

MAAS Aviation's new aircraft paint shop boosts their MRO capacity in Europe by 40 per cent

This year MAAS will have eleven paint shops with an estimated aircraft painting forecast of 300 aircraft and expected turnover to exceed USD28 million

MAAS Aviation has opened a new purpose-built, first of its kind, paint shop at Kaunas Airport in Lithuania. The facility is a twin-bay narrow body paint shop and is capable of accommodating up to two A321 sized aircraft simultaneously. This shop is estimated to grow MAAS Aviation's global footprint to eleven best-in-class paint shops and increases their overall MRO capacity in Europe by 40 per cent. This facility features the very latest technologies, including systems to ensure safe and secure operations and to manage the environmental impact apart from achieving the highest industry quality standards.

According to Tim Macdougald, CEO of MAAS Aviation, the central/eastern European location of Kaunas was chosen as a result of several influencing factors. "It was the universal willingness of the Lithuanian authorities to bring a new industry to Lithuania. I'd particularly like to mention Invest Lithuania and the Airport Authority of Lithuania for supporting a project that spearheads the development of aviation services at Kaunas; and to FL Technics for committing to build a partnership with MAAS to combine our services with theirs for the benefit of airline and lease company customers; and to Ryanair for its continued business and trust in being

our launch customer at the site." In the build up to establishing this new facility MAAS Aviation experienced a dynamic growth trajectory.

The partnership of MAAS Aviation with FL Technics will combine the services for the benefit of airline and leasing company customers to offer an outstanding aircraft redelivery center-of-excellence at Kaunas Airport.

In 2015 the Company had just three paint shops in two locations, 130 aircraft were painted, and turnover was approximately USD 10 million. This year MAAS will have eleven paint shops (three in Hamburg; two in Kaunas; two in Maas-tricht; one at Fokker Woensdrecht; and three in Mobile, Alabama. The estimated forecast is painting up to 300 aircraft with turnover expected to exceed USD28 million.

"All MAAS paint shops are operated to OEM standards of performance and we are one of the top three MROs in the world offering a specialist service. Our business benefits from long term customer contracts – including with Airbus – all of which relate to our culture which combines integrity with competence and reliability. The standard of our facilities reflects our design expertise and includes full climate control paint shops, computerized building management systems and datalogging, high-lux lighting, and fully-lined clean paint shops. Our use of aircraft access docking systems eliminates the risk of damaging aircraft during painting due to the avoidance of moving equipment," Macdougald further added.

All MAAS Aviation facilities are certified to EN9100, ISO9001 and ISO14001 standards and the Kaunas shop will operate to these standards from the outset. The 40 per cent increase in MAAS Aviation's European MRO capacity enables the Company to capture more business during the peak seasons.



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The COVID-19 pandemic has been hard on the entire aerospace industry. Steadily the industry is picking up its numbers. Passenger traffic is up again, the hangars are back for routine maintenance checks and things are falling back in place.

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Uganda Airlines sign TotalCare agreement with Rolls-Royce for their latest Airbus fleet

TotalCare offers more than just an engine maintenance plan; it is a service concept based upon predictability and reliability

Uganda Airlines recently signed a TotalCare agreement with Rolls-Royce for their two new Airbus A330neo aircraft powered exclusively by Rolls-Royce Trent 7000 engines. Uganda Airlines received the first A330neo in December 2020 and the second in January 2021.

Cornwell Muleya, CEO of Uganda Airlines said, "We are proud to include our new Rolls-Royce powered Airbus A330neos into our fleet and this agreement will ensure that our Trent 7000 engines will be maintained to world-leading levels of service."

TotalCare offers more than just an engine maintenance plan; it is a service concept based upon predictability and reliability. This agreement will give Uganda Airlines a secured cost of operating and maintaining their Trent 7000 engines, through a dollar-per-flying-hour payment mechanism, as well as enhanced aircraft availability as a result of our in-depth engine knowledge that only we can provide, drawing on



advanced engine health monitoring and the inclusion of product durability and reliability improvements.

John Kelly, Senior Vice President Customers, Rolls-Royce said, "Our TotalCare agreement will ensure Uganda Airlines, the latest member of the family of Trent operators, receives our flagship standard of service, maximizing aircraft availability and the ability to plan forward financially."

The exclusive engine for the A330neo, the Trent 7000 is the seventh and latest member in the Trent family of engines,

which recently celebrated its 25th birthday and has accumulated more than 150 million engine flying hours. The Trent 7000, which first entered service in November 2018, draws on more than 50 million flying hours of experience from the Trent 700, the engine of choice for the original version of the A330. The 68-72,000lb thrust Trent 7000 helps the A330neo reduce environmental impact with a 25 per cent improvement in fuel burn per seat (compared to previous generation competitor aircraft) and a significant noise reduction.

Astronics Corporation to supply CorePower aircraft power distribution units for MQ-25 to Boeing

This COTS power distribution technology will support the success of the MQ-25 program by providing intelligent control and visibility of the on-board power systems

Boeing has awarded a contract to Astronics Corporation to supply CorePower aircraft power distribution units and custom-engineered exterior lighting for the MQ-25 unmanned aerial refueling program. The CorePower system replaces pilot-operated, thermal mechanical breaker systems with intelligently controlled, solid-state switches to provide safe, reliable performance remotely.

Pete Gundermann, President and CEO of Astronics said, "Our CorePower Electronic Circuit Breaker Unit (ECBU)

technology is ideally suited for use in unmanned aircraft. This COTS power distribution technology will support the success of the MQ-25 program by providing intelligent control and visibility of the on-board power systems. Additionally, we are proud to bring our exterior lighting expertise for military programs to Boeing on this project."

The system planned for the MQ-25 incorporates the use of Astronics' latest generation ECBU products to create an evenly distributed system at a fraction of the wire weight and increased reliability compared with traditional systems.

Astronics is also currently working with Boeing to design custom lighting

for the MQ-25 to provide for safe operations for flight deck personnel and aid in the aerial refueling process.

Dave Bujold, Boeing's MQ-25 program director said, "The MQ-25 program is vital because it will help the US Navy to extend the range of the carrier air wing and Boeing and our industry team is all-in on delivering this capability. The work we're doing is also foundational for the future of Boeing – where we're building autonomous systems from seabed to space."

The MQ-25 is the US Navy's first operational carrier-based unmanned aircraft and is designed to provide a much-needed refueling capability. The contract supports Boeing's engineering and manufacturing development program.

GA-ASI enhances MQ-9A by integrating Centerline Avionics Bay



The Centerline Avionics Bay was purpose-built to provide additional volume, platform infrastructure, and cooling provisions for integrating High Performance Computing (HPC) systems on MQ-9 Block 1 and Block 5 RPA

GA-ASI developed a new Centerline Avionics Bay (CAB) for MQ-9A Block 5 Remotely Piloted Aircraft (RPA) and successfully conducted the first flight. The need for CAB arose as they needed more space for new avionics like Detect and Avoid (DAA) system on the MQ-9A. Apart from this, the new avionics bay will be used to pioneer Artificial Intelligence (AI)/Machine Learning (ML) applications and establish an Ethernet network with the outer wing stations to enable government Open Mission Systems (OMS) protocols for rapid, flexible, and affordable integration of new mission capabilities. These upgrades will further expand an already broad menu of roles for the MQ-9A.

GA-ASI Vice President of Strategic Development J.R. Reid said, "The Centerline Avionics Bay was purpose-built to provide additional volume, platform infrastructure, and cooling provisions for integrating High Performance Computing (HPC) systems on MQ-9 Block 1 and Block 5 RPA. The CAB will enable the MQ-9 to host Government OMS-compliant Autonomy, Machine Learning and eventually, Artificial Intelligence algorithms and applications. In addition to the HPC, we can work with customers on a broad range of capabilities with the additional space we get with the CAB."

