MRO BUSINESS TODAY

Feb 01st, 2023

Triumph to provide ball bearing control cables for Airbus A330, A320 and A350 fleet

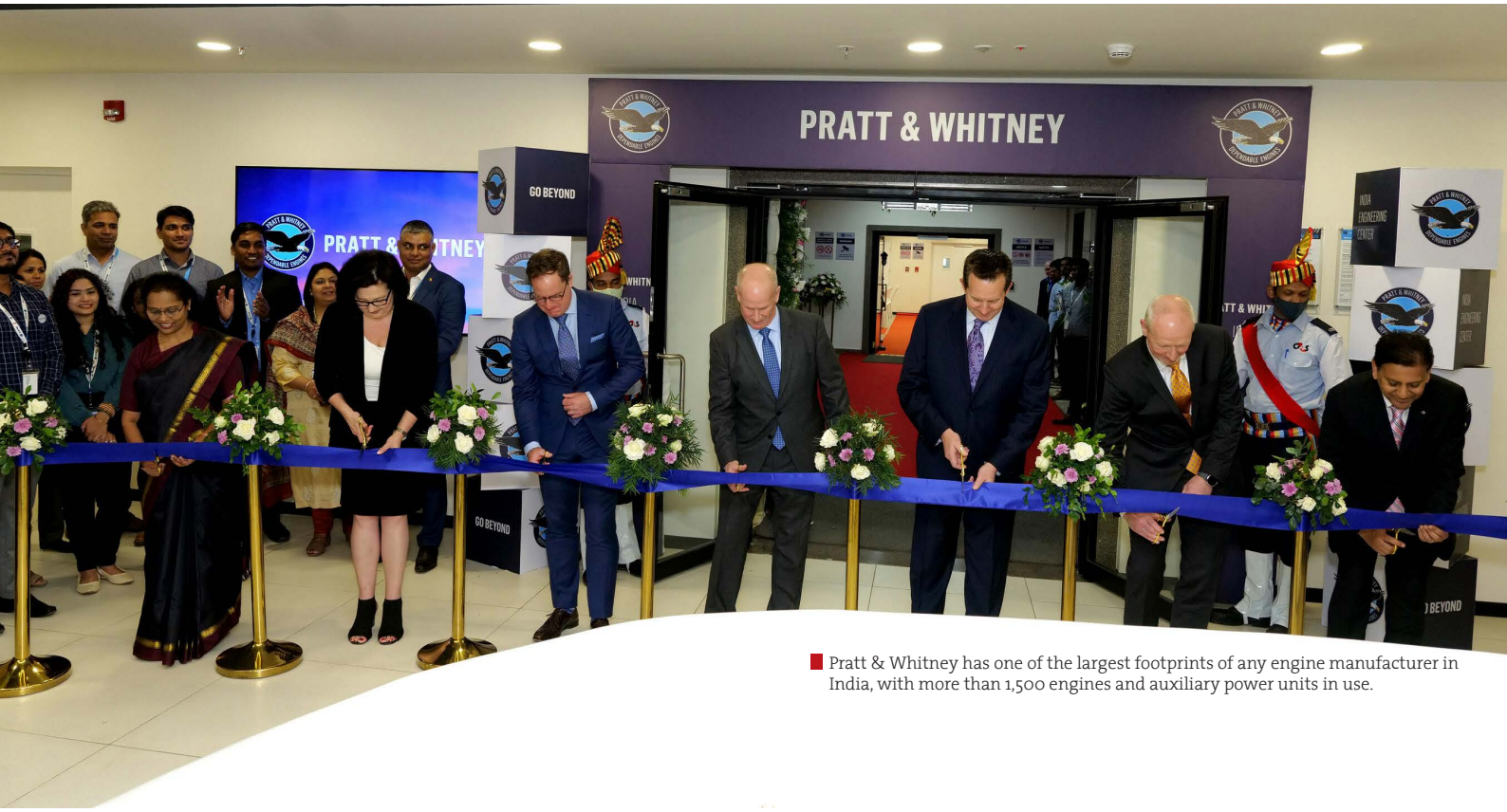
The newly signed contracts include Triumph Group manufacturing and supply of ball bearing control cables for the Airbus A330, A320 and A350 aircraft fleets.

Triumph Group, Inc. a supplier of aerospace services, structures, systems and support, has announced that its Actuation Products & Services business has been awarded two multi-year contracts from Airbus. The newly signed contracts include the manufacturing and supply of ball-bearing control cables for the Airbus A330, A320 and A350 aircraft fleets. TRIUMPH Group, Inc. has been performing this work since the inception of both programs at TRIUMPH's facility in Villeneuve Le Roi, France.

TRIUMPH Actuation Products & Services is a provider of design, development, manufacture and support of complex electro-hydraulic and mechanical systems and equipment for the aerospace and defense industry. Products supplied by TRIUMPH include actuators, pumps, motors, reservoirs, control valves and a wide range of mechanical controls for commercial and military aircraft. The company's Actuation Products & Services business services customers around the world with ten manufacturing sites across North America and Europe.

"Triumph is a market leader of high precision low friction ball bearing cables, and these contract extensions continue to demonstrate the aerospace market's need for high performing products from TRIUMPH," said Mike Boland, President of Actuation Products & Services, TRIUMPH. "We appreciate the confidence Airbus has in TRIUMPH to deliver the highest quality products," he further added.

TRIUMPH, headquartered in Berwyn, Pennsylvania, U.S. designs, engineers, manufactures, repairs, and overhauls a broad portfolio of aerospace and defense systems, and components. The company serves the global aviation industry, including original equipment manufacturers and the full spectrum of military and commercial aircraft operators.



Pratt & Whitney has one of the largest footprints of any engine manufacturer in India, with more than 1,500 engines and auxiliary power units in use.

Pratt & Whitney opens new India Engineering Center to boost regional footprint

Pratt & Whitney's extensive line of large and small commercial engines, work at the IEC will include aero, mechanical, and control systems and will cover every phase of a product's lifecycle, from design to field maintenance and support.

The building shares space with the recently opened Collins Aerospace engineering and global operations centres as well as Pratt & Whitney's India Capabilities Center (ICC), which opened in 2022 to provide integrated global supply chain support. Raytheon Technologies' combined presence in India of over 5,000 employees is further strengthened by the IEC, which was built to achieve the LEED Platinum certification. It also makes it easier for collaboration between the company's businesses.

"The Indian aviation market is growing at a rapid pace and Bengaluru is a hub for that growth," said Geoff Hunt, senior vice president, Engineering, Pratt & Whitney. "The work conducted at the IEC – by some of India's best and brightest minds – will support cutting edge technology that will drive the future of flight," he further added.

A total of 450 new jobs will be created over the next four years, adding to the more than 50 employees already working out of the cutting-edge facility. For various products in Pratt & Whitney's extensive line of large and small commercial engines, work done at the IEC will include aero, mechanical, and control systems. Additionally, it will cover every phase of a product's lifecycle, from design to field maintenance and support.

"The IEC will fully integrate with our existing global engineering footprint across Canada, Puerto Rico and Poland to advance world-class technology such as the geared turbofan and other sustainable propulsion solutions," said Paul Weedon, vice president, Engine Development, Pratt & Whitney Canada Corp. "The IEC team will be key to improving commercial engine performance, extending time on wing, reducing airline operating costs, and decreasing fuel consumption," he further added.

The launch of the IEC is yet another example of Raytheon Technologies' protracted investment in India.

Pratt & Whitney has one of the largest footprints of any engine manufacturer in India, with more than 1,500 engines and auxiliary power units in use. More than 180 A320neo and A321neo aircraft are powered by Pratt & Whitney GTF engines, which have saved Indian airlines more than $1 billion since they went into service. Pratt & Whitney has made other sizeable investments in the nation, such as its cutting-edge India Customer Training Center in Hyderabad and its R&D partnership with the Indian Institute of Science, Bengaluru.

The advanced infrastructure and talent pool of India will support the nation's contributions as a global leader in aerospace and defence, which is crucial to the company's global growth and investment strategy.

Flight one purchases ALISM ALSR20 Simulator

The ALISM ALSR20 flight training device delivered to Flight one is approved by the FAA as a Level 5 FTD and was created especially for PPL and IR training requirements.

Aslim's ALSR20 is the brand-new simulator manufactured by ALSIM and is the exact replica of the Cirrus SR20 aircraft.

