MRO BUSINESS TODAY

July 1st, 2020

RUAG receives EASA approval for Bombardier Global 7500 MRO services at Munich

In the latest addition to expanded portfolios of business aviation RUAG MRO was recently awarded the EASA Part 145 Maintenance organisation approval to include line and base maintenance for Bombardier Global 7500 at the Munich facility thereby providing optimized downtime and reliable performance.

"The approval for the Bombardier Global 7500 is especially meaningful as it directly addresses feedback we received from our customers, many of whom were pleased with our services on the other aircraft in their fleets, that they wanted us to take care of their Bombardier Global 7500s as well," said Christian Karl, Head of Sales Business Jets, RUAG MRO International.

"Our customers rely on us to respond to their individual requirements. This expansion of our service portfolio allows us to provide for their growing aircraft needs while also ensuring that a new set of business aviation customers will also benefit from the complete range of services available at RUAG International." he further added.

RUAG MRO International provides one-stop shop solutions, performing all required services, covering MRO, cabin interiors, aircraft painting, system upgrades, component, to AOG and support and consulting services. All within one single downtime, adapted to suit individual schedules.

Duncan Aviation completes 15 successful years of Engine exchange program

In an effort to give operators of aging aircraft more options for engine maintenance, Duncan aviation had launched the Turbine Engine Exchange Program for the Honeywell TFE731 engine. They recently celebrated 15 years of this exchange program with summer incentives. As the aircraft engine ages, the overhaul cost also goes up, thus exchanging the engine instead of overhauling is a better option for cost-effectiveness.

"Why would a customer consider engine exchange? It is simple economics," said Leo Sawatzski, Manager of Engine Acquisition & Sales. "Aircraft engines have only so much life before they are no longer economically viable. Choosing to exchange the engines gives operators of older aircraft the ability to fly longer with increased safety and a reduced cost. Opting for exchange will also minimize your downtime while keeping you on schedule."

In addition to the Honeywell TFE731-2, -3, and -5 engines, the Duncan Aviation exchange program will source many makes and models of business aircraft engines, including Pratt & Whitney.

Duncan Aviation is a Honeywell TFE731 Heavy Maintenance facility with more than 40 years of experience

Pratt & Whitney expands North Berwick facility by adding GTF MRO capabilities

With an aim to expand the global GTF network, Pratt & Whitney has invested USD 12.5 million to expand its existing North Berwick, Maine facility. The addition of GTF high pressure turbine and high pressure compressor module maintenance will in turn benefit the GTF operators by reduction of lead-time associated to compressor upgrade and repair. With this expansion the maintenance on high pressure turbine and high pressure compressor modules for the PW1100G-JM engine will be carried out on this facility.

"We're committed to the continued capability expansion of the network and continue to pursue all opportunities to better support our customer base," said Joe Sylvestro, vice president of Aftermarket Operations at Pratt & Whitney. "By tapping into the expertise and experience of our North Berwick team, we're excited to further strengthen our MRO capability."

"The addition of North Berwick enables us to improve turnaround time and strengthens our ability to serve customers," said Rob Griffiths, vice president, GTF Operations and Industrial Management.

The transformation will consist of upgrades to the current space, increasing efficiencies to help minimize disruption to the current flow of operations and allowing for a seamless transition as the facility takes on a new role.

Ramco unveils latest V5.8.9 version of Aviation Suite for advanced digitisation

With an agenda to help airline operators, MROs and defence organisations for smooth digital transformation operations Ramco Systems has developed the latest V5.8.9 version of its Aviation Suite. It will provide an end-to-end platform for managing complex inventory support business models. It includes advanced automation powered by Artificial Intelligence and Machine Learning (AI/ML) material management functions and different value additions.

Some of the features are

- It delivers a full user interface (UI) refresh of the entire aviation product on the latest EXT JS 6 platform and renders the product browser neutral.
- The latest (AI/ ML) capabilities are used around Discrepancy Reporting & Corrective Action, Frequently Ordered Part Recommendation and Auto Codification there-by making an Intelligent Aviation Enterprise Application, a reality.
- It has several new 'hubs' which strengthens user experience by unifying all relevant functions for a given role.
- The hubs include Customer Order Management, Demand Management, Component Reliability, Component Reliability and Fixed Asset Management.

