EASA APPROVAL EASA.21J.722

CABIN INTERIOR REPAIRS

EASA
European Aviation Safety Agency

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FAST, RELIABLE & EASA CERTIFIED CABIN INTERIOR REPAIRS

At AES, we specialise in providing fast, reliable, and EASA-certified interior cabin repair solutions for all types of aircraft. Whether you're dealing with AOG situations or routine maintenance, our team delivers permanent repairs with no additional inspections required, ensuring a seamless experience every time.

From galley and lavatory refurbishments to seats, ducting, piping, and beyond, we’re equipped to handle metallic and non-metallic interior structures with precision and care. With our on-site support and capability to manufacture approved repair parts, we guarantee quick turnaround times and a commitment to quality that ensures your fleet remains operational smoothly.

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NEED CABIN REPAIRS? WE’VE GOT YOU COVERED

Our key capabilities include:

- EASA certified repair solutions
- Permanent repairs with no additional inspections
- On-site support (if required) for seamless operations
- Manufacture of approved repair parts
- Expertise in metallic and non-metallic interior structures

We work across all major components:

- Lavatories
- Galleys
- Interior furnishings
- Seats
- Overhead storage compartments (OHSC)
- Ducting and piping

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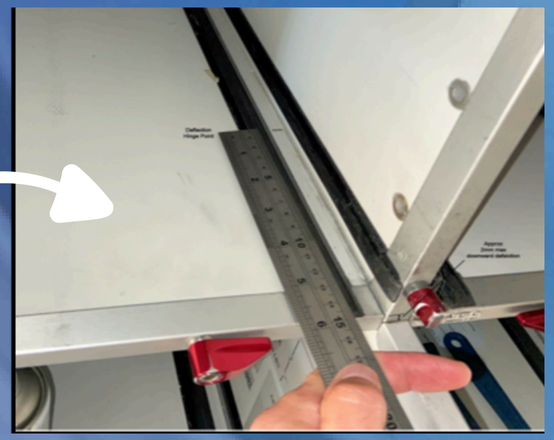
REPAIR TO PASSENGER CABIN GALLEYS & MONUMENTS

Case study: Repair to G4b galley (Safran Spaceflex)



Reported damage / Issue

- Movement detected in galley shelf panel
- No CMM repair scheme available
- OEM unable to support return-to-service timeline
- Aircraft grounded due to unserviceable galley

AES Solution

- Developed bespoke permanent repair scheme to eliminate shelf movement
- Manufactured custom repair parts to support the solution

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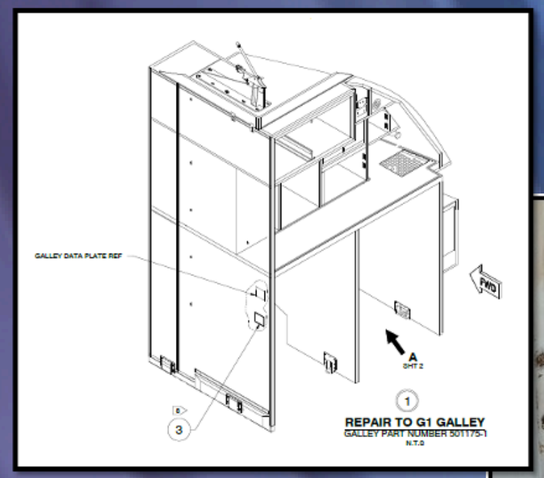
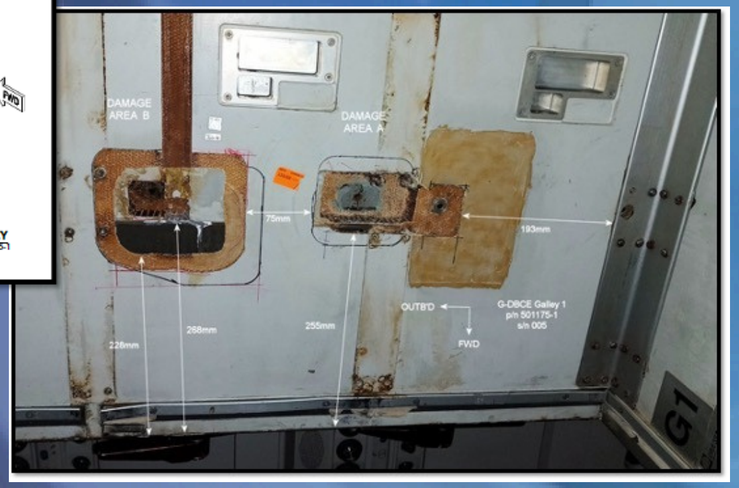
REPAIR TO PASSENGER CABIN GALLEYS & MONUMENTS