ALISM has announced that the company has delivered the ALSR20 Simulator to Flight one. The newest simulator produced by ALSIM, the ALSR20, is a perfect duplicate of the Cirrus SR20 aircraft. This flight training device is approved by the FAA as a Level 5 FTD and was created especially for PPL and IR training requirements. The system includes a Garmin GDU 1050A and GFC 700 Autopilot and replicates the interior cockpit and flight deck of the Cirrus SR20. Both a Garmin GCU 479 and a Garmin GMA 350C – All digital Audio Panels are included with the ALSR20. The Cirrus Airframe Parachute System (CAPS) can also be simulated by the gadget.

"The support we have received from ALSIM, for both our existing systems and acquisition of the new system, has been first class. We are very excited to be commissioning this new capability in Queensland Australia," said Bob Tisdall, Chairman, Flight One.

ALSIM and Flight One have been working together for more than ten years. Flight One states that the company purchase two AL250 sims 18 months ago and has been very happy with the utility and reliability of these systems for use within our pilot training programs. Flight One trains approximately 100 new pilots to CPL/MEIR standard and aircraft owners to PPL. The company is also an authorized Cirrus Training Centre with a fleet of Cirrus aircraft available for training within the Cirrus training program. The acquisition of an ALSR20 is a way to enhance Flight One's ability to safely and economically familiarise pilots with the extensive functionality offered by the Perspective Plus avionics system.

"We are extremely proud to bring our partnership with Flight One to the next level, with this ALSR20 simulator. The two AL250 simulators which were delivered two years ago have demonstrated their quality, fidelity, and high value for Flight One, and the addition of this new Cirrus SR20 simulator shows the close bounds and mutual trust between Flight One and ALSIM. Working with Bob Tisdall and the team at Flight One is always an absolute pleasure, and we are looking forward to pursuing our collaboration," said Nicolas Fabriès, Sales Account Manager, ALSIM.

Through formal aviation diplomas, Flight One Academy offers nationally recognized training for the Commercial Pilot Licence and Multi-Engine Instrument Rating outcomes. The Academy provides tailored, flexible-paced training that is based on cutting-edge pedagogical techniques and the most recent developments in aviation theory.

As a Cirrus Flight Training Center (CTC) with the privilege of approval, Flight One is a great option for owner training at Archerfield or Caloundra.

C&L Aviation Group hands over Seventh Saab 340B jet to Legends Airways

Legends Airways, which has taken possession of all the Saab 340B jet aircraft from C&L Aviation Group, had initially received their first aircraft in mid-2021.

C&L Aviation Group has completed the delivery of the seventh Saab 340B aircraft, on schedule, to Legends Airways, a Part-135 Air Carrier. Legends Airways, which has taken possession of all the Saab 340B jet aircraft, had initially received their first aircraft in mid-2021. There has been a positive re-surgence around the globe in interest in the Saab 340 aircraft during this same period. C&L Aviation Group has sold over twenty Saab 340 aircraft, including the former fleets of JAC and HAC.

The Saab 340 is a versatile aircraft in either passenger or cargo configuration. This, combined with the aircraft's superior performance in its class, makes it a popular aircraft for operators around the world. For over twenty-five years, C&L has been a provider of the aftermarket sale and support of the Saab aircraft. The company stocks Saab inventory in their globally located warehouses and provides a one-stop solution for operators at the MRO facility offering aircraft and engine sales, heavy maintenance, aircraft paint, avionics upgrades, structural modifications, engineering support, and interior refurbishment.

The Saab 340 is a versatile aircraft in either passenger or cargo configuration.

"In all my years dealing in the Saab 340 aircraft I have never seen demand for this aircraft at current levels. There has been a distinct increase in demand for the Saab 340B aircraft with both passenger and cargo operators. This has led to most parked Saab aircraft being restored to service," said Chris Kilgour, CEO of C&L Aviation Group. "With so many customers asking for aircraft and there being low availability, the market dynamics have changed. Demand has outstripped supply, resulting in increased sale prices for the Saab," he further added.

C&L Aviation Group is an FAA and EASA- approved industry provider in servicing, maintaining, and supporting operators in the corporate and regional aviation industry. In addition to aircraft and engine sales and leasing programs, C&L offers parts support, exchange and repair options, OEM product distribution, heavy maintenance, interior refurbishment, engineering services, avionics upgrades, aircraft disassembly services, and aircraft management. C&L is headquartered in Bangor, Maine, with international offices in Australia and Europe.

Chorus' Voyageur Aviation expands its portfolio by providing ATR aircraft parts

Voyageur specialises in Used Serviceable Material ('USM') support for regional aircraft such as the Bombardier/Mitsubishi CRJ, the De Havilland Dash 8, and the ATR.

Chorus Aviation Inc. announced that its subsidiary, Voyageur Aviation Corp., has expanded its product offering to include the ATR 42 and 72 aircraft types, further diversifying Chorus' business and cross-company support capabilities.

"The growth momentum for Voyageur Avparts continues," said Gary Gilbert, Vice President Avparts, Voyageur. "Expanding our parts sales and provisioning with ATR components was a logical next move for Voyageur, especially given Chorus' recent acquisition of Falko Regional Aircraft – further bolstering Chorus' position as a premier full-service provider in regional aviation. We are fortunate to capitalize on our companies' synergies to further support regional aircraft customers at every stage of an aircraft's lifecycle," he further added.

The Avparts division of Voyageur specialises in Used Serviceable Material ('USM') support for regional aircraft types such as the Bombardier/Mitsubishi CRJ, the De Havilland Dash 8, and the ATR. Parts sales and provisioning, component repair and overhaul management, inventory leasing and consignment programmes, and aircraft end-of-life and disassembly are all core services.

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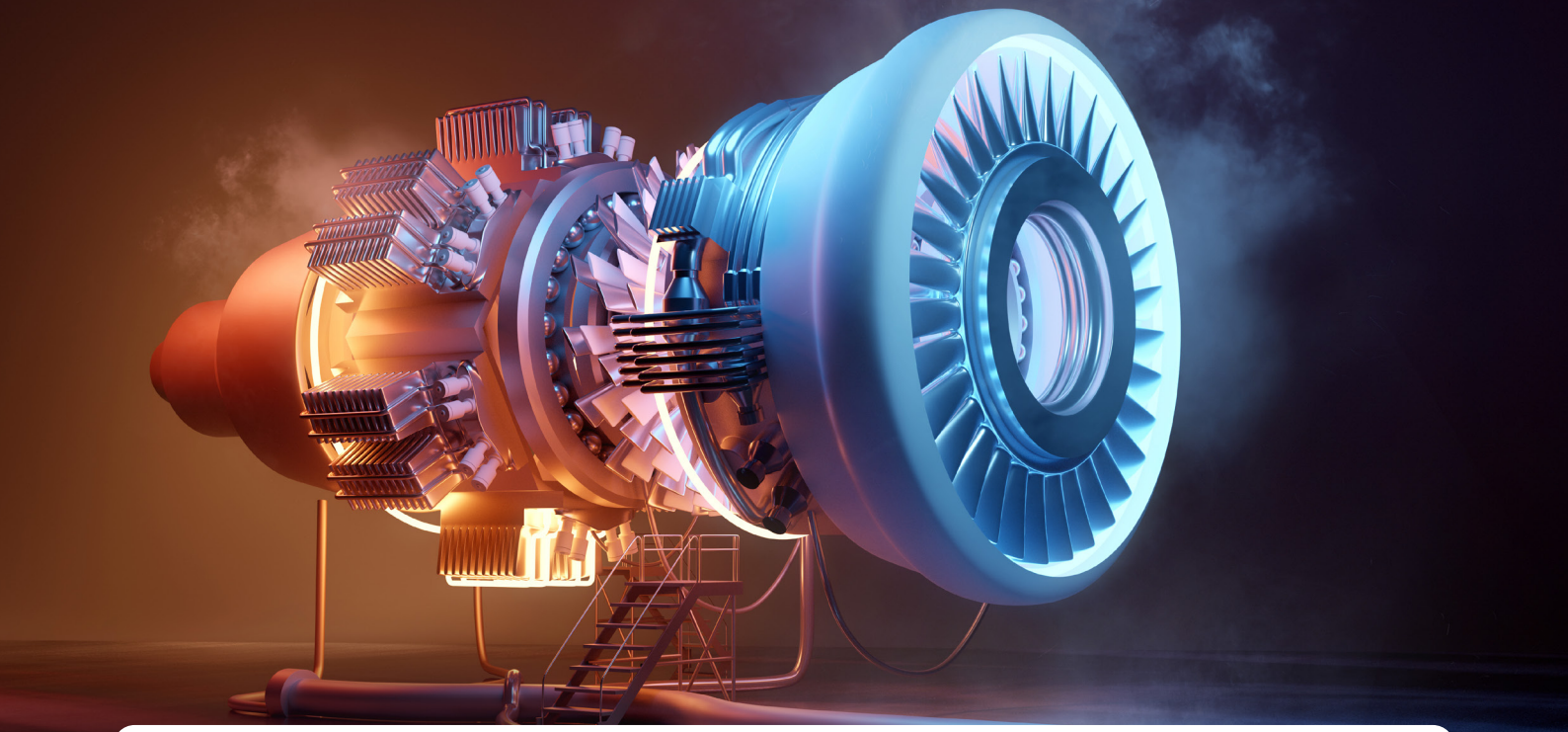