One example of a customer application for the CAB is the Air National Guard's Ghost Reaper concept, which establishes MQ-9A as a critical, multi-source correlation engine in a contested fight. The capabilities being developed and integrated onto MQ-9A will also become the catalyst for the Joint All-Domain Command and Control (JADC2) construct.

Magnetic MRO asset management program to provide smart solutions for scheduling maintenance

This full asset management program will not only significantly increase efficiency, but will also allow cut down the costs by 20-30 per cent which can make a sufficient difference for many flight operators.

Magnetic MRO has launched a new asset management program for airlines and lessors. This program aims at assisting the airlines with cost-saving and smart management solution to ensure smooth scheduling of maintenance activities.

Egirdas Keblikas, Vice President Asset Trading and Leasing at Magnetic MRO said, "We really worked hard on this project and are excited to finally launch it – newly introduced asset management program is proof that quality is never an accident; it always the result of hard work and intelligent effort that can be beneficial for customers, especially in trying times like now."

Most of the small and midsize airlines have limited resources to follow and to get professionally prepared for APU and Landing Gear scheduled maintenance event. Therefore hesitation in taking a decision in solving maintenance events and lack of market knowledge leads to service delays and additional costs which affect airlines with even greater force in the midst of the current crisis, brought by the pandemic. This full asset management program will not only significantly increase efficiency, but will also allow cut down the costs by 20-30 per cent which can make a sufficient difference for many flight operators.

EPCOR expanded MRO services to worldwide operators of A220 with GTCP131-9C APUs

Although EPCOR will be the sole repair shop located in Europe, Middle East, Africa and India region for the GTCP131-9C, they will provide global service coverage certified by Honeywell.

EPCOR has recently expanded their MRO services to worldwide operators of Airbus A220 equipped with the GTCP131-9C auxiliary power units (APUs) manufactured by Honeywell. EPCOR, a subsidiary of AFI KLM E&M is now fully licensed by Honeywell and ready to support Airbus A220 APUs.

EPCOR's long experience, brand-new tooling & equipment and its own state-of-the-art test cell facilities enables them to provide maximum value to customers for the maintenance, repair and overhaul of auxiliary power units. The offer includes



APU repair and maintenance including warranty repairs. Although EPCOR will be the sole repair shop located in Europe, Middle East, Africa and India region for the GTCP131-9C, they will provide global service coverage certified by Honeywell.

Martijn de Vries, EPCOR Managing Director said, "We are delighted to offer this new product to prospective custom-

ers as well as Air France, part of the Air France-KLM Group. We have worked very closely with Honeywell and are very proud today to have earned approved repair shop status for this specific APU. We will strive hard to put all our experience and know-how to good use so that we can deliver reliable, fast and top-quality services."

The GTCP131-9C capability will be the eighth type of APU that is on the capability list of EPCOR. With this new capability, EPCOR can extend its APU services to customers operating Airbus A220 aircraft. EPCOR ended last year by obtaining the sole license for the repair and overhaul of the GTCP331-350 APU. Serving all operators of Airbus A330neo and A340 aircraft.

GKN Aerospace UK facility to manufacture advanced composite V-tails for GA-ASI's new MQ-9B SkyGuardian

This contract is another important milestone in the 10-year strategic relationship between GA-ASI and GKN Aerospace, and adds to the strong investment GA-ASI is making in world-leading UK industries

General Atomics Aeronautical Systems (GA-ASI) and GKN Aerospace have expanded their decade old contract for GKN Aerospace to manufacture the advanced composite V-tails for GA-ASI's new MQ-9B SkyGuardian Remotely Piloted Aircraft System (RPAS) from their Cowes facility in the United Kingdom.

GA-ASI and GKN Aerospace had previously entered into a pre-production contract, under which GA-ASI provided the required engineering technical data and tooling, and GKN Aerospace developed their manufacturing processes and produced demonstrator parts. Under this latest agreement, GKN Aerospace will begin full rate production of the V-tails from the Cowes facility to support MQ-9B aircraft production.

Tommy Duneheew, vice president of International Strategic Development

for GA-ASI said, "We value our long relationship with GKN Aerospace as a strategic supplier of critical aerospace subsystems to support our global supply chain. We are pleased to expand this relationship with composite structures manufactured in the UK. This will mean that not only the RAF's Protector will have UK-manufactured tails, but the global MQ-9B fleet will also benefit from tails manufactured in the UK."

Kristie Kondrotis, President of GKN Aerospace's Defence business said, "We are extremely proud to be a key supplier for GA-ASI on the MQ-9B programme and this agreement helps to strengthen that partnership. We have ambitious plans to grow our Defense business and this is an important milestone for GKN Aerospace, and especially the Cowes facility, paving the way for continued growth in the UK for advanced aerostructures manufacturing. GA-ASI is the market leader in RPAS, while GKN Aerospace is a market and technology leader in advanced aerostructures, special

products and lightweight technologies. Our long-term collaboration continues to demonstrate the strong commitment the two companies share."

GKN Aerospace has been a global supplier to GA-ASI's MQ-9 program for a decade, with the strategic partnership on GA-ASI's world-leading RPAS starting in 2010. Activities began with the design and build of the "fit and forget" fuel bladder system in Portsmouth, UK, followed by the production of fuel bladders in the USA. Today, GKN Aerospace manufactures a range of products including the state-of-the-art lightweight landing gear system, which it produces in the Netherlands.

SkyGuardian is the baseline system of the UK Royal Air Force's (RAF) Protector RG Mk1 and has also been selected by Belgian Defense and the Australian Defense Force. This represents another important milestone in the 10-year strategic relationship between GA-ASI and GKN Aerospace, and adds to the strong investment GA-ASI is making in world-leading UK industries.

Honeywell's Aircraft Data Gateway 400 to optimize cost and enhance fleet efficiency on Embraer E2



With the latest ADG-400 operators can wirelessly transfer critical flight and maintenance data to and from their aircraft more quickly and efficiently than before

Honeywell and Embraer have worked jointly to install Honeywell's Aircraft Data Gateway 400 (ADG-400) on all of Embraer's new E2 commercial jets, with an option to retrofit first-generation E1 models. With this solution, operators can wirelessly transfer critical flight and maintenance data to and from their aircraft more quickly and efficiently than before.

The ADG-400 packages several key technologies into one scalable solution that enables a variety of connected aircraft solutions. Honeywell's Aircraft Data Gateway consists of a wireless LSAP (Loadable Software Aircraft Part) loader, quick access recorder and data communications capabilities. It enables database and software updates without wired connections. Furthermore, the ADG-400 helps offload aircraft data to analyze, troubleshoot and predict main-

tenance and performance issues, which helps operators maintain their aircraft and avoid unexpected downtime.

Bob Buddecke, president, Honeywell Connected Aerospace said, "By equipping their aircraft with Honeywell's Aircraft Data Gateway, we're enabling operators of Embraer regional jets to take strides toward a truly connected fleet of aircraft, which will help them keep their aircraft flying while also saving money. Our continued software and connectivity advancements are unlocking new ways airlines can leverage their data to improve their operations."

Fernando Antonio Oliveira, vice president, Programs, Embraer Commercial Aviation said, "The long partnership with Honeywell, based on trust and their excellence in product capabilities with aircraft data gateways such as the ADG-400 and ADG-Lite, is the reason Embraer chose Honeywell. Honeywell's vision for secure and efficient data aggregation aligns perfectly with the E2 Profit Hunter mentality of providing the

most connected aircraft to maximize customer benefits and efficiency. Now with the Embraer service bulletins, customers can take the same advanced connectivity solution to their E1 fleet as well."

Once the ADG-400 is installed, airlines can save significantly. Wireless data offloading alone can reduce aircraft delays and reduce regular maintenance by up to 150 hours annually per aircraft. Wireless LSAP loading can save an additional 75 hours per aircraft, per year. Along with its enhanced user experience, the ADG-400 allows technicians to focus on priority issues rather than spend hours on general maintenance every month.

