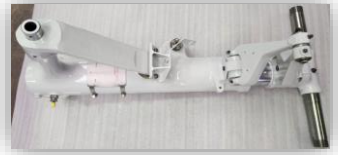
AVCRO ENGINEERING

Delivering fully integrated Aircraft Maintenance, Repair & Overhaul capability across Australasia

"Australia's largest independent sovereign MRO"

Company Overview

Founded in 2015, AVCRO is Australia's largest independent sovereign Maintenance, Repair & Overhaul (MRO) organisation, delivering mission-critical aviation sustainment across airframe, engines, structures, avionics & component repair and overhaul. With a geographically distributed footprint aligned to key ADF operational sites — including Brisbane, Canberra and Adelaide — AVCRO is uniquely positioned to integrate into defence prime supply chains as a trusted sovereign Australian industry partner.



Discriminators

Australia's largest independent MRO
Extensive approvals, capability, footprint plus tooling & equipment

Full-Spectrum of Services, One Stop Shop.
Line, base, component maintenance & training

National Footprint in BNE, SYD, MEL, ADL

Aircraft On Ground (AOG) Response Leader
Recoveries performed in Asia, Europe and US

Specialist Trades in-House
Borescope, NDT, Painting & Composite Repair

Standalone Component Workshop
850+ approved components approved for Repair & Overhaul

CASA Approved Training Organisation
Over 30 courses delivered since approval

Australian Owned with Agile Decision Making
No offshore approval chain, all maintenance decisions & certifications made locally

Existing Experience with Defence Primes
Significant projects delivered with NGA & currently participating in the Boeing Capability Uplift Program.

Customers

Virgin australia · NORTHROP GRUMMAN · Alliance AIRLINES · ASL AIRLINES AUSTRALIA · QANTAS · Solomon Airlines · airwork · ACJC · CHINA SOUTHERN AIRLINES

Certifications

CASA Part 145 Approved Maintenance Organisation
- A1 Rating – Line & Base Maintenance
- B1 Rating – Turbine Engines,
- B3 Rating – Auxiliary Power Units (APU)
- C Rating – Aeronautical Components (C1-20)

CASA Part 147 Maintenance Training Organisation
CASA Production Approval (CASA 21G)

Capabilities

Aircraft Line & Base Maintenance
- Line Maintenance – 24/7/365, across 10 Australian airports including BNE, MEL, SYD, CBR, ADL
- Base Maintenance – (C-Check & D-Check) at Melbourne Jet Base
- 25 + aircraft type approvals including Boeing 737, 777, 787 & Airbus A320, A330, A350, A380

Component Maintenance & Overhaul
- Independent component workshop at Brisbane Airport with approval for 850+ component types
- Component specialists in landing gear, hydraulics, interiors, flight controls

Specialist Maintenance & Aircraft On Ground (AOG) Services
- Non-Destructive Testing (NDT), Engine Borescope, Composite & Sheet Metal Repair

Aircraft Type Training Organisation (Part 147)
- Theory & Practical aircraft type training (5+ approved aircraft types & variants)

Aeronautical Product One-Off Production

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Component Workshop:
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Case Study 1 – Virgin B737 Structural Repair

Background / Problem

VH-YIO, a Virgin Australia Boeing 737 NG, sustained significant structural damage during a towing incident, rendering the aircraft unserviceable. A bespoke repair scheme was required, designed and executed by Boeing's AOG team, with AVCRO engaged as the CASA-approved Part 145 certifying AMO under SOW-002, commencing 15 October 2025.

Approach / Solution

AVCRO managed a four-phase repair program — aircraft preparation, Boeing AOG structural repair oversight, paint, and return to service — deploying day/night AME, LAME, and coordinator crews on 4-on/4-off rosters for continuous coverage. A dedicated Project Manager maintained daily interface with Virgin Australia's CAMO and the Boeing AOG team, and formally inducted ~35 Boeing personnel into the AVCRO AMO (DAMP, WHS, tooling, pass control) to ensure full CASR Part 145 compliance.

Challenges / Results

The project drew direct CASA regulatory scrutiny due to prior compliance failures by other Australian AMOs managing Boeing AOG teams. AVCRO successfully passed two unannounced CASA onsite audits and managed multiple formal CASA meetings without findings, demonstrating the robustness of its quality and safety management systems.

Outcome

VH-YIO was returned to operational service on 19 December 2025 — two days ahead of schedule — following repair paint completion, ARC inspection, verification flight, and issue of the Certificate of Release to Service (CRS). Early delivery at peak holiday travel demand enabled Virgin Australia to restore a high-value fleet asset at the most commercially critical time of the year.

Case Study 2 – Northrop Grumman B737 BBJ Modification

Background & Client Relationship

AVCRO was engaged as a subcontractor by Northrop Grumman Australia (NGA) to support the Australian Government's Special Purpose Air (SPA) fleet of Boeing 737-8 Business Jets (BBJs), designated the A62 fleet. The engagement was governed by a formal Statement of Work and subcontract agreement under NGA's prime contract with the Commonwealth of Australia, commencing in Q4 2025. The first major maintenance event assigned to AVCRO was the installation of a confidential avionics system onto A62-001 at Melbourne Jet Base (MJB).

Scope of Work

The project encompassed the full planning, preparation, and delivery of the avionics and structural installation onto aircraft A62-001 in January 2026. The projected timeframe was 26 working days across two defined phases, covering project preparation, structural modifications, wiring and antenna installation, and final testing and certification.

Contractual & Compliance Framework

AVCRO operated under strict NGA protocols, including a requirement for all staff to have government background checks and to comply with ADF Defence Security Policy Framework (DSPF) conditions when accessing Commonwealth assets. NGA maintained oversight through its Continuing Airworthiness Management function, with no deviations to the engineering order or maintenance scope permitted without explicit NGA authority. AVCRO was responsible for issuing all task certifications and the final aircraft release in accordance with AMM and ICA documentation supplied by NGA.

Outcome

The inaugural installation on A62-001 presented significant challenges for both AVCRO and the NGA Engineering team, who were required to carry out extensive updates to the modification documentation throughout the course of the project. Despite these complexities, AVCRO successfully issued the final Certificate of Release to Service (CRS) on 23 January 2026, following resolution of delays associated with the supply of additional required parts and receipt of the final approved installation documentation.

The initial operational return to service post project completion proved highly successful, with nil aircraft defects recorded and strong in-service performance demonstrated by the newly installed system. The outcome generated positive endorsements of AVCRO's performance from both Northrop Grumman Australia and the Special Purpose Aircraft Management Unit (SPAMU), affirming AVCRO's capability to deliver complex, security-sensitive aircraft modifications to stringent Defence standards.

This project establishes AVCRO as a proven and trusted sovereign subcontractor with the processes, tooling and personnel qualifications to support significant in country aircraft projects that would have previously been sent offshore.