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HANGARS AND HANGAR DOORS

INTRODUCTION

Bottom rolling with a top guided configuration, Uni-directional, Bi-parting, Individually Operated, 3-way traveling group, and Anchored group systems. Or, they could be Bottom Rolling, Bumper-pick or Cable-reeve opening and closing system. These are variants and systems of doors and shutters associated with the ubiquitous aircraft hangar. Hangar constructions dotting the airport and airfields the world over may remain non-descript for most part, but they are created essentially to protect 'million dollar-babies', parked or under maintenance within, and more. Apart from protecting giant jet liners or a light biplane from the harsh elements, they secure assets from damage and destruction as also from unauthorised intrusions.

ABOUT HANGARS

The location, be it a private property or an existing airport, will surely influence the design and construction of a hangar. Details like the geographical location of the hangar under consideration, the size of the plot of land, and even the type of soil will all be considered and factored in.

While a hangar is being planned, the two most important questions that come to mind are – considerations and limitations. Above all, a hangar will need to be designed to fit in with the restrictions of that airport and that of the aviation regulator. For example, many airports mandate the use of specific non-reflective colours that don't shine into the eyes, and distract incoming pilots.

The dimensions of the land available and the percentage that can be developed by the hangar building, is always

stated in the overall airport master plan if being built in the periphery or within a specific airport's compound. There are height restrictions because of incoming flights or certain boundary limits applied for any upcoming construction.

If there are fire restrictions, then that obligation needs to be fulfilled by using insulated walls, or fire-rated concrete walls. Similarly, waste water handling, storm water drainage, use of acceptable cladding (zinc cladding is often not permitted because of reflective properties), all have to meet with compliances.

Access ways and taxiways must be planned keeping the airport operator's restrictions in the plan. Approaching an established civil engineer to assist is the best way out, as such a professional would already be aware of the various rules and restrictions prescribed by the local authorities, various regulatory bodies and the airport owner's in-house plans. Importantly, safety measures have to be incorporated while building such a structure that is in close proximity to the airport.

Other significant design requirements include wind ratings, terrain categories, snowfall depths, amongst others.

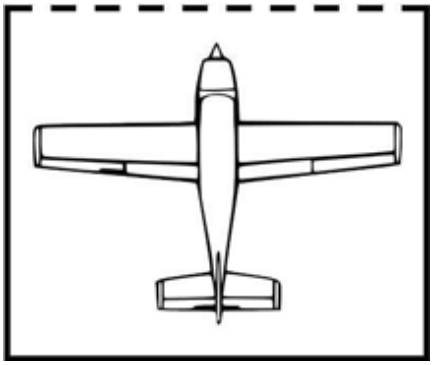
The purpose of the hangar will determine the size of the structure – for storage of planes, helicopters or bigger commercial aircraft. Entry, access ways into the hangar, size of opening, other staff entry doors or roller doors need to be incorporated early on in the designing of the building. Temperature control within the hangar and insulation requirements are all factored in based on existing weather in a given location.

Use of extra space inside a hangar can be cleverly eked out for purposes of storage, offices, canteens, workshops or training centres. For example, a small private plane can be accommodated in a hangar of say 400 square feet (37 square meters), while a hangar space for a commercial jetliner may require nearly 50,000 square feet (4,645 square meters).

There are several types of hangar floor plans that can be considered and some examples are appended herein:

Typically, there are 5 types of Aircraft Hangar Floor Plans:

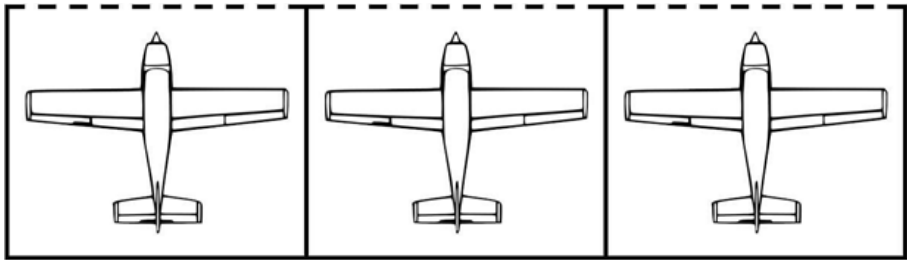
Free Standing Aircraft Hangar



This design is a common one for an aircraft hangar, and best used as private aircraft maintenance hangars, and airport repair facilities. The dimensions can be scaled up or reduced to suit any size, be they for smart aircraft, helicopters or larger jets.

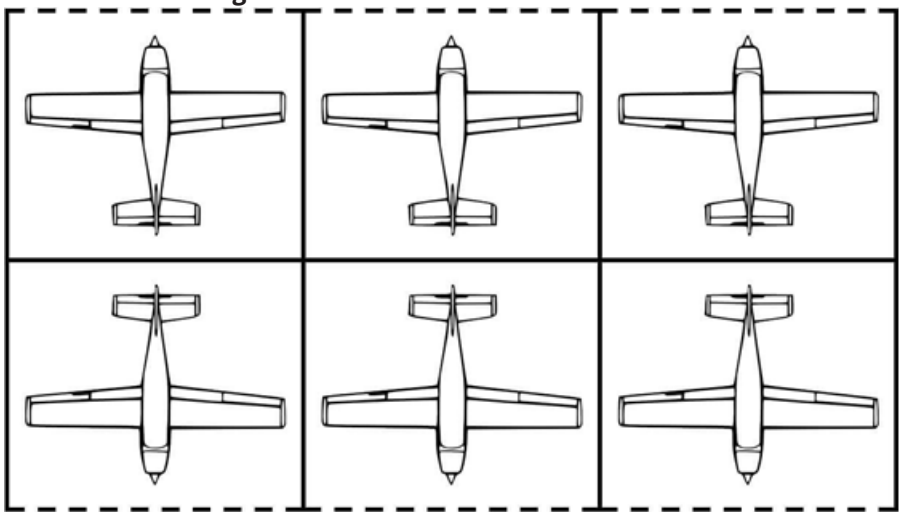
Image Courtesy : Pinterest

Consecutive Rectangular Hangars



Similar to Individual hangars, these are designed for extra space for additional aircraft, as also equipment storage. Each hangar is placed adjacent to the other and divided by a wall for privacy and security, each with its hangar door. These are best suited for individuals or building hangar space on a budget.

Back -To- Back Hangars



With back-to-back hangars, another set of hangar bays are placed for parking aircraft backing onto one another. Again, more extra space is created in this manner. Again, every hangar bay is separated by privacy walls that provide a secure environment. Back-to-back hangar designs are popular amongst individuals and commercial operators alike.

T Hangars

T type hangars are planned with economical use of space in terms of parking aircraft. T hangars come in 2 variants - Standard (stacked) T Hangars, and Nested T Hangars.

Standard T Hangars

Stacked T hangars are planned for maximum use of interior floor space. Extra space towards the end of the hangars can be used as storage space or offices. Lengthier in dimension when compared to Nested T Hangars, they allow entry access from the front and rear of the hangar bay. A personal door or roller door at the back of the hangar can give better access for entry and exits.

Nested T Hangars

Nested T hangars, less in length when compared to T hangars, require less of a taxiway, and space is culled out from the ends of the hangar for office or storage space or similar. The main hangar door provides access to each of the hangar bays.

Maintenance hangars

Maintenance hangars are constructed in a manner that ample room is available for manoeuvring aircraft and for performing MRO and services. They are the largest and most expensive structures to build and maintain, but they allow operators the advantage of extra space utilisation to store essentials and equipment, and technicians have enough space to move around and work on aircraft efficiently.

The aircraft maintenance hangar and repair facility allow maintenance crew and technicians to toil relentlessly in order to keep a fleet flying safely. Activities include routine inspections of the structure, as well as cleaning and painting of the walls, doors and roof. The aircraft floor carpeting goes through resurfacing or replacement from time to time.