Case study: Repair to G1 galley





Reported damage / Issue

- Underside of composite galley workdeck damaged
- Metallic internal structure also affected
- No CMM repair scheme available
- OEM unable to support return-to-service timeframe
- Aircraft grounded due to unserviceable galley

AES Solution

- Developed a bespoke permanent repair scheme
- Repair included both composite and metallic components
- On-site support provided to expedite the process

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REPAIR TO PASSENGER CABIN GALLEYS & MONUMENTS

Case study: Repair to aft cabin lavatory

Reported damage / Issue

- Corrosion at lavatory lower fittings
- Delamination and cracks in panel skins
- No CMM repair scheme available
- OEM unable to meet return-to-service timeline
- Aircraft grounded due to unserviceable lavatory

AES Solution

- Developed bespoke permanent repair scheme
- Repaired composite skin and core
- Added repair doublers to restore strength
- Sourced and reinstalled replacement fittings

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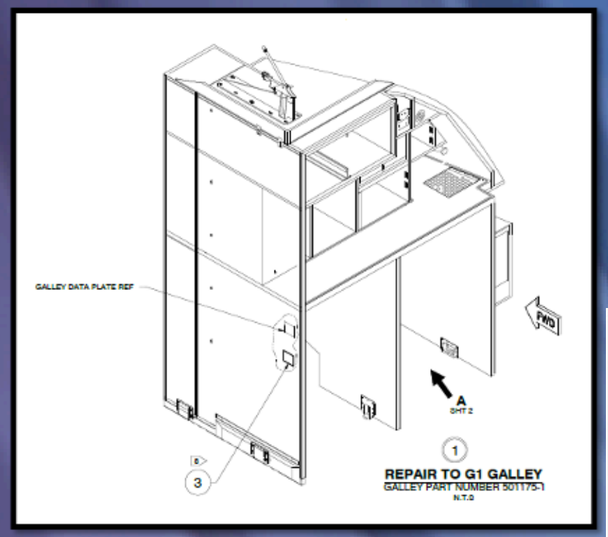
REPAIR TO PASSENGER CABIN GALLEYS & MONUMENTS

Case study: Repair to G1 galley (Driessen)



Reported damage / Issue

- Damage to underside of composite galley workdeck
- Damage to metallic internal structure of galley workdeck
- No CMM repair scheme available
- OEM unable to meet return-to-service timeline
- Aircraft grounded due to unserviceable galley

AES Solution

- Developed bespoke permanent repair scheme
- Repaired composite and metallic components
- Provided on-site support to expedite the repair

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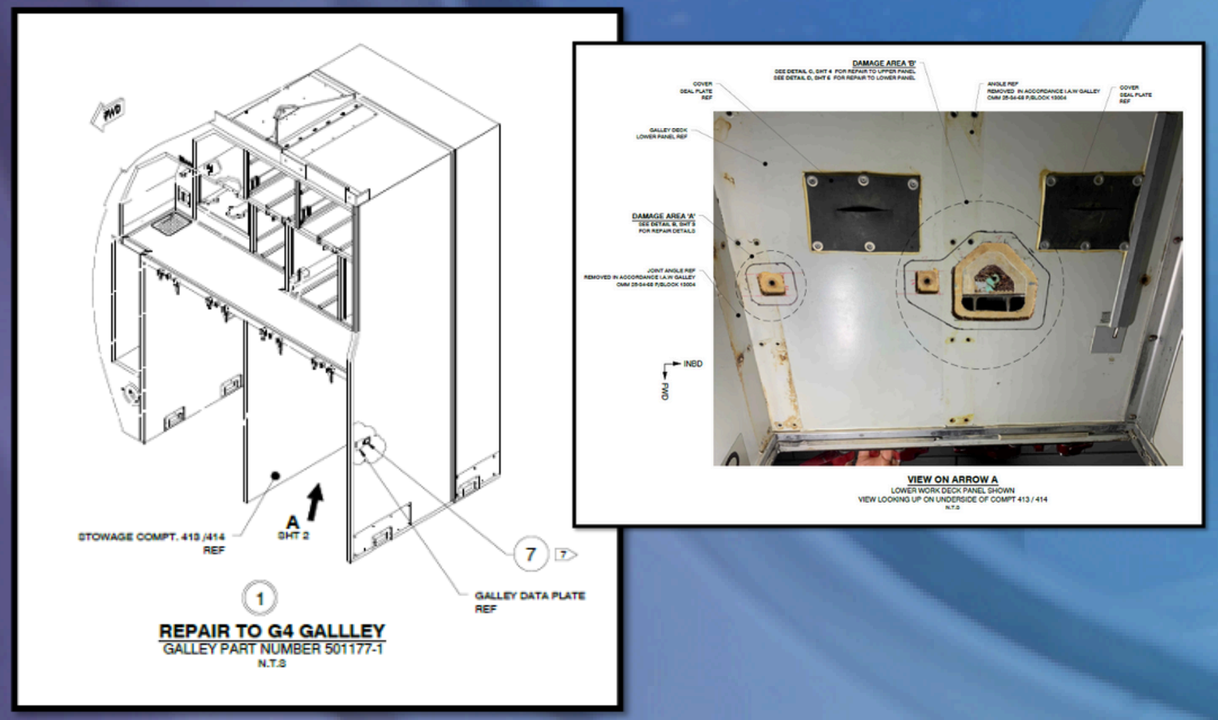
REPAIR TO PASSENGER CABIN GALLEYS & MONUMENTS

