAC so that the competent people and complete technical information can be made available to support the completion of that EASA/CAA investigation together with Aircelle, Airbus and TIMET.

Regards

Jim *Jim Shannon, MP for Strangford*

Office - 028 9182 7990 - 34a Frances St, Newtownards, BT23 7DN

Mob - 07721960285

--- On Wed, 10/8/11, JIM SHANNON <jim.shannon1@btopenworld.com> wrote:

From: JIM SHANNON <jim.shannon1@btopenworld.com> Subject: Re: Interview request re Brian Little To: "EricReguly" <EReguly@globeandmail.com> Cc: jackie@fortfield.com

Date: Wednesday, 10 August, 2011, 11:51

Mr Reguly

Following your telephone interview with Mr Shannon MP in May 2011 he advised me that you had requested that you be kept advised on the outcomes of the various regulatory referrals made by Mr Shannon MP.

In that regard I enclose a copy of a letter from the European Aviation Safety Agency

regarding the life of the exhaust system on the A340 components. The letter should be self-explanatory. If you require any further information then please do not hesitate to contact us.

Regards

Naomi

Naomi Armstrong-Cotter

Parliamentary Aide to Jim Shannon, MP for Strangford

Office - 028 9182 7990 - 34a Frances St, Newtownards, BT23 7DN

Mob - 07792805356

--- On **Mon, 9/5/11, Reguly, Eric** <EReguly@globeandmail.com> wrote:

From: Reguly, Eric <EReguly@globeandmail.com> Subject: Interview request re Brian

Little To: "jim.shannon1@btopenworld.com" <jim.shannon1@btopenworld.com> Cc:

"Reguly, Eric" <EReguly@globeandmail.com> Date: Monday, 9 May, 2011, 10:58

Dear Mr Shannon,

I am the European biz correspondent for The Globe and Mail, Canada's national newspaper, and am writing a story about Brian Little.

You have supported his case and I would like to include you in the story. Do you time today or tomorrow morning for a quick phone interview? If so, please give me the best time and number to reach you.

Many thanks,

Eric

Eric Reguly | European Business Correspondent | **The Globe and Mail**, Canada's national newspaper

Rome bureau

Office: +39 06 574 1892 | Italian mobile: +39 331 649 6202

Email: ereguly@globeandmail.com

BlackBerry: ereguly1@mobileemail.vodafone.it

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