Accident prevention is a critical part of hangar safety, therefore hangar operators take extra precaution to avoid electrical, fire, chemical hazards and other accidents, perilous to both man and machine.

Versatility of an Aircraft Hangar (air chalet)

A hangar home is a living space within an aircraft hangar that is part of the overall hangar design. A mezzanine floor, a clubhouse, commercial warehouse can all go into customised hangar designs, apart from offices, workshops and more.

The importance of hangar doors

Airplane hangars are a major investment, and the effectiveness of the door and entrance systems make the space within secure. Hangar doors are fabricated with solid durable material and efficient safety features. A safe environment provides protection of

assets like aircraft and equipment that cost millions of dollars; having one therefore, is fundamental to reliable and safe airline operations. Reliable operations in turn generates passenger confidence, and hence it makes good business sense to allocate sufficient funds towards development and upkeep of hangars systems.

Airplane hangar doors are made in a variety of different configurations that display strength and durability, ease of operation, and offer a controlled environment in a given climatic situation, as also prevent the harsh elements of the outside to get in. Hangar doors are fabricated to contain climatized air within, and importantly serve as a barrier to control the entry of pests, vermin, and birds. Hangar doors with good quality sealing is a must for closing doors in a secure manner.

Bottom Rolling hangar doors with their telescoping top roller hangar gates are meant to be versatile, meeting nearly all header deflection limits.

While Sliding hangar doors allow easy access for people with mobility issues, there are those that are technologically advanced with features like Remote Access control, where the hangar doors can be remotely controlled – from anywhere in the world! Automated Operation allows an authorised person to open and close hangar gates automatically. Thermal Insulated hangar doors keep the interior warm or cool, depending on outside weather conditions. Wind sensors and integrated lighting – while sensors help gauge wind speeds and prevent the hangar doors from opening when unsafe; Integrated lighting makes it easy to see the surroundings with darkness outside.

Servicing of hangar doors

Regular servicing and preventive maintenance (PM) keep hangar doors operating efficiently and smoothly thereby increasing the longevity of the system resulting in reduction of expenditure substantially. Some approved ways of maintaining hangar doors would be to keep a grease gun for approved levels of greasing. Pressure washers that keep the exterior clean, and since doors are sliding units, the rails they operate on need to be free from dirt and refuse.

Conclusion

Investing in a sound airline hangar system is like investing in safeguarding the viability of a particular airline/airport business. Hangar and hangar door designs and features have evolved over time to fulfil the needs of the equipment, assets and activities they harbour.

Reference Credit:
trullyreview.com
Global.aero
Mototok.com

Kellstrom Aerospace renews commercial aftermarket distribution agreements with AMETEK Aerospace

Kellstrom Aerospace has announced the renewal and expansion of global, exclusive commercial aftermarket distribution agreements with five business units of AMETEK Aerospace &amp for another five years.

Kellstrom Aerospace (CAGE 5AA19), a global commercial aftermarket OEM Distribution leader providing a comprehensive range of aircraft lifecycle solutions, announces the renewal and expansion of global, exclusive commercial aftermarket distribution agreements with five business units of AMETEK Aerospace & Defense including AMETEK Sensors and Fluid Management Systems (SFMS), Hughes Treitler, Rotron, Airtechnology Group, and FMH Aerospace for another five years. Additionally, a five-year global, exclusive distribution agreement has been signed with Pacific Design Technologies (PDT) expanding the partnership to six business units of AMETEK Aerospace & Defense.

"We are delighted to announce the latest chapter in our long-standing partnership with AMETEK Aerospace & Defense, and we are very excited for the opportunity to continue to support our global customer base with world class service and high-quality AMETEK Aerospace & Defense products and savings solutions," said Daniel Adamski, Executive Vice President – Distribution, Kellstrom Aerospace.

For more than 20 years, Kellstrom Aerospace and AMETEK Aerospace and Defense have collaborated on a global aftermarket partnership that has steadily expanded in size and scope.

"Kellstrom Aerospace has been an outstanding aftermarket channel partner for AMETEK Aerospace & Defense businesses for over twenty years and an effective conduit for commercial aftermarket growth with broad support capabilities on a global level. We are happy to enter the next phase of our commercial aftermarket partnership and very optimistic about the future of our collaboration," said Sheraz Ahmed, VP & General Manager, AMETEK Aerospace & Defense.

With a wide range of premium OEM products and aftermarket solutions, including engine and airframe temperature, pressure, and fluid sensors, heat exchangers, and surface coolers, high-performance fans, heaters, fluid and gas transfer hoses, and advanced liquid cooling and pumping solutions, AMETEK Aerospace & Defense is the market leader. All come lines are compatible with a wide range of aircraft made by Boeing, Airbus, Embraer, Bombardier, Gulfstream, and other manufacturers, as well as with numerous engines made by GE, CFMI, and Pratt & Whitney. Products from AMETEK Aerospace & Defense are of the highest quality, most dependable, and represent the newest generation of technologies, giving customers around the world a fantastic selection of sensing and thermal management solutions.

Safran to support Arriel engines powered Yellowhead Helicopters' AS350 and H125 fleets

SBH® is part of EngineLife® Services, Safran's range of solutions for helicopter engines.

Yellowhead Helicopters and Safran Helicopter Engines have a contract in place to support Arriel powering Arriel's AS350 and H125 fleets. A long-term Maintenance, Repair and Overhaul (MRO) and services agreement supporting 21 engines is formalised by this Support-By-the-Hour (SBH®) contract.

"This contract is a reflection of the strong relationship the two companies have nurtured over the years. Our two companies' common vision of providing the best of the best customer service to our end customer drives our every interaction and our dedicated staff execute this vision professionally," said Stewart Noel, CEO Safran Helicopter Engines Canada.

Safran Helicopter Engines Canada, based in Mirabel, Quebec, which offers support services for the Arriel and Arrius engines as well as engine repair and overhaul, will be in charge of managing this contract. Safran will assist Yellowhead Helicopters in its goal to serve the forestry, mining, oil and gas, utility, and tourism industries by providing this best-in-class service solution.

"This partnership has grown over the past 10 years. Within Yellowhead Helicopters, Safran Helicopter Engines Canada team is recognized as a top-tier partner providing exceptional support and service, intregal in the continued growth and success of our company," said Jacob Forman, CEO and Accountable Executive Yellowhead Helicopters.

SBH® is the support-by-the-hour programme offered by Safran Helicopter Engines. It eliminates cash peaks, makes engine operating costs predictable, and provides flexibility for planned and unforeseen MRO coverage.

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AVIATION TRAINING

- Aviation Training Institute at Mehsana
- Blue Ray provides training on CESSNA 152 and 172 Aircraft in a batch of 50 students
- From Jan'18 to Jul'21, 134 students have been trained and received their Commercial Pilot Licence

HELIPORT DEVELOPMENT

Creating 06 new Heliports across Ahmedabad, Dwarka, Ambaji, Gir, Somnath and Saputara

GUJARAT STATE AVIATION INFRASTRUCTURE COMPANY LIMITED

GUJSAIL Complex, Government of Gujarat, Near Torrent Sub Station, S.V.P.I. Airport, Ahmedabad, Gujarat-380004

Airbus to deliver 12 A320neo jets to Uzbekistan Airways

The newly ordered A320neo aircraft will join Uzbekistan Airways' current fleet of 17 Airbus A320 Family aircraft and the choice of the engines for the aircraft will be made at a later stage.

Airbus has announced to have received an order for 12 A320neo Family aircraft (eight A320neo and four A321neo) from Uzbekistan Airways, the national carrier of the Republic of Uzbekistan. The newly ordered aircraft will join Uzbekistan Airways' current fleet of 17 Airbus A320 Family aircraft. The choice of the engines for the newly ordered aircraft will be made by the airline at a later stage.

"The contract signed with Airbus is a new step in our fleet modernization strategy aimed at offering our passengers the most modern and comfortable aircraft. At the same time these new fuel efficient A320neo Family aircraft will help us to further expand and strengthen our footprint in Central Asia as well as develop our domestic and international network", said Ilhom Makhkamov, Chairman of the Board, Uzbekistan Airways.

The A320neo Family aircraft will feature the new Airbus Airspace cabin, bringing premium comfort to the single-aisle market. Uzbekistan Airways is planning to operate its newly ordered aircraft to further develop its domestic and international route network.

"Our cooperation with Uzbekistan Airways dates back to 1993. It is an honor that the A320neo Family has now again been chosen. We see good potential for growth in the Central Asia region in the years to come. The modern and efficient A320neo will enable Uzbekistan Airways to benefit from this growth and play a leading role in this region", said Christian Scherer, Chief Commercial Officer and Head of International, Airbus.