Case study: Repair to G4 galley (Driessen)



Reported damage / Issue

- Damage to underside of composite galley workdeck
- Damage to metallic internal structure of galley workdeck
- No CMM repair scheme available
- OEM unable to meet return-to-service timeline
- Aircraft grounded due to unserviceable galley

AES Solution

- Developed bespoke permanent repair scheme
- Repaired composite and metallic components
- Provided on-site support to expedite the repair

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REPAIR TO PASSENGER CABIN GALLEYS & MONUMENTS

Case study: Repair to galley cart stops

Reported damage / Issue

- Damage at galley cart stops
- Honeycomb panel damage
- No CMM repair scheme available
- OEM unable to meet return-to-service timeline
- Aircraft grounded due to unserviceable galley

AES Solution

- Developed bespoke permanent repair scheme
- Repaired composite skin/core and re-potted inserts
- Added repair doublers to restore strength and prevent future damage

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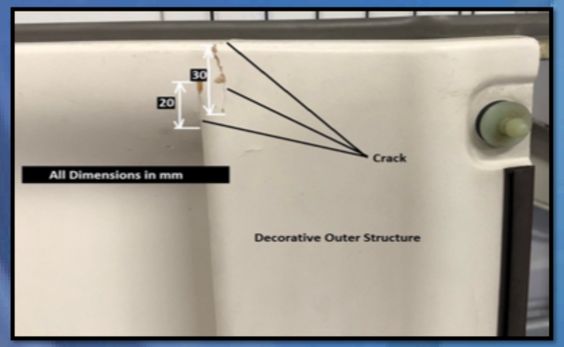
REPAIR TO PASSENGER CABIN FURNISHINGS

Case study: Repair to A320 Family cabin ceiling panels



Reported damage / Issue

- Cracks in composite panel at production joint line
- Debonding along joint line
- No AMM/SRM repair scheme available
- OEM unable to meet return-to-service timeline
- Aircraft grounded due to unserviceable panels

AES Solution

- Developed bespoke permanent repair scheme
- Re-bonded production joint line
- Added composite repair doublers to restore strength

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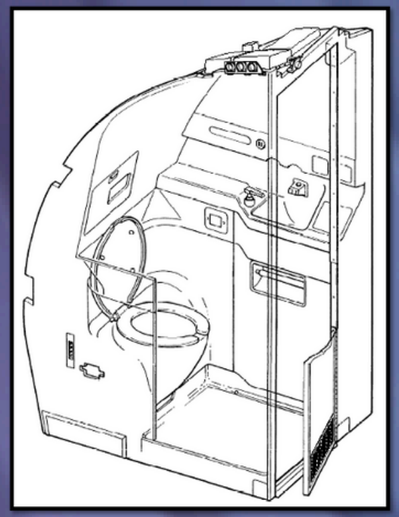
REPAIR TO PASSENGER CABIN FURNISHINGS

Case study: Repair to Boeing 737 lavatory



Reported damage / Issue

- Damage to composite panel near lower lavatory fittings
- Corrosion on lower fittings
- OEM unable to meet return-to-service timeline

AES Solution

- Developed bespoke permanent repair scheme
- Applied existing CMM repair with custom AES-manufactured parts to reduce lead time

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REPAIR TO PASSENGER CABIN FURNISHINGS

Case study: Repair to A320 Family cove light panel

Reported damage / Issue

- Cracking in composite panel at production joint line.
- Debonding along joint line
- No AMM/SRM repair scheme available
- OEM unable to meet return-to-service timeline
- Aircraft grounded due to unserviceable panels

AES Solution

- Developed bespoke permanent repair scheme
- Re-bonded production joint line
- Introduced composite repair doublers to restore strength

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REPAIR TO PASSENGER CABIN FURNISHINGS