Commenting on the new feature release, Virender Aggarwal, CEO, Ramco Systems, said, "The release of breakthrough new features which can redefine user experience and tailored automation driven through a combination of AI/ML and business modelling, is very timely. The global aviation industry is currently facing its worst-ever crisis. Leveraging this as an opportunity, organizations need to rethink and reboot their operations and aim for 10X process improvement by adopting Digital technology."

Anywhere App, a key feature of Ramco Aviation Suite is added to allow advanced mobility on the go.

"We continue to advance automation capabilities and have now removed many manual and semi-automatic functions altogether. The entire process of inventory and life cycle management has been redefined by software that can seamlessly register, move, share, exchange and retire assets, in a highly automated self-regulating value-chain. It unlocks value and builds exponential scalability for both operators and MROs. The combined updates are the fruits of intense efforts by the team, driven by market and customer needs," he said.

It delivered industry differentiating capability in advanced materials management processes and functions which are capable of supporting specialized Inventory Technical Management (ITM) value chains.

"Improvise, adapt, and overcome" Mike Bianco's secret to success

AvAir, the company providing strategic solutions for aircraft aftermarket recently completed 20 years in the industry. On this occasion, our assistant editor, **Swati.k** had a candid chat with **Mike Bianco**, CEO of AvAir about his journey in the aviation industry over past two decades, the challenges his faced during the COVID-19 pandemic, their mantra for survival and much more. Read On!

Q- AvAir recently completed 20 years in business aviation. What can you tell about your experiences to our readers about the journey so far?

A- The aviation industry, like a lot of industries, is very cyclical in nature. As the first employee of AvAir in 2000, I have been there every step of the way through the really great years and the significant economic downturns like 9/11 or the Great Depression. My roles over the last 20 years at AvAir gave me a unique perspective to understand the inner workings of AvAir and the industry overall and how to prepare for times of uncertainty.

Q- Can you tell us about your most challenging experience that you've faced and how did you tackle it?

A- The coronavirus pandemic is the most challenging experience that I've ever faced. There have been a lot of challenges with specific aspects of the business, but I know we're not alone in this. Unfortunately, it's affected everyone in the industry and around the world. At AvAir, we anticipate and plan ahead for the next downturn and have adequate cash reserves to weather the storm.

Q- Over the many years since its inception, AvAir has maintained a robust employee retention rate of 80 per cent. Will the post-COVID-19 pandemic have an influence on the employee retention strategy of AvAir?

A- By planning ahead and having our finances strong, we have not only weathered the storm, but retained all of our employees and continued to hire. I believe we're through the worst of the pandemic and we're not planning to change that percentage anytime soon.

Q- Was aviation always your first choice of career? What advice would you give to the current students pursuing aviation as their dream?

A- Aviation wasn't my first choice of career; I actually stumbled into it by chance. The best part about the aviation industry is that there are so many different aspects to the industry that are fascinating and rewarding. There are so many different facets that can be wonderful careers. Elon Musk once said that there are too many talented people in finance and law and that we need more people making things and I agree wholeheartedly. We need to encourage more talented people to be creators.

Q- How is AvAir dealing with the current crisis?

A- Our partnership with Corrum Capital Partners ensures that we are well capitalized and able to make strategic investments during an economic downturn. This allows us to be better positioned to serve customers and take care of our team. In addition, before the coronavirus stimulus was passed including the Paycheck Protection Program,we provided all of our employees a USD 500 bonus to use at their favourite local businesses as an effort to help small businesses survive during these unprecedented times. From there, activities like virtual workouts and training were implemented to keep up employee morale while the team worked from home to accommodate for social distancing.

Q- How soon according to you will the global aerospace industry bounce back in this COVID-19 pandemic situation?