The A320neo Family jets incorporate the very latest technologies including new generation engines and Sharklets, which together deliver at least 20 percent fuel saving and CO2 emissions. With over 8,600 orders from more than 130 customers around the globe, the A320neo Family is the world's most popular aircraft.

GE Aerospace to support GE9X powering Cargolux's new fleet of Boeing 777-8 freighters

The Agreement includes the order of two spare engines and a multi-year GE TrueChoice services extension for Cargolux's fleet of Boeing 747-8F fleet powered by GEnx-2B engines.

GE Aerospace has announced it has entered into a long-term support agreement with Cargolux for the GE9X powering Cargolux's new fleet of Boeing 777-8 freighters. The newly signed agreement includes a multi-year GE TrueChoice service agreement as well as the order of two spare engines. The contract also includes TrueChoice services extension for Cargolux's fleet of Boeing 747-8F fleet powered by GEnx-2B engines.

In October 2022, Cargolux revealed plans to replace its ageing 747-400 freighter fleet with an order for 10 Boeing 777-8F aircraft. The GE9X is one of the most powerful aircraft engines in history and the quietest GE Aerospace engine ever produced (pounds of thrust per decibel). The engine also offers the lowest NOx emissions in its class.

"Cargolux is committed to investing in fuel-efficient engines that emit significantly less CO2," said Richard Forson, President and CEO, Cargolux. "GE's newest engine, the GE9X offers the latest technology which will help our airline enhance sustainability while increasing operational efficiency," he further added.

Cargolux was the launch customer for the GEnx-2B and became the first operator worldwide to fly one million hours with the engine. Compared to GE's CF6 engine, the GEnx engine offers up to 15 percent better fuel efficiency. Like all GE commercial engines, both the GE9X and GEnx are compatible with any approved blend of sustainable aviation fuel and normal jet kerosene.

"We are proud that Cargolux continues to choose GE Aerospace to power its modern, highly-efficient cargo fleet," said Russell Stokes, President and CEO, Commercial Engines and Services, GE. "Our focus remains to provide Cargolux with outstanding engines like the GE9X in terms of technology and performance, as well as world-class support," he further added.

The TrueChoice suites of engine maintenance offerings incorporate an array of GE capabilities and customizations across an engine's lifecycle. All TrueChoice offerings are underpinned by GE data and analytic capabilities and experience to help reduce maintenance burden and service disruptions for customers.

Tecnam delivers three MkII family multi-engine aircraft for Prince Aviation training fleet upgrade

The introduction of Tecnam models will provide Prince Aviation students with state-of-the-art aircraft-supported flight training and their first insight into the modern aviation world.

Tecnam, an Italian aeronautics manufacturer has announced the company has commenced the delivery of two Tecnam P2008JC MkII and one P2006T MkII multi-engine aircraft to Serbia-based Prince Aviation. By selecting Tecnam to renew its training fleet, Prince Aviation can now offer pilot training in the region of Western Balkans and South East Europe. The introduction of the Tecnam models to the training fleet will provide Prince Aviation's students with state-of-the-art aircraft that will support their flight training and education. This will give the students their first insight into the modern aviation world.

Since 1992, Prince Aviation's flight training organization has trained more than 500 pilots, confirming it to be the leading FTO in the region. By completing a Tecnam Maintenance Training Course, Prince Aviation will shortly become an Authorized Tecnam Service Center, providing certified support to their fleet and Tecnam customers in the area.

With its carbon-fiber fuselage, metal wings and stabilator, the Tecnam P2008JC MkII has a large number of advantages over traditional aircraft. The combination of both composite material and metal has resulted in a more fuel-efficient and much quieter aircraft which has become a favorite of many Flight Training Organizations.

Slobodan Stricevic, CEO, Prince Aviation said "The purchase of these first three Tecnam aircraft is only the initial step. Prince Aviation looks forward to partner with Tecnam on a long-term basis, both for pilot and technician training. Next step will be to increase our fleet and further develop our mutual cooperation".

The Tecnam P2008JC MkII multi-engine aircraft features several significant enhancements: a new avionics suite and a new design of both the instrument panel and glare shield, enabling the introduction of Garmin's innovative G3X Touch display with an MD302 attitude instrument. VFR Night is optional.

The P2006T MkII is a twin-engine, four-seat aircraft with the fully retractable landing gear. It offers an innovative design with a modern Garmin avionics suite that integrates all primary flight, navigation, communication, terrain and engine data on two high-definition LCD displays. The P2006T is standard equipped with an advanced feature S-TEC 55x high-performance, two-axis autopilot. Fitted with two Rotax 912S3 engines, the Tecnam P2006T MkII exhibits remarkable fuel saving and can be operated either on AVGAS or MOGAS 95 octane fuel (which leads to huge operating cost reductions).

Walter Da Costa, Chief Sales Officer, Tecnam said "We are so proud to be the right solution for Prince Aviation and all of today's FTOs. We are happy that students in the Balkan area can learn with modern aircraft manufactured by Tecnam."

Based on recent data and industry benchmarks, flight training schools operating Tecnam's single and twin-engine fleets can save as much as 10 tons of CO2 emissions for every single student graduating with a Commercial Pilot License – a 60% reduction compared to legacy fleets using Avgas 100LL fuel. (This is based on 155 flight training hours, including 30 hours on the twin.)

Airbus to deliver 12 additional A220 aircraft to Delta Air Lines

The newly placed order by Delta Air Lines has brought the airline's total firm order for Airbus A220s to 119 aircraft which includes 45 A220-100 and 74 A220-300 jets.

Airbus has announced that Delta Air Lines, a major American carrier, has firmed up an order for a dozen more Airbus A220-300 aircraft. The newly placed order has brought the airline's total firm order for A220s to 119 aircraft which includes 45 A220-100 and 74 A220-300 jets. Throughout the years, Delta Air Lines has reordered the A220 four times and is currently the largest A220 customer and operator.

Delta Air Lines took delivery of its first Airbus A220 jet in October 2018 and was the first U.S. carrier to operate the aircraft type. Delta currently owns a fleet of 415 Airbus aircraft which includes 59 A220 aircraft, 266 A320 Family aircraft, 62 A330s and 28 A350-900 aircraft.

"These 12 additional A220 aircraft will help power our increasingly streamlined fleet while also providing our customers with the elevated in-flight experience they've come to expect from Delta," said Kristen Bojko, Vice President of Fleet, Delta Air Lines.

The Airbus A220 aircraft is the only aircraft purpose-built for the 100-150 seat market, bringing together state-of-the-art aerodynamics, advanced materials and engine maker Pratt & Whitney's latest-generation GTF engines. The A220 brings customers a 50 percent reduced noise footprint as well as around 50 percent lower NOx emissions than industry standards.

"Delta Air Lines was the U.S. launch customer for the A220 and this fourth reorder in just four years by a leading carrier as Delta is a most gratifying endorsement," said Christian Scherer, Airbus Chief Commercial Officer and Head of International. "The aircraft is currently connecting Delta passengers on more than 100 routes at 25 percent* less fuel and CO2 emissions. If you want to connect today and tomorrow, you can't do any better," he further added.

Airbus has already delivered 246 A220 aircraft to 16 airlines operating on four continents. This track record makes A220 the optimal aircraft to offer operational flexibility for both regional as well as long-distance routes. To date, more than 70 million passengers have flown the A220. The fleet is currently flying on over 825 routes and 325 destinations worldwide. As of the end of December 2022, nearly 30 customers have ordered close to 800 A220 aircraft – confirming its leading position in the small single-aisle market.

TrueNoord signs sale agreement for ten Embraer aircraft with Nordic Aviation Capital

The latest contract with Nordic Aviation Capital will bring new lessee airlines from around the globe into the family and will increase the company's footprint with existing European airlines.

TrueNoord, a regional aircraft lessor, has completed the signing of a sale agreement for eight Embraer E190 and two E175 aircraft with Nordic Aviation Capital (NAC), a provider of leasing and lease management services to airlines. This significant transaction between the two companies increases TrueNoord's portfolio of civil jets to 70 aircraft. This will bring new lessee airlines from North America, Canada, and South Africa into the family, and will increase TrueNoord's footprint with existing European airline customers in France and Portugal.

The complete integration of all ten newly acquired Embraer jets is targeted to be finalized in Q1 2023. Richard Jacobs, Chief Commercial Officer, TrueNoord, said that it has been a pleasure to work with NAC, a professional trading partner with ample experience in the regional market.