Case study: Repair to A320 Overhead Stowage Compartment

Reported damage / Issue

- Multiple composite panel damages at attachment points
- Composite skin and core damage
- No AMM/SRM repair scheme available
- OEM unable to meet return-to-service timeline
- Aircraft grounded due to unserviceable OHSC

AES Solution

- Developed bespoke permanent repair scheme
- Added metallic repair doublers and composite patches to restore panel strength

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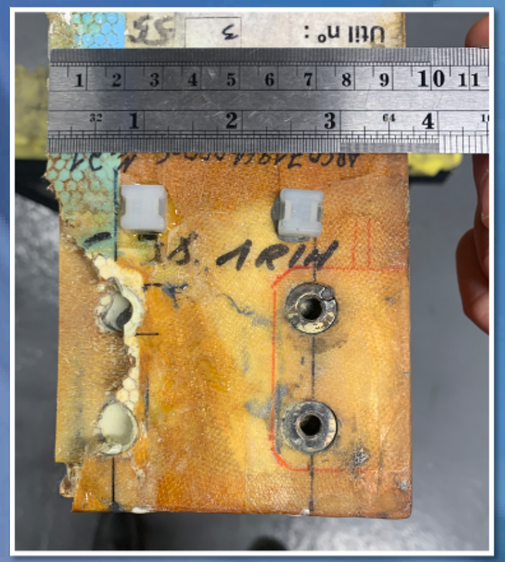
REPAIR TO PASSENGER CABIN FURNISHINGS

Case study: Repair to Airbus A320 Spacer Bin



Reported damage / Issue

- Damage to spacer bin lower floor panel near inserts
- Composite skin and core damage
- Metallic insert damage
- No AMM/SRM repair scheme available
- OEM unable to meet return-to-service timeline
- Aircraft grounded due to unserviceable spacer bin

AES Solution

- Developed bespoke permanent repair scheme to restore panel strength and reintroduce attachment points

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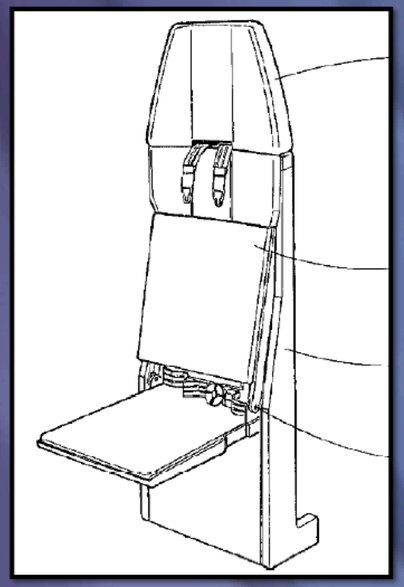
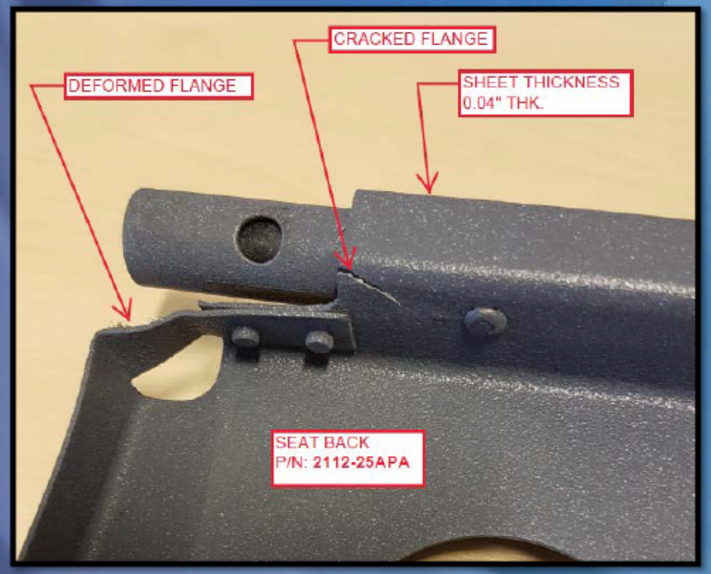
REPAIR TO PASSENGER CABIN SEATS

Case study: Repair to Cabin Attendant Seat (CAS)





Reported damage / Issue

- Cracked metallic diaphragm on CAS
- No CMM repair scheme available
- Aircraft grounded due to unserviceable CAS

AES Solution

- Developed bespoke permanent repair scheme to restore diaphragm strength

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CERTIFY YOUR IDEAS, MAKE THEM FLY

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GET IN TOUCH TO DISCUSS YOUR CABIN INTERIOR REPAIRS
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