This Collaboration with Honeywell on aircraft data gateways will optimize costs, which will translate into more profitable aircraft for customers. The first Embraer E2 models forward-fitted with the ADG-400 are expected to come off the production line starting this month, with the option to upgrade the E1 shortly thereafter.

CCX Technologies and Avant Aerospace come together to make avionics testing easier for AMEs

The T-RX streamlines testing and allows maintainers to print test reports and incorporate them into customer work orders; saving time while giving confidence that testing is done right

CCX Technologies and Avant Aerospace has signed an agreement in which Avant will have the exclusive right to sell CCX's innovative T-RX Avionics Radio and Pulse Testers in South America and Mexico. Aircraft maintainers and technicians use the T-RX to test the majority of avionics radio systems with more than 100 different tests. Rugged, easy to use and portable, the T-RX replaces legacy testers with a single, compact unit that is easy to upgrade as new test requirements and standards emerge

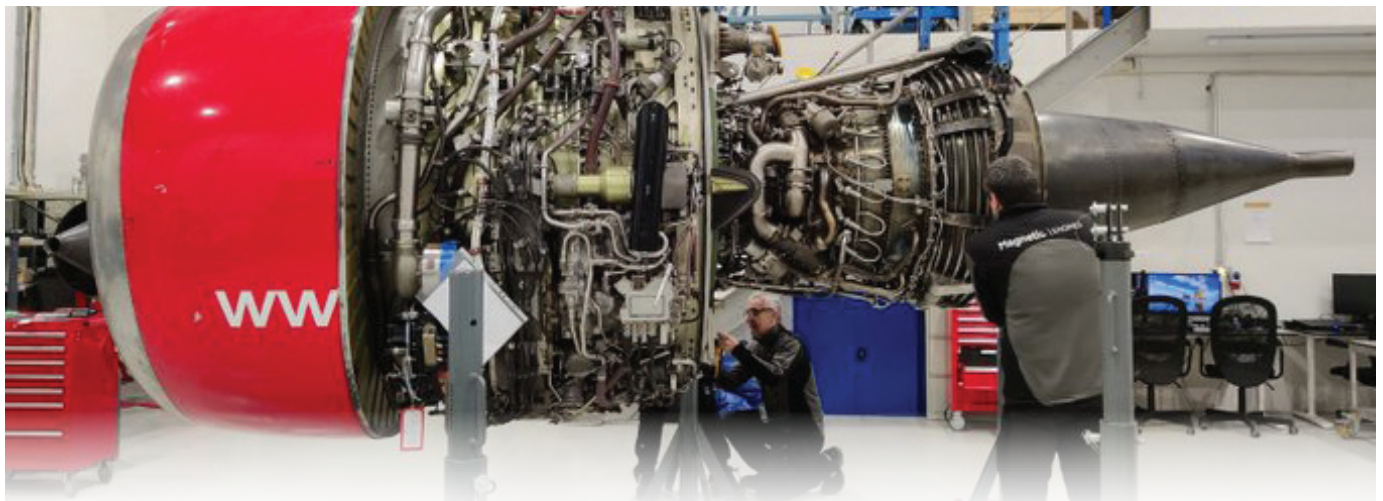
Chris Bartlett, president of CCX Technologies said, "The Avant team has a deep understanding, strong presence and excellent reputation in South America and Mexico, a clear advantage as we expand our T-RX tester's footprint into the region. When it comes to customer support, our philosophy is simple: provide it where our customers are based. This agreement is an essential step in our aim to make avionics testing easier and more efficient for aircraft maintainers around the world, and we welcome this great opportunity to work with Avant. They are leaders in the MRO field and we look forward to building a strong relationship."

ohn Hardy, director of Avant Aerospace

said, "At Avant, we pride ourselves on delivering the highest quality certified parts and service to MROs. We are keen to put the T-RX to use testing our own parts, but more importantly, giving MROs all over South America and Mexico the ability to benefit from the T-Rx's streamlined testing capabilities. We're pleased to have this opportunity to represent CCX in this growing market."

The T-RX streamlines testing and allows maintainers to print test reports and incorporate them into customer work orders; saving time while giving confidence that testing is done right. Avant Aerospace is a leading aviation parts distributor and a wholly owned subsidiary of West Star Aviation.

Magnetic Engine's first successful combustion chamber replacement on CFM56-7B



The demand for light and hospital repairs will grow even higher as the airlines and asset owners would be trying to optimize its cash flow and perform lighter repairs or modular replacements where possible postponing overhauls for the future.

Magnetic Engines performed their first combustion chamber replacement on a CFM56-7B engine. This is one of the new services added to their capabilities list after the purchase of new tooling last year.

Alexey Ivanov, Executive Sales Director

at Magnetic Engines said, "This was a historical event for the engine shop, a small step for mankind but a big change for us. We strongly believe that demand for light and hospital repairs will grow even higher as the airlines and asset owners would be trying to optimize its cash flow and perform lighter repairs or modular replacements where possible postponing overhauls for the future. And our newly extended capabilities when we can offer hospital repair in the engine hot section, replacement of LPT Major module and partial repair of LPT Major module,

replacement of Fan modules, and so on will allow us to support the majority of hospital repairs on CFM56-3, CFM56-5B and CFM56-7B engine types and provide airlines and asset owners with fast and efficient repair solution."

ohn Hardy, director of Avant Aerospace

In 2020, the engine department had over 70 engine repair related events, including top case repairs, fan and hot-section module replacements, preservation and other. Magnetic Engines is a subsidiary of Magnetic MRO Total Technical Care, a provider for aircraft operators and lessors.

VSE Aviation strengthens partnership with Triumph to provide landing gear products and services

Triumph Systems & Support business has signed an exclusive agreement with VSE Aviation to distribute more than 1,600 original equipment spare parts for various Boeing and Airbus commercial platforms. The distribution agreement will enable commercial operators to access Triumph original parts for critical landing gear components to fulfill their aftermarket needs.

According to the new agreement, VSE will supply more than 150 line-replaceable units, 1,600 landing gear accessories, and global support for customers through their distribution centers in Americas, Europe and Asia providing commercial airline operators

and MRO improved access to Triumph's hydraulic landing gear components.

William Kircher, Executive Vice President of Triumph Systems & Support said, "Our partnership with VSE will enable Triumph to get our spares in the hands of customers, when and where they need it. Our customers value the quality, reliability and pedigree of Triumph designed, built, and tested parts. The VSE distribution agreement will allow us to better serve the aftermarket needs and requirements of airline customers and aircraft repair centers."

"VSE Aviation is excited to further strengthen our partnership with Tri-

umph to provide landing gear products and services," stated John Cuomo, CEO of VSE Corporation. "This agreement expands VSE's offerings to Commercial airlines and MROs and we look forward to representing Triumph's brand with our industry leading customer service and support."

Triumph will benefit from VSE's expansive client portfolio and global locations as it expands its reach into the hydraulic landing gear components spares market. Triumph and VSE have partnered to distribute flight critical parts and components including air drive units, rotorcraft engine accessories, and fuel control support since 2013.

Qatar takes COVID-19 precautions to next level, introduces zero-touch IFE onboard A350



Qatar Airways is on the path to become the first airline in the world to offer 100 per cent Zero-touch technology for in-flight entertainment across the A350 fleet. This latest technology called the 'Oryx One' is introduced in partnership with Thales AVANTI IFE system and is a part of Qatar's latest COVID-19 safety measures.

Magnetic Engines performed their first combustion chamber replacement on a CFM56-7B engine. This is one of the new services added to their capabilities list after the purchase of new tooling last year.