Richard Jacobs, Chief Commercial Officer, TrueNoord said, "With half of these aircraft operated by North American lessees, it has brought the TrueNoord portfolio more in line with the distribution

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of the worldwide regional aircraft fleet. The NAC portfolio is a good match with the younger E-190s in our current fleet and we anticipate that groundwork laid by this transaction will spearhead further deals in the future."

The transaction for the new Embraer jets will be financed by TrueNoord's current warehouse facility provided by Citibank, Société Générale Corporate & Investment Banking, Royal Bank of Canada, and NordLB. This funds new acquisitions and supports TrueNoord's targeted growth strategy in the 50 to a 150-seat market segment, which is endorsed by cornerstone investors: Freshstream, BlackRock, abrdn, and others. Legal advisers Pillsbury acted on behalf of TrueNoord.

"With our secure funding we envisage more portfolio transaction opportunities and for this particular transaction are pleased to support the execution of NAC's new business strategy moving forwards. There will be further trades in the lessor-to-lessor environment, we are already exploring opportunities and it is good to see this market now opening up after a relative silence during the last two years," said Anne-Bart Tieleman, CEO, TrueNoord.

With this sizable transaction with Nordic Aviation Capital, TrueNoord is demonstrating solid confidence in the value proposition that regional aircraft are offering and in a recovery of the market in the coming years. This is underscored by the relative ease of transitioning aircraft that come off-lease and according to Anne-Bart Tieleman, CEO-TrueNoord, it is a positive trend and the first portfolio deal in the market since COVID-19.

Air Lease Corporation to deliver six new Airbus A220 aircraft to Croatia Airlines

According to the agreement, Air Lease Corporation will deliver six new Airbus A220 aircraft, including four A220-300 and two A220-100 aircraft to Croatia Airlines.

The aircraft are scheduled to be delivered to Croatia Airlines beginning in 2024 through 2025 from ALC's order book with Airbus.

Air Lease Corporation, a company engaged in purchasing commercial aircraft and leasing them, has announced the signing of a long-term lease agreement with Croatia Airlines, the state-owned flag carrier airline of Croatia. According to the agreement, Air Lease Corporation will deliver six new Airbus A220 aircraft, including four A220-300 and two A220-100 aircraft to Croatia Airlines. The aircraft are scheduled to be delivered to Croatia Airlines beginning in 2024 through 2025 from ALC's order book with Airbus.

"We are pleased to announce this lease placement for six new Airbus A220 aircraft with Croatia Airlines," said Steven F. Udvar-Házy, Executive Chairman, Air Lease Corporation. "ALC looks forward to a successful long-term relationship with Croatia Airlines as the airline modernizes and expands its fleet with the newest and most fuel-efficient jets," he further added.

Croatia Airlines, the national air carrier of Croatia, has been carrying passengers and cargo in domestic and international traffic for more than 30 years. Through its hub in Zagreb, Croatia Airlines serves dozens of destinations in Europe including Austria, Belgium, France, Germany, Italy, Netherlands, Switzerland and the United Kingdom.

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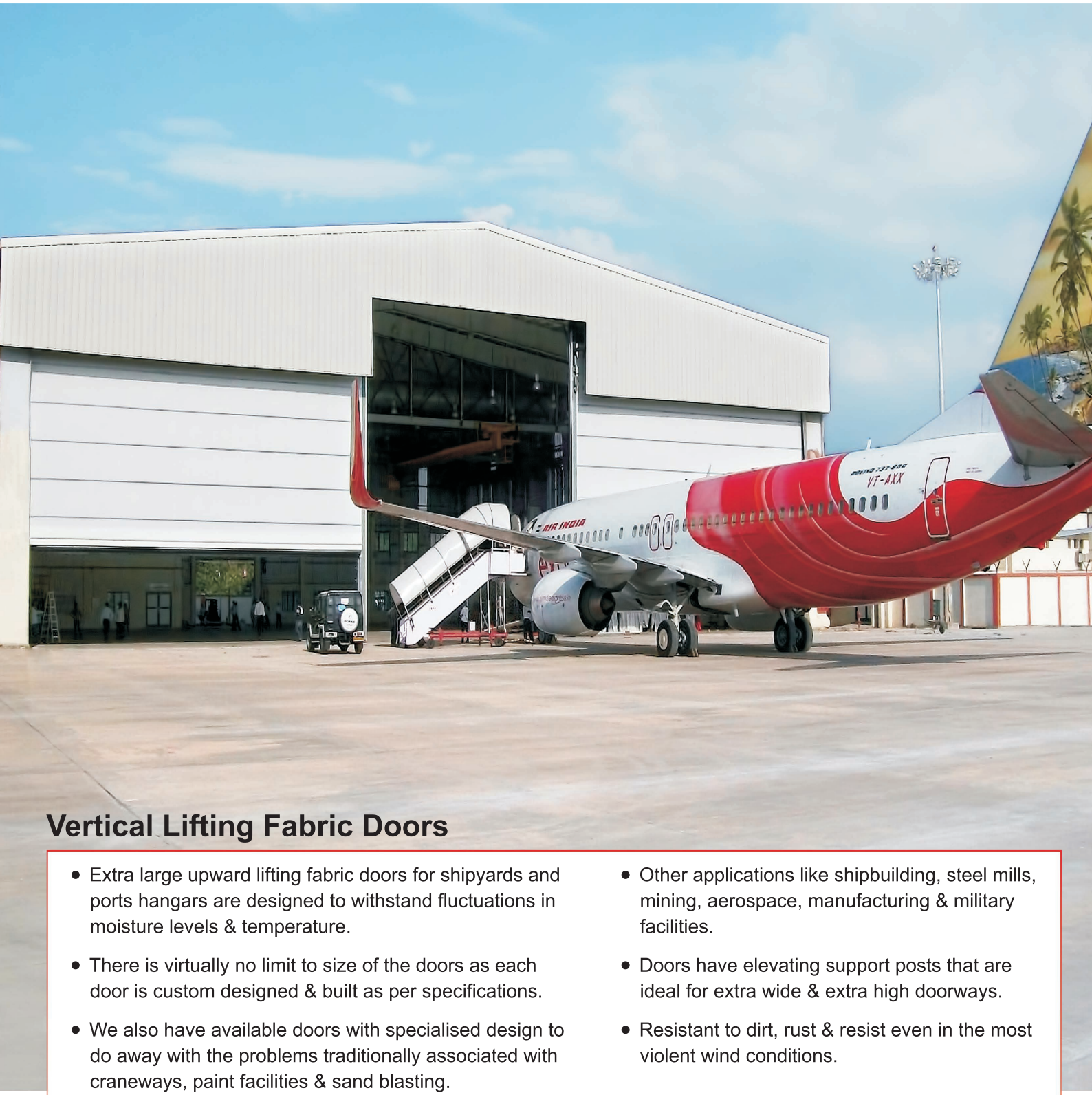

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Lufthansa Technik Turbine Shannon extends Irish facility to operations

The extended Lufthansa Technik Turbine Shannon (LTTS) facility will offer new products for CFM56 and V2500 turbine engines powering Boeing 737 and Airbus A320 aircraft.

Lufthansa Technik Turbine Shannon (LTTS) an Irish member of the EPAR Network within the Lufthansa Technik group has announced the expansion of its business and facility in response to growing market demand. With the availability of a new building in Shannon's Free Zone covering 2,000 square meters and equipped with state-of-the-art technology, the company is increasing its capacity.

The extended facility will offer new products for CFM56 and V2500 turbine engines powering Boeing 737 and Airbus A320 aircraft. Maintenance and overhaul operations are set to commence in the new facility in the first quarter of 2023. The newly expanded facility will offer new big employment opportunities for highly skilled workers

and professionals in the midwest region of Ireland.

"This is a very special milestone for Lufthansa Technik Turbine Shannon that is celebrating its 30 years in operations in Ireland ", says Michael Malewski, CEO and Managing Director, LTTS. "We are delighted to add a manufacturing operation to the Shannon Aviation Services Cluster. The region has been home to Lufthansa Technik MRO activities since the 1990's and it's great to contribute to its expansion. With this commitment into a promising business segment we aim at enhancing value for our growing list of customers," he further added.

After experiencing a sharp fall in activity during the Covid-19 crisis, LTTS has already created more than 100 jobs in Ireland. The expansion will further enable

LTTS, a member of Lufthansa Technik's EPAR network (Engine Parts & Accessories Repair), specializes in the repair of components for both high-pressure and low-pressure turbines for CFMI, IAE, and GE aircraft engines. The company was originally founded in 1992 and currently employs a staff of more than 250 people at the large floor space of some 8,000 square meters available at its existing site in Shannon Smithtown, Ireland.