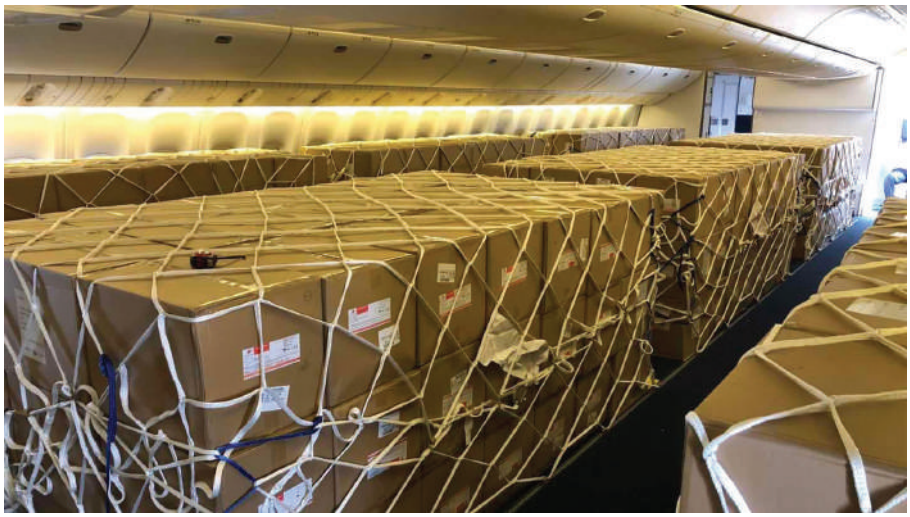
A- Based on what we're seeing on the aftermarket side of the industry, I believe we're still a few years away from a full recovery, but will see a 50-60 per cent recovery by the end of the year. We will be busy as we continue to recover and all of the planes that have been parked during the pandemic will need to be brought back into service.

Q- In today's times, when many of our industry colleagues are facing business losses, pay-cuts or event downsizing, what is your mantra for survival in the crisis?

A- My mantra for survival in the crisis is "improvise, adapt, and overcome." It's a slogan from the Marine Corps that I recently heard and really stuck with me. We can plan for the future all we want, but things might go differently than anticipated. We're experiencing that now and using our experiences to adapt and come out the other side a better company than before the pandemic.

Collins flexible solutions for quick passenger to freighter conversions

In response to the COVID-19 pandemic many aerospace companies are providing effective solutions for quick passenger to freighter conversion looking at the increased demand of essential cargo supplies across the world. Collins Aerospace has come up with one such effective solution in which the passenger jet can be completely converted into a freighter within a week. Also the same plane can be converted back into passenger flight within a week's time. The conversion includes removing of seats so that more space is available for goods and supplies.



"The current situation has increased the need for airlines to deliver critical medical goods to locations around the globe," said Trevor Skelly, general manager, Integration Engineering for Collins Aerospace. "Collins Aerospace is committed to using our cabin conversion expertise to assist our customers and ensure the important work of aiding the world in the fight against this pandemic continues."

This quick turn solution for aircraft modification is developed in the Integrated Engineering facility in Everett. They have Engineering Order solutions for rapid conversion apart from Supplemental Type Certification (STC) for cabin modifications to carry greater weight and various cargo types for longer-term flexibility. Cabin reconfiguration solutions may be implemented with the FAA or EASA approvals.

Gebruder Weiss opens new facilities in Australia and New Zealand

Gebruder Weiss have opened national subsidiaries in Australia and New Zealand as a part of the company's strategy to develop new markets and expand their existing locations. The move is based on the fact that the future Air & Sea locations are situated in the Australian major cities of Sydney and Melbourne, as well as in Auckland, New Zealand.

"As we enter the markets in Australia and New Zealand, we will focus primarily on import business from Asian, American, and European markets," said Michael Zankel, Regional Manager East Asia/Oceania at Gebruder Weiss.

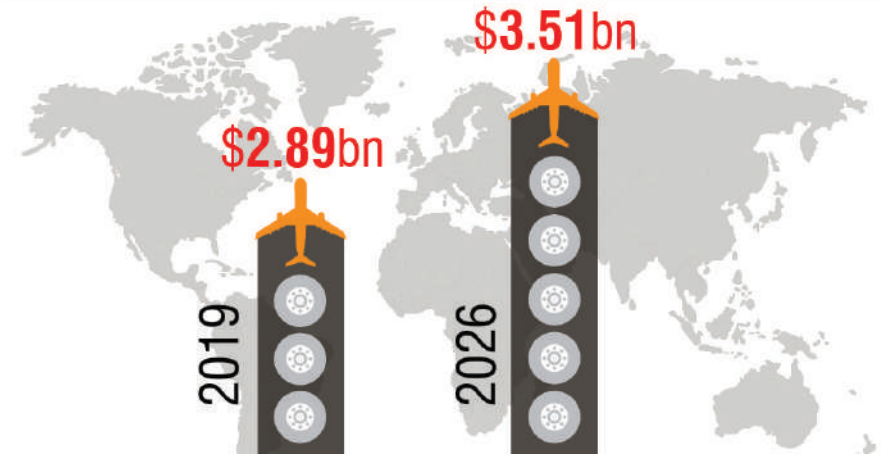
Gebruder Weiss, is one of the most globally active transport and logistics company with a presence in China, the USA, Japan, Germany, and South Korea to offer one-stop logistics solutions to customers.