Alexey Ivanov, Executive Sales Director at Magnetic Engines said, "This was a historical event for the engine shop, a small step for mankind but a big change for us. We strongly believe that demand for light and hospital repairs will grow even higher as the airlines and asset owners would be trying to optimize its cash flow and perform lighter repairs or modular replacements where possible postponing overhauls for the future. And our newly extended capabilities when we can offer hospital repair in the engine hot section, replacement of LPT Major module and partial repair of LPT

Major module, replacement of Fan modules, and so on will allow us to support the majority of hospital repairs on CFM56-3, CFM56-5B and CFM56-7B engine types and provide airlines and asset owners with fast and efficient repair solution."ohn Hardy, director of Avant Aerospace

In 2020, the engine department had over 70 engine repair related events, including top case repairs, fan and hot-section module replacements, preservation and other. Magnetic Engines is a subsidiary of Magnetic MRO Total Technical Care, a provider for aircraft operators and lessors.



Revolutionizing engine maintenance with GE's '360 Foam Wash'

GE Aviation and Etihad Airways have partnered to launch GE's 360 Foam Wash to optimize the performance of Etihad's GE90 and GEnx-1B engines on its Boeing 777 and 787 fleets. The GE's 360 Foam Wash technique is a groundbreaking jet engine cleaning system alternative to water wash method to optimize engine performance by reducing build-up of deposits, lowering engine exhaust temperatures, and improving engine compressor efficiency which leads to low fuel consumption thereby reducing costs. MRO Business Today spoke to the engineering team behind GE's 360 Foam Wash technology. To know more READ ON!

Q - 360 Foam wash, the name itself is self-explanatory. However can you tell us very briefly how this technique is better & more efficient than a normal water wash?

A - GE's proprietary detergent solution has more cleaning capability than typical water wash. Also, GE's 360 Foam Wash detergent is driven into the engine via a controlled cleaning process by the 360 Foam Wash cart. The foam fills target areas within the engine, enabling more effective removal of dust and dirt that can buildup in engines and decrease engine efficiency.

Q - As of now, the technique is used on Etihad's fleet of 777 and 787, when will we see a wider application of the technique.

A - GE's 360 Foam Wash is available for customers on several GE Aviation engine models. We welcome GE Aviation engine customers to reach out to request more information and to discuss a license agreement for GE's 360 Foam Wash. Contact your GE Aviation Customer Support Manager and Customer Program Manager.

GE's 360 Foam Wash is approved for use on multiple GE engine programs, including models of GE90, GENx, CF34 and CF6, as well as Engine Alliance's GP7200 engines. Customers need to obtain a technical license to use 360 Foam Wash, due to the proprietary solution and for training purposes on the process. To date, technical licenses have been awarded to multiple GE customers on GE90 and GENx engines since 2019. The announcement on February 4 with Etihad Airways included how Etihad is the first customer to receive a technical license to use 360 Foam Wash on GE90 engines. Etihad also has a license for its GENx-1B engines, making Etihad Airways the first airline to receive licenses for multiple GE engine programs (GE90 and GENx). Meanwhile, we continue to trial the patented 360 Foam Wash system with more customers globally, to continue to learn more about the benefits of the engine cleaning system in different operating conditions and with additional engine models.

Q- What were the challenges faced while making this foam wash technique?

A- GE started the 360 Foam Wash development journey to improve engine cleaning effectiveness, particularly in the hot or harsh environments. Through the development of the technology, we've learned there are many variables that can impact the effectiveness of

traditional cleaning methods and the 360 Foam Wash technology, including region, cleaning process and detergent formulation among other variables. GE has concluded the 360 Foam Wash process to be more effective than traditional water wash for fuel burn reduction and engine performance restoration and retention.

Q- How is the overall experience working with Etihad on the Greenliner Program & this cleaning technology?

A- Etihad Airways has been a very important partner in the development of GE's patented 360 Foam Wash technology. GE Research and GE Aviation have been developing an engine cleaning solution for hot and harsh environments for several years before technology testing started with customer engines. Extensive testing was performed on components and test engines before releasing the procedure for field use. The first on-wing trial of 360 Foam Wash was with an Etihad Airways' GE90 engine in January 2017.

GE is collaborating on other initiatives under the Greenliner program with Etihad and Boeing, such as:

- GENx engines power Etihad Airways' Boeing 787 Dreamliner fleet participating in its Greenliner programme, including a specially-themed Greenliner aircraft.
- Implementing lean to improve engine

change turnaround time.

- Testing additional technologies developed for engine maintenance and enhanced inspection.

Q- Enhancing fuel efficiently & reducing carbon emissions, is the main aim behind the 360 foam wash. What is your estimate fuel reduction & CO2 emission in the next 5 years?

A- GE's 360 Foam Wash is found to be more effective than traditional cleaning methods. Specific fuel efficiency improvement and associated carbon emission reduction vary by engine line and region, among other variables. GE works closely with our customers to optimize 360 Foam Wash and maximize the benefit to their fleets.

Q- The entire aerospace industry is geared up for sustainable aviation by 2050. Many newer technologies are being developed every day. How soon can we expect practical application of these technologies?

A- GE's 360 Foam Wash is available for customers on several GE Aviation engine models. We welcome GE Aviation engine customers to reach out to request more information and to discuss a license agreement for GE's 360 Foam Wash. Contact your GE Aviation Customer Support Manager and Customer Program Manager.

GE Aviation fully supports the industry's ambitions to reduce carbon emissions and achieve a more sustainable future. During



technology trials with its GE90 and GENx engines, the 360 Foam Wash solutions allowed Etihad to improve engine performance by reducing build-up of deposits in the engine, lowering engine exhaust temperatures, and improving engine compressor efficiency. These improvements led to reduced fuel consumption and increased engine time on wing.

Airlines worldwide are reducing carbon emissions leveraging GE Digital Aviation Software products, advanced technologies and services that help them reduce fuel consumption and improve flight path navigation, reducing time between destinations.

Q - As the world is advancing towards a sustainable & better future, there is rising demands from the operators. What according to you are operators' expectations from engine manufacturers?

A - GE Aviation will lead in creating the

next generation of engines to help this industry meet its sustainability imperative. That includes GE Aviation's commitment to continue to closely collaborate with customers to help meet their goals for more sustainable aviation. GE Aviation is also committed to delivering new commercial aircraft engine products with lower fuel consumption than their predecessors, and to offer technology and services to help optimize the performance of their existing engine fleets, such as GE's 360 Foam Wash.

GE and its partners have reduced fuel consumption and carbon emissions in each new generation of narrow body and wide body commercial aircraft engines:

- CFM International's LEAP engine has 15% lower fuel consumption than CFM56 engines introduced in the 1990s;
- The GENx engine offers up to 15% improved fuel efficiency than the CF6; and
- The GE9X™ engine will have 10% lower fuel consumption than the GE90-115B

when it enters service.

CFM International is a 50-50 joint company between GE and Safran Aircraft Engines.

Q - Covid-19 pandemic has affected the aerospace workforce market severely. What would you tell the aspiring candidates planning to pursue aeronautical engineer as a career.

A - GE Aviation is optimistic that longer term, demand for passenger air travel will come back. When it does, GE Aviation will lead in creating the next generation of engines and services to help the commercial aviation industry meet its sustainability imperatives. Meanwhile, GE has not let up in its investments in research and development for next-generation technologies to build on the company's existing suite of composite material and additive manufacturing advancements.

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Booming helicopter market leading to newer partnerships in South Asia

Airbus and BLADE will be in a symbiotic relationship to aim at growing their business in the on-demand helicopter mobility services in South Asia

Looking at the rising demand of helicopter services market in South Asia, Airbus and FlyBlade (BLADE) have signed a MoU to create awareness about on-demand helicopter services, among helicopter operators, customers and other stakeholders. Apart from this, they will also identify ways to increase BLADE's fleet size in South Asia by supporting BLADE to gain access to the Airbus fleet of helicopters available with its operators in the region.

Commenting on the contract, Karan-

pal Singh, Founder of Hunch Ventures said, "BLADE recognises Airbus as an industry leader in aviation and is looking to leverage its global knowledge and networks in creating a sustainable urban air mobility ecosystem. This coupled with our on-ground consumer knowledge will help find mobility solutions for various on-demand and mission critical applications such as healthcare."