Aero Vodochody delivers final overhauled L-159 jet to the Czech Army

All 16 single-seat L-159 ALCA aircraft have undergone the necessary repairs (PP16), and Aero Vodochody has turned over the final one to the Czech Air Force.

Aero Vodochody has announced the delivery of the final L-159 to the Czech Army following a planned PP16 overhaul. All 16 single-seat L-159 ALCA aircraft have undergone the necessary repairs (PP16), and Aero Vodochody has turned over the final one to the Czech Air Force. Other technical advancements and an eight-year extension of the L-159s have been made.

The last of 16 single-seat aircraft that had been receiving the recommended periodic overhauls at Aero Vodochody over the previous two years was the L-159 ALCA light combat aircraft with the registration number 6070. The 21st Tactical Air Force Base at Caslav of the Czech Air Force received the last completed Alka.

"To ensure the operational capability of the L-159 fleet and the defense of the Czech Republic, we delivered the repaired aircraft at regular intervals from September 2020 until the end of 2022, when we completed the repair of the last aircraft," said Viktor Sotona, president & CEO Aero Vodochody"The great advantage of L-159s is their cost-effective operation, especially compared to supersonic aircraft, in a large number of different variants of combat tasks," he further added.

All components of the aircraft, including the instruments, are inspected and tested as part of the second intermediate overhaul, which is mandated by the so-called PP16 (prescribed periodic work after 16 years of operation). Aero Vodochody and the Czech Republic's Ministry of Defence signed a contract in 2019 that also included technical upgrades for some of the aircraft's components and features. The interior of the L-159s was altered, and interior and exterior lighting kits were installed in order to make the aircraft compatible with night vision goggles (NVGs). In the event that conventional devices malfunction, a new electronic backup display (ESIS) can take the place of other backup instruments and give pilots crucial position, speed, or descent information.

In December of 2022, Aero Vodochody finished building the final 16 L-159 aircraft and delivered them to the Czech Air Force via ground transfer. The last L-159 aircraft's actual aerial handover took place in January 2023.

The Air Force of the Czech Republic's Army operates L-159 aircraft. Additionally, the fleet of the Iraqi Air Force includes Czech light attack aircraft from Aero Vodochody. Draken Europe has only recently begun using them for training, where they act as aggressors in the instruction of RAF fighter pilots flying the Eurofighter Typhoon and cutting-edge F-35 aircraft.

SmartSky secures STC for installation hardware system on Dassault Falcon 900 jet

The Dassault Falcon 900 series, with more than 400 aircraft in service, joins a growing list of aircraft that have already been granted STC for SmartSky's patented ATG connectivity service.

SmartSky Networks, the provider of inflight air-to-ground (ATG) connectivity for business aviation, has announced the company has achieved completion of a Supplemental Type Certificate (STC) for the installation of SmartSky's flagship hardware system on the Dassault Falcon 900 series aircraft. Aircraft operators can request installation from their choice of SmartSky-authorized installation provider.

The Dassault Falcon 900 series, which has more than 400 aircraft in service, joins a growing list of aircraft types that have already been granted Supplemental Type Certificate (STC) for SmartSky's patented ATG connectivity service. This will make its high-performance network available to more aircraft that need secure, uninterrupted connectivity.

Dave Helfgott, CEO, SmartSky Networks said, "Since SmartSky's next generation service for business aviation became available nationwide, it has continued to impress, even in the most demanding use cases — from executives having full access to office applications and VPNs to teens using FaceTime and TikTok. Bringing SmartSky to Dassault Falcon airframes is an important addition to our available STCs for business aviation aircraft. In addition, we have multiple new STCs in progress and we are laser focused on expanding availability to meet escalating demand."

Along with this first STC for a Dassault-produced aircraft, SmartSky has already been awarded STCs for many of the world's most popular business aircraft from major manufacturers such as Textron Aviation, Gulfstream Aerospace, Bombardier, Embraer and the latest Dassault. Supported by the expanding number of STCs, more passengers, crew and decision-makers are experiencing SmartSky's performance in action on a growing number of charter and corporate flight department aircraft. Aircraft operators can request installation from their choice of SmartSky-authorized installation provider.

Embraer to provide its beacon platform to Vortex Aircraft Services

Vortex Aircraft Services will use the Embraer's Beacon platform to enhance maintenance coordination, and responsiveness to AOG services and simplify communication around maintenance.

Embraer has announced the signing of a contract with Vortex Aircraft Services for the use of Beacon, the maintenance coordination platform connecting resources and professionals for faster return-to-service aircraft. Vortex Aircraft Services, a U.S.-based independent engine repair company specializing in aircraft on ground (AOG) and scheduled maintenance events, will use Beacon to enhance maintenance coordination and responsiveness to AOG services.

The Beacon platform helps further simplify communication around maintenance events of all types of aircraft models, increase team productivity and efficiency, improve knowledge exchange, and streamline workflows.

"As a fleet-agnostic platform, Beacon is an ideal partner for Vortex, a company providing maintenance and repair services on a broad range of aircraft from different original equipment manufacturers. Every minute counts in aviation. Beacon will help Vortex improve their coordination efficiency of AOG events and field maintenance, foster more effective collaboration, and maintain their high standards of quick response to critical maintenance events," said Marco Cesarino, Head, Beacon.

By onboarding Vortex, Beacon is expanding its presence within the U.S. maintenance and repair market and complementing Vortex standards for service excellence for both their commercial and private aviation customers.

"We firmly believe in strengthening the quality of work and response for our customers. The Beacon platform aligns with our vision to expand in Charlotte, NC, which remains a strategic location for Vortex and its customers as a hub for air carriers and all operations traveling through the Southeast United States. By joining Beacon, we continue to make our relationship more dynamic between our customers and us so we can keep them flying," said Luis Osuna, Director of Maintenance, Vortex Aircraft Services.

Beacon is the innovative maintenance coordination platform for faster return-to-service of all types of aircraft. Beacon is a platform powered by Embraer to synchronize the aviation services ecosystem in a more agile and efficient way to keep aircraft flying. Beacon aims to unleash high-value interactions and business opportunities to multiple stakeholders within the service ecosystem. The platform provides solutions to streamline unscheduled aircraft maintenance interruptions.

L3harris introduces cohesive flight data recorder system for light aircraft and helicopters

The EFD-750 LDR is an essential backup display presenting airspeed, altitude, attitude and slip data with options for heading and navigation, enhancing pilot situational awareness and safety.

L3Harris Technologies has announced the availability of its off-the-shelf cohesive flight data recorder system for light aircraft and helicopters that meet the European Union Aviation Safety Agency's ED-155 mandate. The L3Harris integrated solution, composed of the L3Harris EFD-750 Standby connected to the L3Harris lightweight data recorder (LDR), significantly reduces installation, maintenance and service time and expenses by eliminating the need to integrate, wire, test and connect numerous systems to an ED-155 certified recorder.

L3Harris Technologies is an American technology company, defense contractor, and information technology services provider that produces C6ISR systems and products, wireless equipment, tactical radios, avionics and electronic systems, night vision equipment, and both terrestrial and spaceborne antennas for use in the government, defense, and commercial sectors.

The advanced and configurable EFD-750 LDR is an essential backup display presenting airspeed, altitude, attitude and slip data with options for heading and navigation, enhancing pilot situational awareness and safety. The L3Harris LDR is a small, lightweight ED-155 certified recorder providing a crash-protected recording of audio, image and flight data.

"Aircraft and helicopters must be able to transmit required ED-155 parameters to a certified, lightweight flight recorder," said Alan Crawford, President, L3Harris Commercial Aviation. "Our integrated solution simplifies installation using proven best-in-class products that enhance pilot safety, exceed recorder data parameter recommendations, and save manufacturers and operators time and expense," he further added.

When paired with the aircraft's global positioning antenna, the L3Harris integrated solution provides all essential and recommended flight, inertial, air data and position parameters recommended by the International Civil Aviation Organization's ED-155 specifications defined for lightweight aircraft recorders and can be installed as a line-fit or retrofit solution.

The operators with assistance from the solution can quickly access and download images, video and data parameters using a web browser. This further provides actionable information for preventive maintenance, flight data management, operations quality assurance and safety risks using L3Harris or third-party flight data analytics programs.

The European Union Aviation Safety Agency ED-155 mandate for capturing essential flight data parameters took effect in 2023 for forward-fit light helicopters and general aviation aircraft. Several other global aviation safety and security agencies are recommending or proposing similar mandates.