"The important thing here is to establish compelling delivery chains in the future, based on our long-standing experience in the logistics market. In this context, we also make sure to tie in with fast-growing transport activities within Asia, and create synergies when it comes to the efficient use of transport capacities," said Michael Zankel.

Earlier this month, Gebruder Weiss opened another new office location in Seoul, South Korea. The new sites in Australia and New Zealand are an essential addition for the company within the region of East Asia/Oceania, which currently contains 35 locations.

Collins flexible solutions for quick passenger to freighter conversions

As per the research by Global Market Insights, Inc the aircraft tire market is expected to cross USD 3.51 billion by 2026. The figures in 2019 were USD 2.89 billion. Thus the market shows a whooping growth of 2.9 per cent in the next six years.



The COVID-19 pandemic has hit the aerospace sector and all allied business related to it. However it is predicted that the market recovery will be rapid. The Middle Eastern aviation industry will have a robust comeback as compared to the rest of the world as per industry sources. Today, we will discuss one of the niche elements of the aviation sector- The Aviation Tyres Market.

As per the research by Global Market Insights, Inc the aircraft tyre market is expected to cross USD 3.51 billion by 2026. The figures in 2019 were USD 2.89 billion. Thus the market shows a whooping growth of 2.9 per cent in next six years.

With respect to product, the market is divided into tubeless tyres, and tube tyres. Among these, tubeless tyres held more than 75 per cent share of the global market in 2019, which is expected to grow further by 2026.

As the demand for international and domestic air passengers rise across the globe, regional operators are expected to contribute significantly to the air tie industry revenue. But the COVID-19 pandemic is bound to have a major setback to the global tyres suppliers due to grounding of International flights worldwide.

Made with natural rubber, aircraft tyres are designed to withstand extreme load and pressure during airplane takeoff or landing. Aircraft tyres support the weight of the aircraft when on the ground and when landing. They offer the traction that is necessary for stopping and braking the aircraft. They also help absorb the tremendous shock of landing, taxi operations, cushion the roughness during takeoff, rollout.

Aircraft tyres generally accept a diversity of dynamic and static stresses, and should be able to do so consistently in a wide range of operation conditions. Furthermore, the construction of aircraft tyres is for the purpose it serves. It does not have the need to carry any kind of load for a longer period of continuous operation like in the case of truck or automobile tyres. The level of deflection that is built into an aircraft is more than double the automobile tyre.

Based on structure/construction, the market is classified into radial tyres, and bias/ply tyres. Among these, the bias/ply tyres will be growing at a CAGR of 3.9 per cent over the forecast timeframe. These tyres are an ideal choice owing to their re-tradability and durability.

Expansion of aircraft fleet to cater to rising air-passenger base along with increasing MRO (maintenance, repair and overhaul) spending has provided impetus to aircraft tyres market share over the past decade.

Exponential rise in air traffic around the globe has been witnessed over the past years, which has boosted the air travel business. In 2018, number of passengers that were carried through air transport across the globe stood at approximately around 4 billion, which may further grow by 2026. Shifting trends towards flights over train journeys in developing nations will drive the necessity for more aircrafts in the coming years, creating robust demand for aircraft tyres.

Escalating production as well as usage of aircrafts due to increased air travel had led to short maintenance cycles of aircrafts globally, which may positively impact aircraft tyres businesses in the long run. Asia Pacific aircrafts tyre market share is expected to witness significant growth rate over the coming years due to rising number of air travel passengers with availability of low cost airliners.

Moreover, urbanization, rising per capita incomes and enhanced living standards are some key factors driving the demand for commercial aircrafts. In addition, increasing investment towards enhancing aircraft MRO facilities across several Asian countries may favor regional industry growth. Many leading MRO providers have set up bases in the region or formed key partnerships to ensure long term business.

Based on end-use, the market is segmented into aftermarket and OEM. The OEM end-use segment will have a growth rate of 2.1 per cent over the projection time period, and will grow steadily during 2020 to 2026.

