

Testimonial

Boeing



"Boeing has had its European Spare Parts Centre at Amsterdam Airport Schiphol since 2000. From this facility about 70,000 parts per annum are shipped throughout mainland Europe. This is our first Boeing service centre in continental Europe. It differs from Boeing's U.K. centre in a small but crucial way: speed" says Russ Vaughn, General supervisor of Regional Distribution Centres at Boeing Airplane Services.

"Transportation to European airlines is getting difficult from elsewhere, including the U.K.," Vaughn said. Although most parts are shipped by air, usually as belly freight in passenger aircraft, some parts are too large to go by air. They must move by truck or train, and this can add delay. "Getting across the English Channel is now an eight- to 12-hour endeavour," Vaughn explains. And more time is then required for onward movement to final destinations.

Boeing guarantees to ship parts within four hours of receiving an order. Such channel delays thus add significant time to the delivery of heavy parts. From Amsterdam, in contrast, Frankfurt and Brussels are only a few hours by surface modes.

KLM Cargo Aerospace Logistics operates the centre as a third-party logistics provider to Boeing. "They have the facility, and do processing and staffing as well as operate the trucks and forklifts," Vaughn says.

About 20 employees now work at Amsterdam. "Boeing provides the parts and the systems," Vaughn says. "Amsterdam is run by our computers."

The Amsterdam centre now stocks 40,000 parts.

"It supports the full range of Boeing products... all the 7 series, and all the McDonnell Douglas aircraft," Vaughn said. Mostly Boeing parts and those of selected suppliers are carried, with some avionics parts but no engines.