Rémi Maillard, President & Managing Director, Airbus India & South Asia said, "Airbus believes in the region's potential as a top helicopter market in the world. To this end, we are pleased to support BLADE India's aim of expanding their on-demand helicopter mobility services

to more people in more places in South Asia and pave the way for the introduction of new technologies and services."

BLADE is a joint venture between US based technology-powered air mobility company Blade Urban Air Mobility Inc. and Indian investment firm Hunch Ventures. It is a technology-powered, global urban air mobility platform operating in some of the most congested ground routes in the US and abroad. In India, BLADE is currently offering regular services in Mumbai, Pune and Shiridi routes in Maharashtra. It also offers special shuttle services in this region and is planning to start new routes. It is headquartered in Gurugram.

BOC Aviation signs purchase and leaseback agreement with IndiGo

The aircraft will be powered by CFM Leap engines and are scheduled to be delivered in the second half of 2021

BOC Aviation has signed a purchase-and-leaseback agreement with IndiGo for eight new Airbus A320NEO aircraft. The aircraft will be powered by CFM Leap engines and are scheduled to be delivered in the second half of 2021.

Mr. Riyaz Peermohamed, Chief Aircraft Acquisition & Financing Officer, IndiGo, said, "We are pleased to further strengthen our existing relationship with BOC Aviation. The addition of these eight A320NEO aircraft demonstrates

our confidence in the future growth of the aviation market in India."

Mr. Robert Martin, Managing Director and Chief Executive Officer, BOC Aviation, said, "We are delighted to partner once again with IndiGo, India's largest passenger airline, as we continue to support our airline customers to finance their aircraft deliveries."

This incremental capital expenditure also reflects BOC Aviation's disciplined investment strategy throughout the cycle, focused on building a portfolio of latest technology aircraft.



Etihad and Gulf Air join hands for a seamless journey between Abu Dhabi and Bahrain



This agreement will further deepen and broaden the commercial cooperation based on 2018 MOU for exploration of MRO, pilot and crew training, and cargo opportunities

Etihad Airways and Gulf Air have signed a Strategic Commercial Cooperation Agreement (SCCA) to deepen their partnership between Abu Dhabi and Bahrain and beyond the respective hubs. This agreement will further deepen and broaden the commercial cooperation based on 2018 MOU signed between them subject to government and regulatory approvals.

The 2018 MOU also provided for exploration

of MRO, pilot and crew training, and cargo opportunities, which the parties will now re-visit in light of current market opportunities and company requirements.

Tony Douglas said: "This agreement reinforces the strength of the ongoing partnership between our two airlines. We look forward to exploring pragmatic ways in which the two carriers can increasingly work seamlessly between our two capitals, enhance benefits and customer experience for our most frequent travelers and further extend the reach of our joint networks beyond our hubs."

As per this phased collaboration, Etihad

and Gulf Air will be able to offer up to an additional 30 combined destinations beyond the Abu Dhabi and Bahrain hubs, across the Middle East, Africa, Europe and Asia.

The airlines will work together to optimize joint operations on the Abu Dhabi-Bahrain route, with improvements to network connectivity over each of the partners' hubs. The partners will also enhance their respective offerings to premium tier customers of Etihad Guest and Falconflyer, including reciprocal lounge access at the hubs and enhanced recognition through a guest's journey.

Captain AlAlawi said: "Our relationship with Etihad Airways has always been strong and today we are reaching a higher level of collaboration with many more opportunities in the horizon between the national carriers of the Kingdom of Bahrain and the United Arab Emirates. This agreement will empower both of us to offer a more elevated experience to passengers and widen their travel options."

Additionally, the airlines will work together to improve the customer journey on Abu Dhabi-Bahrain, making it more seamless with enhanced and harmonized policies and products in areas such as baggage and ancillaries.

Brazil gives a nod of approval to Delta and LATAM code-share agreement to enhance route networks

More and improved travel options, shorter connection times and new routes between North America and Brazil will be just some of the benefits for customers.

Delta Air Lines and LATAM have received a final nod of approval from the Brazil for their joint venture agreement to enhance the route networks to provide a seamless travel experience between North and South America. Apart from Brazil, Uruguay have also given its approval while application process is still under consideration with many other countries.

"This final approval in Brazil furthers

our mission to provide customers in this important market with the world-class travel experience and options they deserve," said Delta CEO Ed Bastian. "Moving forward, we will continue working with LATAM to unlock more benefits for our customers and create the premier airline alliance of the Americas."

"This ruling reinforces the benefits of this type of agreement for travelers and enables us to advance in our commitment to delivering greater and better connectivity between South America and the world," said LATAM Airlines Group CEO Roberto Alvo.

This code-share agreement will

enable the purchase of tickets to a larger network of destinations. Members of the Delta SkyMiles and LATAM Pass programs can redeem points / miles on both airlines, accessing more than 435 destinations around the world. Apart from this the passengers can enjoy many other benefits like Shared terminals and faster connections at Terminal 4 of New York's John F. Kennedy International Airport (JFK) and at Terminal 3 of São Paulo's Guarulhos Airport (GRU) and customers can access 35 Delta Sky Club lounges in the United States and five LATAM VIP lounges in South America.

Essex Industries acquires Stevens Manufacturing for improved customer service

As both the companies share common markets, manufacturing expertise and values, they will be able to offer a broader range of products and enhanced customer services

Essex Industries have further expanded their business portfolio by the acquisition of Stevens Manufacturing in Milford, CT. This strategic location will provide improved services for customers in North East.

Stevens Manufacturing was founded in 1950. They operate from a single 62,000 sq.ft facility with 54 employees and provide precision machined OEM parts and sub-assemblies to aerospace and defense companies primarily supporting the rotorcraft market.

According to Evan Waldman Essex CEO, "Essex and Stevens Manufacturing share common markets, manufacturing expertise and values. Working together,

we will be able to offer a broader range of products and enhanced service for our customers."

Essex Industries is a leading supplier to the Aerospace and Defense market, providing platform controls, aircraft components, emergency breathing and liquid oxygen equipment. The company employs over 350 people in its St. Louis, MO and Huntington Beach, CA facilities.

Kuehne+Nagel expands in Asian Markets, acquires Apex International Corporation



The acquisition of Apex is an important cornerstone in KuehneNagel's strategy and significant fulfilment of their Asia Pacific ambition

Kuehne+Nagel has entered into a binding agreement to acquire Apex International Corporation, one of Asia's leading freight forwarders, especially in transpacific and intra-Asia. It was founded in China in 2001 and has expanded throughout Asia and beyond over the years of its growth history.

Dr. Detlef Trefzger, CEO of Kuehne + Nagel International AG, said, "The combination of Apex and Kuehne+Nagel provides us with an opportunity to offer our customers a compelling proposition in the competitive Asian logistics industry, especially in e-commerce fulfilment, hi-tech and e-mobility. We are looking forward to welcoming the Apex colleagues to the Kuehne+Nagel family."

Tony Song, Chairman of the Board of Directors and CEO of Apex, added, "With Kuehne+Nagel, we have found a strate-

gic shareholder and logistics group with more than 130 years of heritage. We are sure that with this transaction, we will be able to add value for our customers' supply chains and expand our global logistics network. We will complement Kuehne+Nagel's existing global Air Logistics team while offering our management and key talents unique career opportunities."

Dr. Joerg Wolle, Chairman of the Board of Directors Kuehne + Nagel International AG, said, "In the past years, Kuehne+Nagel strategically and with great efforts expanded and developed its business in Asia Pacific. Today we are one of the leading players and are further accelerating our growth and impact in

this region. Asia Pacific has consistently proven to be one of the most important drivers of global trade. The acquisition of Apex is a further important cornerstone in our strategy and significant fulfilment of the Group's Asia Pacific ambition."