Israel Ministry of Defence awards Elbit System with a USD 38 million contract

The Israeli Ministry of Defense has awarded a 5 year USD 38 million contract to Elbit Systems for the operations, maintenance and Logistic service for the Textron T-6 trainer aircraft fleet of the Israeli Air Force. The Elbit system has been providing the operations and maintenance services for the T-6 fleet all the while maintaining strict standards of service, availability and flight safety.

Yoram Shmuely, General Manager of Elbit Systems Aerospace Division said, "We are proud to have been trusted with the continuation of our services that support the IAF's operational and economic objectives. We believe that our proven experience and strong reputation in this area position us well to cater to the needs of additional Air Forces as they increasingly seek to improve the effectiveness and efficiency of training operations."

The T-6 fleet is used by the IAF for cadet test flights during the basic training phase of the Flight Academy course. Elbit Systems also provides logistic services and training technologies to two other fleets of the IAF Flight Academy, the M-346 trainer jet fleet and the GROB G-120A trainer jet fleet. In addition, a joint venture of Elbit Systems UK and a subsidiary of KBR, Inc provides procurement, operations and maintenance services for three aircraft types of the UK Army Flight Academy.

GE to repair & overhaul the T700 engines for US Navy in USD 180 million contract

The US Naval Air Warfare Center Aircraft Division (NAWCAD) has awarded a USD 180 million contract to GE Aviation for the repair and overhaul T700 rotorcraft engines in support of the US Navy's MH-60 Seahawk, and the US Marine Corps' AH-1Z Viper and Bell UH-1Y Venom/ Huey helicopters. The T700 turboprop entered service in 1978 and since then it has proved its merit in the helicopter service. As of now, the T700/CT7 family of turboshaft and turboprop engines power 15 types of helicopters and fixed-wing aircraft with more than 130 customers in more than 50 countries. The T700/CT7 family has surpassed 20,000 units delivered and more than 100 million total flight hours. Its operational benefits also made it an ideal derivative as a turboprop powerplant.

"GE is grateful for the opportunity to provide T700 overhaul and repair support to the US Navy and Marine Corps fleets for another five years," said Harry Nahatis, vice president and general manager of GE Aviation's Rotorcraft & Turboprop Engines. "This contract will allow GE to work closely with the Navy to improve fleet readiness while reducing cost."

The T700/CT7 engine line has become increasingly more powerful and reliable during its history. Many technological advances have been incorporated into the subsequent growth versions. Current models in the 2,000-3,000 shaft-horsepower range retain all the proven features and operating characteristics of earlier versions while delivering enhanced performance.

The highly reliable T700/CT7 design has proven itself in the harshest environments, logging more than five million flight hours in hot-harsh combat zones like Iraq and Afghanistan. T700/CT7 helicopter engines power a variety of civil aviation and military applications including transport, utility and attack, medical evacuation, air rescue, firefighting, special operations and marine patrol. They serve five branches of the U.S. military, numerous international customers and civil aviation operators.

Prime turboshaft applications include the Sikorsky Black Hawk, Seahawk, Jayhawk, Pave Hawk, S-70, S/H-92, CH-148, HH60-W CRH, and VIP transport helicopters; the Boeing AH-64 Apache, Bell UH-1Y Huey, AW-1Z Super Cobra,214ST Super Transport and 525 Relentless, Kaman SH-2G Super Seasprite, NHIndustries NH90, Leonardo AW101 and AW189 and KAI Surion.

Lockheed Martin selects FlightSafety for MC/EC-130J simulators for US Air Force

FlightSafety will be designing, manufacturing and developing the visual systems and displays for the new MC/EC-130J full-mission capable simulators. The selection is made by Lockheed Martin. The simulator will be equipped with the FlightSafety VITAL 1150 image generator and CrewView collimated glass mirror display. It is scheduled for delivery to the US Air Force Special Operations Command (AFSOC) in 2022 and 2023.

"The selection by Lockheed Martin of FlightSafety's VITAL1150 image generator and CrewView glass mirror display reflects the value and reliability of our products, and our experience delivering the highest quality mission rehearsal training to the Air Force Special Operations Command," said Afshan Baharmast, Vice President of Government Business Development and Capture.

CrewView glass mirror displays offer superior optical performance, sharper image clarity, and long-term reliability. Its modular design produces fields of view (FOV) up to 300 degrees horizontally, providing significant improvements in realism and situational awareness. The true collimated images displayed are free of visible distortions and artifacts out to mirror edge.

