

The Stuart site, which opened in 1950, is located on the Southeast coast of Florida, 90 miles south of Cape Canaveral and 40 miles north of West Palm Beach. The site is adjacent to Witham Field Airport, has ready access to major highways and ports, and has an on-site railroad spur.

The facility is a licensed FAA (certificate VGMR471L) and EASA (European certificate 145.5957) repair station for engine nacelles (for various Gulfstream and Hawker Beechcraft aircraft), fuselage doors (for Boeing 747 and 767), and thrust reverser doors (for Dassault Falcon 50).

Vital Statistics:

- Site workforce of approximately 239 – 217 employees and 22 contractors
- Total area under roof: 411,321 square feet (208,141 square feet are production floor space)

Products and Capabilities:

The operation uses state-of-the-art technologies, including CATIA, CADAM, SurfCam, and FEM; Numerically Controlled Drivmatics, a PaR Systems robotic automatic drill cell; and a full suite of back-shops to meet “blue-streak” requirements. Product lines include:

Boeing

- 737 inboard flaps
- 767 wing center section, aft wheel well bulkhead, crown and side fittings
- 767 doors (forward service door, forward entry door, emergency exit access door, and forward access door)
- 777 inboard and outboard wing flaps and ailerons

Contact Details

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- 747 doors (forward, aft cargo, bulk and #2, #4 and #5 doors)
- 747-8 lower rudder and tab

Gulfstream

- G450 nacelle inlets and wing subassemblies

Hawker Beechcraft

- Hawker 850 nacelle inlets and cowl doors

Community Involvement:

- Triumph Aerostructures Can Do! (to benefit the White Doves Project, which feeds the needy)
- March for Babies (March of Dimes)
- American Heart Association
- American Cancer Society
- American Red Cross
- Treasure Coast Blood Bank
- YMCA
- United Way

Site History:

The Stuart facility opened in 1950 as a Grumman company operation adjacent to Witham Field in Martin County. It initially was utilized for Flight Test Operation, and saw its first production programs in 1963.

The Stuart operation has been part of the 767 program since its inception in 1979. Its work with Gulfstream began in 1985, when the site was selected to build engine nacelles. In 1991, the company signed a contract with Boeing for production of inboard trailing-edge flaps for the 777 airliner.