The acquisition is subject to customary closing conditions, including merger clearance by the competent competition authorities. The purchase price will be financed by available liquid sources and, if needed, by available credit lines. Following closing of the transaction, a minor stake of Apex shares is to remain with the experienced and entrepreneurial management of Apex. Furthermore, the company will then continue to operate separately within the Kuehne+Nagel Group.

Minimising Aircraft Downtime – The USM Answer

Own- ing or operating an aircraft is a huge investment, the list price of used aircraft are always figures with six zero's following them, whichever currency you buy in. Aircraft only produce revenue when they are in the air, therefore every second they are on the ground they are costing the operator a huge amount. No pax = no money!

Maintenance is one of those unavoidable downtimes which every operator must endure, but even so, reducing this downtime is the first priority. A,B, C & D checks are a necessary evil in the aviation world, maintenance planning and maintenance review are the first two processes which can reduce time taken by maintenance.

What steps can the operators and the engineers take themselves to help minimise the downtime of any given aircraft? Here are just some examples:

Crunch data to better predict maintenance requirements

Invest in tools and integrate systems

Smarten up your supply chain

Having money tied up in huge pools of spare aircraft parts is a very 1990's way of managing the supply chain, in these ever changing times, and especially in the post-pandemic global aviation market, operators are looking more to their suppliers and supply chain to help out.

The Used Serviceable Material or USM market is one such way of ticking this part from your list. Operators looking to free themselves of hefty investments in spare parts in favour of smaller inventories look for suppliers offering comprehensive solutions when it comes to material supply.

KG Aircraft Rotables are one such company, based in

the UK with locations across the globe, they specialise in rotatable component supply for B737 & A320 airliners.

We spoke to Gary Tomkinson, the Global Sales Director for his input into how USM suppliers can help reduce maintenance downtime.

"KGAR has a system which we like to refer to as 'Smart teardown' we outsource the teardown of our aircraft at one of our teardown providers, and locate the stock where it is needed globally" Gary said. "We can provide our operator customers with several options when it comes to having inventory readily available" he continues, "we have 24/7 coverage 365 days a year for those customers simply wishing to use our services ad-hoc, or we can provide all manner of lease packs, base packs, consignments – anything which will allow that individual operator to maintain their fleet availability" he added. He finished his comments by adding "USM can assure timely and cost effective running of an airline, supply chain integration is one part of a larger process which is key to giving access to inventory and managing all aspects of material supply, quickly & cost effectively, all whilst reducing aircraft downtime as far as possible"

In the COVID-19 recovery, USM is going to play a huge part in helping operators manage their cash flow more effectively. USM parts can typically cost only 60% - 80 per cent of that charged by the aircraft OEM. In addition, supply chain impacts felt within the OEM are not felt within the USM market, the main barriers to USM parts are trace along with release certification. In the on-going recovery from COVID-19 we see a number of aircraft being retired at a very young age – this lends itself to ensuring an ever reliable supply of components to the market.

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Bombardier Challenger 350 continues to ride the popularity wave for 7 years

Bombardier Challenger 350 continues to rule the private charter market

Bombardier's best-selling Challenger 350 aircraft was the most-delivered medium category business jet in 2020, making it the category leader for a seventh consecutive year as per General Aviation Manufacturers Association's (GAMA) report. About 44 aircraft were delivered in the last quarter of 2020.

This growth is in response to the customer's growing interest in private aviation and the enhanced safety they provide during these exceptional times. As people try to avoid crowds due to pandemic, the Challenger 350 emerged as an obvious choice.

In 2020, Bombardier achieved an important milestone of its 350th delivery of Challenger 350 in just seven years of service. The best-selling Challenger 350 aircraft now features an expanded selec-



tion of sophisticated and contemporary interior design schemes, high-speed Vi-sat Ka-band connectivity and a refreshed cabin management system, inspired by the industry's flagship Global 7500 business jet.

In addition to the Challenger 350 aircraft, Bombardier's Challenger 650 business jet is a masterful expression of high-end

craftsmanship and functionality. With its ideal combination of range, speed and field performance capabilities, the Challenger 650 aircraft is perfectly suited for both private and specialized missions, including medevac. The Challenger 650 aircraft is in service with many governments worldwide for various special missions.

Another feather in the cap for Embraer Phenom 300 series

The Phenom 300 has accrued more than 590 deliveries since entering the market in December 2009

Embraer Phenom 300 series have become the world's best-selling light jet as per GAMA for the ninth year in a row. Last year Embraer delivered 50 Phenom 300 series light jets, making it the most delivered light jet of the year.

Michael Amalfitano, President & CEO of Embraer Executive Jets said, "The continued success of the Phenom 300 series, as the best-selling light jet in the world, is a reflection of our dedicated commitment to deliver the ultimate customer experience in business aviation. At Embraer, we are always improving our market leading products. We are continuously looking for advancements in performance, comfort, and technology. The Phenom 300E not only boasts advanced capabilities, but also delivers the most sophisticated combination of performance, technology and ergonomics of any light business jet in the industry."



With its unparalleled technology, exceptional comfort, and stunning performance, the Phenom 300E sets the highest standard of excellence in the light jet category. In terms of performance the Phenom 300E is even faster, capable of reaching Mach 0.80, becoming the fastest single-pilot jet in production, and able to deliver high-speed cruise of 464 knots, and a five-occupant range of 2,010 nautical miles (3,724 km) with NBAA IFR reserves. Additional technology enhancements include an avionics upgrade, featuring a runway overrun awareness and alerting system (ROAAS) the first technology of its kind to be developed and certified in business aviation as well as predictive windshear,

Emergency Descent Mode, PERF, TOLD, and FAA Datacom, among others. The Phenom 300E also features 4G connectivity via Gogo AVANCE L5.

Since its launch in 2005, the Phenom 300 series is in operation in more than 30 countries and has accumulated more than one million flight hours. In January of 2020, Embraer announced the new and enhanced Phenom 300E, followed by its ANAC, EASA and FAA approval in March, achieving triple-certification.

The new, comfort-enhancing features on this jet include a quieter cabin, more legroom in the cockpit, and a new premium interior option the Bossa Nova edition. Named for the Brazilian style of jazz music, and Portuguese for "new trend," the optional Bossa Nova edition encompasses a package of Embraer's latest interior developments, with features such as carbon fiber accents and Embraer's exclusive Ipanema sew style. It is also the first of the Phenom 300 series to feature piano black surfaces.

CAE expands into core military training by acquiring L3Harris for USD 1.05 billion



Broaden CAE's position in training and simulation across multi-domain operations

CAE has entered into a definitive agreement with L3Harris technologies to acquire L3 Harris Military Training business for USD 1.05 billion. The closing of the acquisition is expected in the second half of calendar year 2021, subject to regulatory approvals and other customary closing conditions.

Marc Parent, CAE's President and Chief Executive Officer said, "The proposed acquisition represents a significant value creation opportunity for all CAE stakeholders. It accelerates our growth strategy in Defense and Security and is highly complementary to our core military training business, broadening our position in the United States. We are adding new customers, experience on new platforms and building our depth of expertise to address all domains – air, land, sea, space and cyber – as well as expanding into adjacent markets such as mission and operations support. This proposed transaction will provide greater balance to CAE across businesses and geographies, and like our recent acquisitions in the civil aviation

market, it demonstrates our focus on bolstering and expanding our position in the markets we serve. We are making investments with a view to emerge from the pandemic stronger and prepared to meet the growing demands of our customers."

The L3Harris Military Training business includes Link Simulation & Training, Doss Aviation and AMI. L3Harris Link is one of the leading providers of military training solutions in the United States; Doss Aviation is the provider of initial flight training to the United States Air Force (USAF); and AMI is a design and manufacturing facility for simulator hardware. Upon closing, the L3Harris Military Training business would operate under CAE USA, headquartered in Tampa, Florida.