VITAL 1150 visual systems feature PC hardware and graphic processor platforms that deliver greater rendering performance and unprecedented scene generation capability. Its ability to render normal rates of 120Hz with up to 8K resolution provides highly accurate representations of real-world visual environments, with the sharpest visual quality throughout the entire flight envelope encountered during training.

FlightSafety provides mission-critical training programs and equipment to government and military agencies around the world. The many platforms supported include tankers, transport and tilt-rotor aircraft, helicopters, cargo load, and refueling boom systems.

Sierra Nevada Corporation to provide state-of-art software solution to DoD

Sierra Nevada Corporation (SNC) has a long history of providing reliable and mission-critical software to the US Department of Defence and based on this, they have been awarded a USD 8 million contract under the Air Force Research Laboratory (AFRL). As per the contract the Phase I of Intent-Defined Adaptive Software program is set in motion (IDAS). It mainly focuses on identifying and constructing prototypes, methods, tools, and workflow. The 4 major areas of IDAS are Automated Software Generation, Problem Set Generation, Integrated Test & Evaluation and Experimental Control & Transition.

In the first research and prototype phase of the first one and a half year, SNC will lead the Experimental Control & Transition TA to develop and implement problem sets and changes, exercises, prototype tool chains and execution guidance from other technical areas. The overall IDAS goal is to automate code generation, derived from software intent and associated constraints, to rapidly adapt to late changes in requirements and operating environments.

"SNC is looking forward to providing DARPA with an IDAS software solution that implements state-of-the-art software design and architecture," said Tim Owings, executive vice president of SNC's Integrated Mission Systems business area. "SNC has a long history of providing reliable and mission-critical software to the DoD and is excited about the opportunity to grow its relationship with DARPA."

The IDAS program leverages SNC's agile development and model-based systems engineering to enable rapid software development. SNC's team serves as the experimental control to evaluate emerging auto-code-generating capabilities.

Phases II and III centre around automating the Phase I process and producing a robust system to transition and scale to real-world applications. The framework SNC creates for IDAS will test and evaluate the effectiveness of technologies supporting the continual adaptation of DOD software-enabled systems.

The final objective is to provide abstraction layers and software frameworks used for evaluation, along with exemplary use cases. SNC will also develop a "Cloud Agility Baseline" example project, with associated agile process improvements, to use as the basis for comparing prototype workflows and software.

AERO Vodochody AEROSPACE to offer tactical training to Slovak pilots

In a strategic cooperation between Czech Republic and Slovak Republic, AERO Vodochody AEROSPACE with support from Czech Ministry of Defence has offered tactical training to Slovak pilots on the new L39 NG & F-16 in its Tactical Simulation Centre in Pardubice, where pilots of the Czech Air Force and many other countries are trained. As per the deal, AERO Vodochody will prepare a training concept for the Air Force of the Slovak Armed Forces on the L-39NG platform including comprehensive ground training system.

On 11 June 2020, representatives of the Czech aircraft manufacturer presented strategic cooperation to Slovak delegation led by new MoD Jaroslav Nad and Chief of the General Staff of the Armed Forces of the Slovak Republic, General Daniel Zmek. The Czech Ministry of Defence was represented by Tomas Kopecny, Deputy MoD and Director of the Section for Industrial Cooperation.

The Slovak Republic is replacing its old MiG29 aircraft with the new American F-16s. This modernization requires effective and modern training program for military tactical pilots.

"Aero Vodochody, as a traditional partner of the Slovak Air Force, presented an offer for the supply of eight modern L-39NG training jet aircraft. The offer includes significant industrial cooperation with strong involvement of Slovak companies in the production of structural parts of the new aircraft, in further development of the L-39NG project, in logistic support, and in building a ground training system," said Jakub Hoda, VP for Sales and Member of the Board of Directors of Aero Vodochody.

"The Czech Republic is historically the closest partner of Slovakia. We are connected not only thanks to the past but also thanks to our interest in deepening and extending scope of our cooperation in the future. During the recent hours, I spoke with the Ministers of Defence and Foreign Affairs of the Czech Republic about these opportunities, but also about projects that had failed to be implemented," said Jaroslav Nad, MoD of the Slovak Republic. "The offer from Aero Vodochody is an opportunity for cost savings in terms of the impacts of coronavirus pandemic. Our pilots are being trained for new F-16 fighters in the United States, which is difficult and unsustainable in terms of cost. We therefore appreciate this offer, especially if it is potential cooperation with our stable partner. We will seriously consider it," he said.

