

# SOUTHWEST USES 737 RETIREMENTS TO DROP COSTS

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**Southwest Airlines is phasing out its Boeing 737 Classic aircraft by about 2017 and is finding ways to use engine inventory from that fleet to decrease its maintenance costs.**

Mandy Gower, Southwest Airlines' powerplant supply chain manager, told Aviation Week that the airline employs MTU Canada and BP Aerospace in Irvine, Calif., to tear down its CFMI CFM56-3s that power the Classics. The airline just took the next step and selected Avioserv San Diego to consign the material. Avioserv, a company that specializes in the supply and sale of serviceable engines, will be Southwest's sole consignment partner to feed used serviceable material back to the airline to decrease CFM56-3 engine overhaul costs. Several parts on the -3, which power Southwest's 737-300/-400/-500 aircraft, are interchangeable with the CFMI CFM56-7, the engine on the 737-700. Avioserv also will market the excess engine inventory.

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**SOURCE: AVIATIONWEEK**

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