"With annual revenues of approximately USD500 million in 2020, L3Harris Military Training brings scale and capabilities that support our imperative to align closely with the National Defense Strategy in the United States," said Dan Gelston, Group President, Defense & Security, CAE. "We expect increasing demand for simulation-based training and the use of synthetic environments across multi-domain operations. This acquisition will further

support CAE in providing those vital digitally immersive solutions for training and operational support. We look forward to welcoming the team at L3Harris Military Training as we grow CAE and position the company to support the mission of our defense and security customers."

The Acquisition will expand CAE's position as a platform-agnostic training systems integrator by diversifying CAE's training and simulation leadership in the air domain, complementing land and naval training solutions, and enhancing CAE's training and simulation capabilities in space and cyber. L3Harris Military Training will bring significant experience in the development and delivery of training systems for fighter and bomber aircraft, Army rotary-wing platforms, submarines and remotely piloted aircraft.

L3Harris Military Training is CAE's fourth announced acquisition in the past four months and demonstrates CAE's commitment to thoughtfully deploying capital to broaden the company's position across key markets. The Acquisition is aligned with CAE's strategic priorities and meets the strict financial parameters the company has in place.

Jetex and Shell come together for sustainable aviation

This new tool will allow Jetex customers to calculate their flight emissions associated with the use of jet fuel and reduce them by choosing to invest in environment conservation programs.

Jetex has signed an agreement with Shell to offer customers an option to offset the carbon emissions of their air travel. Now Jetex customers can choose from six key global destinations – Dubai, Paris, Singapore, Dublin, Dusseldorf and Salalah airports.

This new tool will allow Jetex customers to calculate their flight emissions associated with the use of jet fuel and reduce them by choosing to invest in environment conservation programs. The programs are certified by international organizations such as the Verified Carbon Standard as well as Climate, Community, and

Biodiversity Standard, and include protection or redevelopment of natural ecosystems – such as forests, grasslands and wetlands – to lower concentrations of greenhouse gases in the atmosphere. To recognize customers' input, Jetex will be issuing certificates acknowledging individual contributions.

Adel Mardini, Founder & CEO of Jetex said, "With private aviation growing, we are even more aware that our future has to be sustainable. Solving the complex issue of climate protection requires a multifaceted response, and offsetting emissions on flights is just one step that we are adopting to reduce our environmental impact. By working with Shell, we have carefully chosen environmental programs to ensure they are proven and deliver CO2 emissions reductions as well

as benefits to the communities and local biodiversity."

Anna Mascolo, President of Global Aviation at Shell said, "We look forward to working with Jetex to help enable their customers to compensate for flight emissions by choosing Shell's high-quality nature-based carbon offsets. Until sustainable aviation fuels and technology are developed at scale, carbon offsets will play a key role in helping the aviation sector achieve net-zero emissions."

Every day, more than 200 aircraft fueled by Jetex take to the sky across the world. Being at the forefront of aviation fuel efficiency, Jetex is determined to reduce carbon emissions to continue developing without devaluing the environment.



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Dubai Aerospace Enterprise adds IndiGo airlines to their leased aircraft portfolio



IndiGo's all 7 aircraft will be powered by CFM International's Leading Edge Aviation Propulsion (LEAP) engines and are scheduled to be delivered in 2021.

Dubai Aerospace Enterprise Ltd signed long-term lease agreements for 7 Airbus A321neo aircraft with India's largest passenger airline –Indigo.

Firoz Tarapore, Chief Executive Officer of DAE said: "We are delighted to add this fuel-efficient aircraft and popular aircraft type to our leased aircraft portfolio. This investment reiterates our commitment to invest in new, fuel-efficient aircraft to mini-

mize carbon and nitrogen emissions as well as noise while at the same time increase performance, reliability and environmental sustainability. Further, we are delighted to deepen our long-term relationship with IndiGo and wish them great success with their growth story. The introduction of these aircraft will allow the airline to expand the range of their exceptional product offering."

All 7 aircraft will be powered by CFM International's Leading Edge Aviation Propulsion (LEAP) engines and are scheduled to be delivered in 2021.

Lebanese Air Force received three Bell Huey II for utility mission

The aircraft will be used for search and rescue, troop transport, firefighting and utility missions

Bell recently delivered three Bell UH-1H-IIIs to the Lebanese Air Force (LAF). They will be used for search and rescue, troop transport, firefighting and utility missions.

Tim Evans, regional sales manager, Africa and the Middle East at Bell said, "We are privileged to support the LAF with additional Huey II aircraft, which will enhance its operational capability. This proven platform equips their squadron with the most capable utility helicopter available."

Commander BG Heykal, LAF said, "The LAF is honored to add three more Huey IIs to our fleet. We value this aircraft for its multi-mission capabilities, reliability



and durability and appreciate the Bell team for their quality customer support and longtime partnership."

The Huey II upgrade offers lower direct maintenance costs and greater mission flexibility. It is equipped with new features such as increased horsepower,

crashworthy seats, multifunctional interior, new wiring and digital cockpit

The LAF has been flying the UH-1 series helicopters since the early 1990s in multiple roles. Most recently, its Huey IIs extinguished the fires caused by the port explosion in Beirut.

Saab's delivers three GlobalEye aircraft to UAE in a year

This progress of deliveries proves Saab's solid expertise as a provider of high-technology solutions and our focus on meeting their commitments

Saab recently delivered the third GlobalEye aircraft to the United Arab Emirates. This delivery comes on the backdrop of a five Global aircraft delivery agreement. Prior to this Saab has delivered the first and second aircraft in April and September 2020 respectively.

Proud at the delivery Saab's President and CEO Micael Johansson said, "Completing three deliveries of a solution as advanced as GlobalEye in less than a year proves Saab's solid expertise as a provider of high-technology solutions and our focus on meeting our commitments, especially given the current circumstances. By handling the entire process, including sensor development and integration, we are uniquely in con-

trol of every critical part of this complex programme."

GlobalEye is Saab's latest airborne early warning and control solution. It provides exceptional air, maritime and ground surveillance in a single platform. GlobalEye combines Saab's Erieye Extended Range Radar and a range of additional advanced sensors with the ultra-long range Global 6000 aircraft from Bombardier.

US Air Force renews logistics support contract with Vertex Aerospace

The renewal of this C-12 CLS contract is a testimony to Vertex's high-quality, innovative solutions that have led to a 20-plus year relationship with the USAF C-12 program

US Air Force has awarded a USD 38 million firm-fixed-price indefinite delivery/indefinite quantity (IDIQ) contract for logistic support (CLS) for their 12 fleet with Vertex Aerospace. This is a modification to a previously awarded contract with a cumulative face value estimated at USD 158 million.