RÉMI MAILLARD APPOINTED AS THE PRESIDENT OF AIRBUS INDIA & M.D OF SOUTH ASIA

In the recent announcement by Airbus, **Rémi Maillard** succeeds Anand Stanley as the President of Airbus India and Managing Director of South Asia region, effective September 01, 2020. Rémi , 40 joined Airbus in 2008 and in the past twelve years held several leadership positions. His career took off at Airbus Helicopters where he led the transformation programme for R&D activities.

In his new role, Rémi will lead Airbus' business in South Asia. He will be responsible for commercial aircraft sales and business development, and he will manage Airbus' regional footprint, which includes engineering, innovation, customer support and services as well as training. He will also help progress Airbus' top defence and helicopters campaigns and boost the company's 'Make in India' programmes.

As Head of Services, Rémi has been responsible for growing the Airbus commercial aircraft Services business and overseeing maintenance, upgrades, flight hour services, and training operations with a focus on creating value for customers and enhancing their operational performance.

"Rémi has rich experience in the Airbus organisation and is the right person to take on the lead of the company in India and South Asia - a region that is both a key growth market as well as a resource base for us. His skills and personality will contribute to further consolidate Airbus' strong position in the region," said Christian Scherer, Chief Commercial Officer, Airbus and Head of Airbus International. "I warmly thank Anand for strengthening the local footprint of Airbus here and look forward to continuing working with him in his new role in the Asia Pacific region," said Scherer.

Rémi then served as the Chief Engineer of the Tiger programme before playing a key role in the development of the H175 programme and its Entry-into-Service as the Chief Engineer. He also held the position of Head of Development Chief Engineers spearheading engineering activities for major helicopter development programmes. Prior to joining Airbus, Rémi worked as an Associate Director with a consulting firm specialising in industrial strategy. Rémi holds degrees in Engineering and Master of Business Administration (MBA) from Ecole Nationale des Ponts et Chaussées in Paris.

ARJAN MEIJER PROMOTED AS THE CEO AND PRESIDENT OF EMBRAER COMMERCIAL AVIATION

The post COvID-19 pandemic phase has seen many aerospace industries restructuring the portfolios and policies. In one such announcement by Embraer, **Arjan Meijer** is promoted to the post of CEO and President of Embraer Commercial Aviation and he will directly report to the Embraer President and CEO Francisco Gomes Neto. The previous CEO, John Slattery, was leading Embraer since 2016 will be leaving Embraer to take an opportunity with one of the company's main partners in the industry.

"John has played a central role at Embraer during a challenging time, and we thank him for his dedication and tireless service to the company, as well as its customers, employees, and partners," said Alexandre Silva, Embraer Chairman of the Board. "Fortunately, the industry will keep counting on him as he will continue to work in the aviation sector."

Arjan has been the COO of Embraer Commercial Aviation since January 2017 and responsible for global Marketing and Sales functions across six different regions, helping the company to achieve 35 airline deals. He joined the company in April 2016 as Vice President of Commercial Aviation for Europe, the Middle East, Africa, and Russia.

"Arjan has done a fantastic job as the head of sales for Embraer Commercial Aviation. He has the energy, international experience, and skillset to lead our commercial aviation business at this unique moment," said Francisco Gomes Neto.

Prior to joining Embraer, Arjan spent 15 years in various executive roles at the KLM Group. His last two roles were Vice President of Technical Services and Fleet Development at KLM's regional subsidiary KLM Cityhopper and Managing Director at KLM UK Engineering in Norwich.

International CALENDAR

MRO BUSINESS TODAY

2020

23-24 JULY
2020 International Symposium on Air Traffic Management for Civil Aviation
Beijing, China

12-13 Aug
9th Civil Avionics International Forum 2020
Shanghai, China

13-14 Aug
2nd Connected Aircraft China Congress 2020
Shanghai, China

01-03 SEPT
MRO Americas
Dallas, TX, USA

27-29 OCT
MRO Europe
Barcelona, Spain

27-29 OCT
AP&M Europe
Spain

08-10 DEC
The MEBAA Show
DWC, Dubai Airshow Site, UAE

2021

16-18 FEB
Saudi International Airshow
Thumamah Airport, Riyadh, Saudi Arabia

22-23 JUN
Aviation Festival Asia 2020
Suntec Convention Centre, Singapore

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