Rusada opens new office in Canada to boost North American footprint

The Rusada new location will provide easy access to customers in Canada and the Northeast of the U.S., with Montreal, Chicago, New York, and Washington D.C. all only a short flight away.

Rusada, an Aviation software specialist and a provider of aviation MRO software solutions, has announced the opening of a new office in Toronto, Canada to support customers and business development in the region. The company's new location will provide easy access to customers in Canada and the Northeast of the U.S., with Montreal, Chicago, New York, and Washington D.C. all only a short flight away.

"We are seeing a great demand for our services in the North American market." says Julian Stourton, CEO, Rusada. "Already in our 5 years here we have signed some of the largest contracts in our history from both the fixed and rotary wing markets, as well as a number of maintenance providers. "We have formed numerous partnerships with some of the leading players over here, which is helping us reach new types of customers, and positively affecting the development of ENVISION. "This new office adds to the foundations we established in 2017 and sets us up to continue our growth in the years to come," he further added.

Having commenced business in 1987, Rusada has since expanded to 8 locations around the globe from which it develops, supports, and sells its airworthiness, maintenance, and flight operations software ENVISION. The new Canadian office adds to its presence in North America, which began with its Colorado office, which opened in 2017. Since then, the company has added numerous North American clients to its customer base and established partnerships with key industry integrators. With their new office, Rusada aims to continue this recent run of success and further tap into the region's market potential.

Gregg Brown to join JetBlue as Vice President of Technical Operations

Gregg Brown will join JetBlue in February and as the new VP of Technical Operations will oversee the carrier's maintenance, materials, engineering, quality and other operational functions.

JetBlue, a major American airline and the low-cost carrier has announced the appointment of Gregg Brown as the airline's new vice president of technical operations. Gregg Brown will join JetBlue in February and will oversee the carrier's maintenance, materials, engineering, quality and other operational functions. Brown will report to Warren Christie, head of safety, security, fleet operations, airports and JetBlue University.

Gregg Brown in his new post brings over three decades of experience in the aviation industry. His most recent responsibility is serving as vice president of technical operations at Spirit Airlines, where he leads the airline's maintenance and supply chain functions.

"Gregg's extensive technical operations experience will be invaluable as we continue to grow our fleet and network," said Warren Christie, head of safety, security, fleet operations, airports and JetBlue University, JetBlue. "He'll play an important role in bringing our crewmembers and business partners together in this next chapter for JetBlue. At the same time, I'd also like to thank Bill for his dedication to JetBlue and our crewmembers over the past four years," he further added.

Before Spirit Airlines, Gregg Brown worked at MRO Holdings, an aircraft maintenance and modification provider, and helped start its services division by growing a multinational team of experts. He also spent nearly 24 years with Southwest Airlines, serving in various positions, including senior director of quality and FAA liaison. During his time with the carrier, Brown helped Southwest obtain a single operating certificate as part of its acquisition of AirTran Airways.

Gregg Brown, vice president, technical operations, JetBlue said, "I'm excited to be joining JetBlue to lead an incredible team of technical operations professionals during a period of growth and expansion for the airline, and as JetBlue transforms its fleet with next-generation aircraft from Airbus and the retirement of the Embraer 190."

William Cade, who has led technical operations since 2018, is retiring from JetBlue after nearly 40 years in the airline industry. Gregg Brown began his career in the U.S. Air Force, where he was a crew chief and earned his Airframe and Powerplant (A&P) license.

Alton makes new leadership appointments

Alton has appointed Managing Director Raffi Kasparian, to head up the Dubai office; Mabel Kwan has joined as Managing Director in the Singapore office; and Ronan Murphy has joined as Director in Dublin.

Alton Aviation Consultancy, the specialist global aviation advisory firm, will enter 2023 as a significantly larger organization, with double-digit growth in its professional consulting ranks, including several senior-level hires, to meet the rising demand for guidance on navigating the industry's post-pandemic recovery.

Alton's advisory work has expanded to include post-Covid corporate strategy, airline and lessor fleet strategy, restructurings, M&A due diligence, strategic sourcing for maintenance, repair, and overhaul (MRO), and new technology advisory in advanced air mobility and other sectors. In 2022, the firm completed over 150 engagements for over 100 clients, with more than two-thirds of these clients returning from previous years.

With the opening of a Dubai office, Alton has increased its presence in the Middle East and deepened its relationships with airports, airlines, aviation authorities, and other service providers throughout the region.

"We've been privileged to advise our clients on their most critical decisions and are gratified that in a year of rapid growth, many of our engagements have involved repeat clients. With our team growing and our global footprint expanding, we are well-positioned in 2023 to build on these successes and provide our clients even more value,"said Adam Cowburn, Managing Director of Singapore office, Alton.

Senior hires have strengthened expertise across the aviation value chain, including Managing Director Raffi Kasparian, who has been appointed to head up the Dubai office; Mabel Kwan, who was previously Managing Director of Investments at Changi Airports International and has joined Alton as Managing Director in the Singapore office; and Ronan Murphy, who was previously Vice President, Strategy and Planning at AMCK Aviation and has joined as Director in Dublin.

"We've helped clients navigate the aviation industry's recovery, which has underlined the vital importance of seasoned expertise from pre-eminent advisors offering a global perspective. Having expanded our team and global footprint with both senior and junior hires, we look forward to continuing our mission of supporting existing and new clients in the years ahead," said John Mowry, Managing Director of New York office, Alton.

Alton also renewed its pledge to the Pledge 1% philanthropic movement in 2022, donating 1% of revenue to a variety of charitable causes. Alton sponsored a matching donation campaign for Airlink, a rapid-response humanitarian relief organization, to support its work in and around Ukraine as part of this. Alton also supported Doctors of the World, Challenge Air, World Central Kitchen, and Food from the Heart this year.

MRO BUSINESS TODAY

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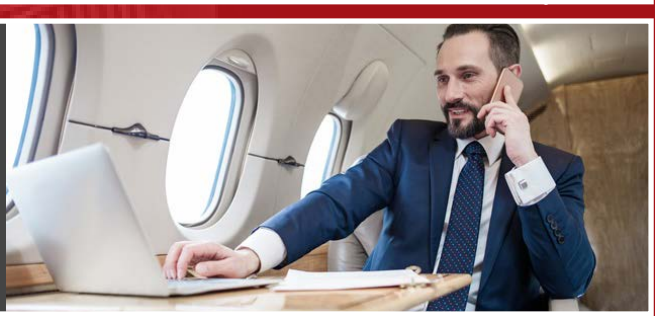

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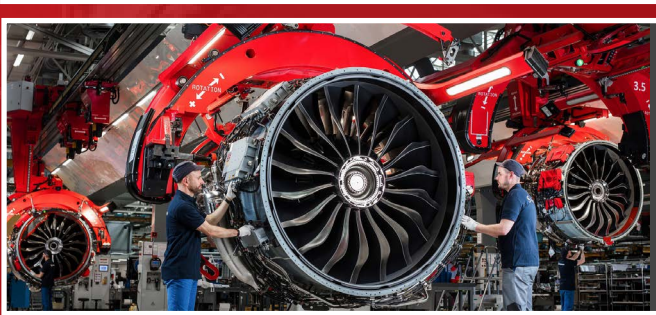

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International CALENDAR 2023

2023

Date	Event	Venue
07-09 Feb 2023	AERO-ENGINES & ELTF AMERICAS	Dallas, TX, USA
22-23 Feb 2023	MRO LATIN AMERICA	Buenos Aires, Argentina
28 Feb to 01 March 2023	Aviation Festival	Singapore
28 Feb to 01 March 2023	MRO SouthAsia 2023	New Delhi, India
01-02 March 2023	MRO MIDDLE EAST	Dubai, UAE
01-03 March 2023	IASEA 2023	Marina Bay Sands, Singapore
18-20 April 2023	MRO AMERICAS	Atlanta, GA, USA
03-05 May 2023	Rotorcraft Asia and Unmanned Systems Asia 2023	Singapore
16-18 May 2023	IATA Ground Handling Conference	Abu Dhabi
17-18 May 2023	MRO AUSTRALASIA	Brisbane, Australia
07-08 June 2023	ELTF EUROPE	London, UK
13-14 Sept 2023	AERO-ENGINES EUROPE	Madrid, Spain
26-27 Sept 2023	Helitech Expo	London
26-28 Sept 2023	World Aviation Festival	Portugal
26-28 Sept 2023	MRO ASIA-PACIFIC	Singapore
22 - 24 Nov 2023	Air Expo India	Indira Gandhi Intl Airport-New Delhi

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