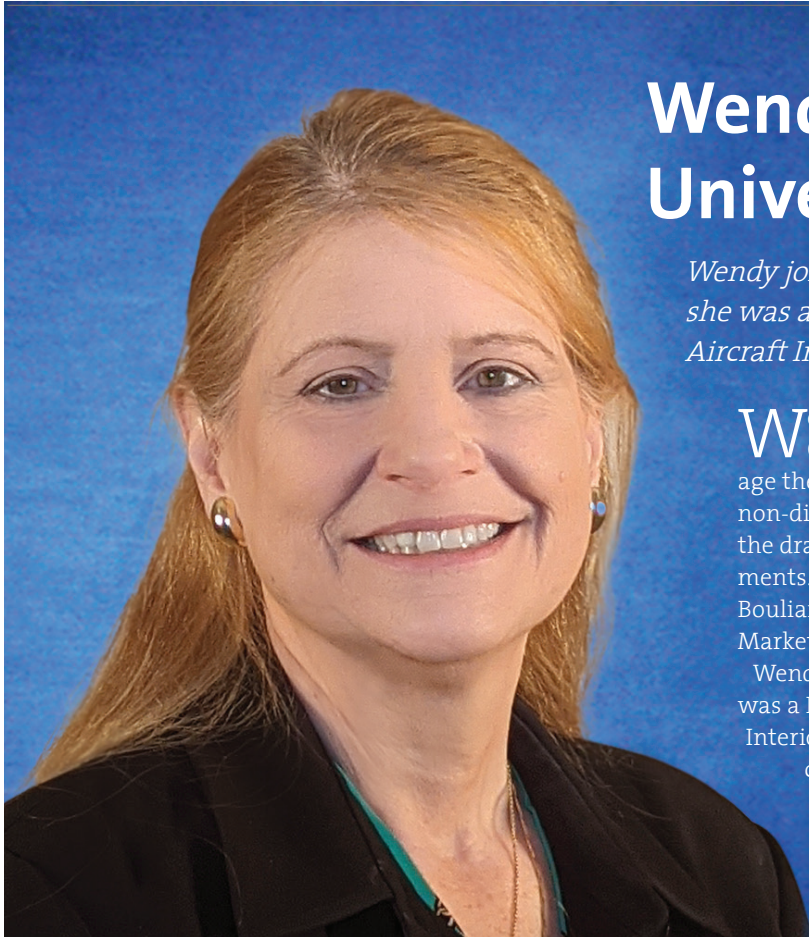
John "Ed" Boyington, Vertex Aerospace

president and CEO said, "The renewal of this C-12 CLS contract is a testimony to Vertex's high-quality, innovative solutions that have led to a 20-plus year relationship with the USAF C-12 program. These long-term relationships have allowed us to streamline maintenance operations through predictive analysis approaches and cost control efficiency, offering our customers accelerated readiness."

CLS support will be performed at seven domestic locations and 16 international sites. This contract award follows Ver-

tex's prime seat awards on the US Air Force Installation Contracting Center's Aircraft Maintenance Enterprise Solution and Consolidated Rotary Wing Maintenance contract vehicles, allowing the mid-level aerospace defense company and the USAF to further advance innovative fixed and rotary-wing solutions together.

Work is expected to be completed by December 31, 2021. The Air Force Life Cycle Management Center at Tinker Air Force Base, Oklahoma, is the contracting activity.



Wendy Bartos Joins Universal Avionics

Wendy joins UA from Collins Aerospace where she was a Director in the Law Department for Aircraft Interiors

Wendy M. Bartos is appointed as the Director of Contracts at Universal Avionics. She will manage the full life cycle of contracts, license agreements, non-disclosure agreements, and more, and will lead the drafting, review, and negotiation of such agreements. The announcement was made by Mr. Marc Bouliane, Vice President of Business Development, Marketing and Services.

Wendy joins UA from Collins Aerospace where she was a Director in the Law Department for Aircraft Interiors, with Airbus and Boeing among her key customers. She joined Collins Aerospace from Honda Aircraft and prior to this, Wendy held progressively more senior positions at Gannett-Fleming, Hewlett-Packard, and IBM.

Grant Bennett takes over as new CEO of STG to lead them through growth and recovery

Grant Bennett is an accomplished manufacturing leader with an experience of over three decades

STG Aerospace has appointed Grant Bennett as the new CEO to lead their journey of growth and recovery to meet the existing and new market demands.

Grant Bennett is an accomplished manufacturing leader with an experience of over three decades. He has served diverse markets like Consumer Electronics, Defence, Medical, Automotive and Military & Commercial Aerospace. He joined STG Aerospace at the end of June 2017 in the role of Chief Operating Officer. With a brief to lead the Engineering, Quality, Supply Chain and Manufacturing Operations organisation through a journey of change and continuous improvement which would build a strong, resilient and interdependent team.

Commenting on his appointment Grant Bennett said, "I am excited by

the new challenge this brings, humbled to be offered this most significant role by our shareholders and grateful for the exceptional team around me that has taught me so much and supported my STG journey so far. I am absolutely certain that our simple approach of 'keep all our people safe and maintain business continuity' and then doing everything we could to ensure those two things, meant we were able to keep both our UK & US sites operational throughout the year and achieve on time supply to all our customers."

Just like the rest of the aerospace industry 2020 was a year of change at STG, some planned but mostly out of necessity as they wrestled to respond quickly as the world began to buckle under the pandemic.



Richard Kendall appointed as the Chief Commercial Officer of new HAECO unit

James Ginns will be appointed as Group Director Airframe Services in place of Mr. Kendall

HAECO Group is establishing a new centralized commercial organization to effectively project their extending capabilities, service and product offerings to a worldwide customer base, improving customer focus and advocacy. Richard Kendall who is currently the Group Director Airframe Services at HAECO is appointed as the Chief Commercial Officer to lead this new organization.

Frank Walschot, HAECO Group's Chief Executive Officer said, "I am delighted to

be able to announce this development within HAECO to improve customer focus across the broad range of HAECO's activities, and the appointment of Richard Kendall as Chief Commercial Officer. Richard is uniquely qualified to lead this initiative given his extensive management experience gained over 36 years with Swire group, including roles leading our HAESL engine MRO joint venture with Rolls-Royce, chief executive of HAECO Americas and, most recently, responsible for our Airframe Services

segment."

James Ginns will be appointed as Group Director Airframe Services in place of Mr. Kendall. Mr. Ginns has recently joined HAECO Group from Cathay Pacific Airways, where his recent roles included those of Chief Risk Officer, Director Service Delivery and Regional General Manager in Europe and Japan. The development of this organization will supplement the existing network that HAECO maintains in supporting service levels to its customers globally.

Ozires Silva awarded the prestigious Daniel Guggenheim Medal for aeronautical engineering

Silva led to the creation of Embraer in 1969 along with a group of visionaries and became Embraer's superintendent director until 1986

Ozires Silva, one of the founders of Embraer, became the first Brazilian to win the Daniel Guggenheim Medal, one of the world's most significant international awards for aeronautical engineering. The announcement came in a statement from the American Institute of Aeronautics and Astronautics (AIAA).

"This distinguished recognition to Ozires Silva reflects his innovative and exceptional contributions to aviation. His passion, courage, and leadership paved the way for Embraer to expand in ways that few imagined, transforming regional aviation, and leading our company to be admired globally. It is an honor and a great privilege for me and all my colleagues at Embraer to be inspired every day by his pioneering vision and innovative spirit," said Francisco Gomes Neto, President and CEO of Embraer.

The Daniel Guggenheim Medal was established in 1929 to honor innovators who make notable achievements in the advancement of aeronautics. The medal is jointly sponsored by the American Institute of Aeronautics and Astronautics (AIAA), American Society of Mechanical Engineers (ASME), SAE International (originally the Society of Automotive Engineers) and the Vertical Flight Society (originally the American Helicopter Society).

Silva was born on January 8, 1931, in Bauru, State of São Paulo, Brazil. In 1948, he entered the Brazilian Air Force (FAB) school in Rio de Janeiro, where he received his military pilot's license four years later. He moved to São José dos Campos to join the Technological Institute of Aeronautics (ITA) in 1959, graduating in Aeronautical Engineering in 1962. After graduation, he led the Aircraft Department of the Research and Development Institute. In 1965, he started the IPD-6504 project, which would later become the Bandeirante aircraft.

Silva led to the creation of Embraer in 1969 along with a group of visionaries and became Embraer's superintendent director until 1986. He later returned in 1992 to preside over the company during its restructuring process until its privatization in December 1994.



International CALENDAR

2021

**03-05
JUN**

France Air Expo
Lyon Bron Airport – LFLY

**08-10
JUN**

Cabin Ops Safety Conference
The Parisian Macao, Macao, SAR, China

**08-10
JUN**

Safety and Flight Ops Conference
The Parisian Macao, Macao, SAR, China

**22-23
JUN**

Aviation Festival Asia 2020
Suntec Convention Centre, Singapore

**15-16
SEP**

**16th Annual MRO Russia & CIS 2021
conference and exhibition**
Moscow World Trade Center

**12-14
OCT**

World Cargo Symposium
Hilton Bomonti, Istanbul, Turkey

**15-18
NOV**

33rd IATA Ground Handling Conference
Prague, Czech Republic

**15-18
NOV**

Global Airport & Passenger Symposium
Prague, Czech Republic

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