MRO BUSINESS TODAY

Aug 01st, 2020

EasyJet extends supply chain management contract with AJW

EasyJet has decided to continue with AJW group as their supply chain management providers for the next seven years extending the existing 2015 contract. AJW has been planning and delivering eayJet's demand and supply requirements from inventory management across the network. Besides AJW is also responsible for the full component repair and overhaul services, provision, storage and distribution of all rotable, consumable and expendable material.

Brendan McConnellogue, easyJet's Director of Engineering and Maintenance, explained the main deciding factors for selecting AJW, "easyJet has worked with AJW for the past four years on supply chain management and we're confident that this new contract will ensure we remain focused on improving efficiency and value so we are able enhance our operational performance, whilst ensuring that safety remains our highest priority."

A key operational enhancement will be the introduction of an EU-hub in Malpensa, Italy, which will serve to further enhance operational efficiency across Europe. The EU-hub will supplement the current UK-hub to maximise up-time, availability and dispatch reliability.

This contract introduces innovative solutions that will provide step-change improvements for the airline. AJW is developing and investing in process re-engineering and automation tools to drive superior performance, cost reduction and operational excellence across the board. AJW Technique, the Group's Maintenance Repair and Overhaul facility, will continue to play a significant role in the new contract as it repairs and overhauls easyJet components.

Christopher Whiteside, President and Chief Executive Office of AJW Group, commented, "We are delighted to continue our partnership and look forward to seeing the benefits of our innovative solutions which will allow easyJet to continue delivering value with an exceptional customer experience. This contract renewal strengthens AJW's position as the world's leading independent provider of component support programmes and the contract length demonstrates the confidence that leading airlines, like easyJet, place on our ability to go above and beyond to deliver at every step. This is a ground-breaking achievement for AJW Group and I am justifiably very proud of our team."

The re-award of the contract to AJW was the result of a thorough tender process which started in January 2019. AJW emerged once again as the front-runner for this partnership, given its proven ability as a global supply chain solutions provider with award-winning 24/7/365 support and logistics services.

PASSUR and Aireon join hands for smarter digital technology

PASSUR and Aireon have signed an agreement to integrate Aireon's global, gate-to-gate ADS-B dataset, into PASSUR's AR\VA platform. This integration will be the first to feature Aireon's air traffic service (ATS) surveillance-quality data feed including high-fidelity, low latency airport surface surveillance and global International Civil Aviation Organization (ICAO) compliant flight tracking on PASSUR's AR\VA platform. The partnership will also power PASSUR's predictive arrival times (ETA) and constraint forecasting services, delivering advanced disruption management, as well as PASSUR's unique collaborative airfield management solutions, to any airline, airport, or business aviation service provider globally.

"The combination of Aireon's space-based ADS-B data, including its newest surface surveillance dataset, with PASSUR's advanced decision support, expands our ability to deliver actionable automation, driven by machine learning and artificial intelligence — with a clear path to return on investment," said Brian Cook, President and CEO of PASSUR Aerospace. "With our current industry conditions, it is more important than ever to make smart technology investments that reduce costs and compensate for lost expertise."

"Aireon's global air traffic surveillance data will now be expanded to include airport surface data. With its gate-to-gate, high-fidelity coverage, Aireon data will enable PASSUR products to facilitate more accurate and actionable decision-support and provide a greater level of prediction capabilities," said Cyriel Kronenburg, Vice President of Aviation Services at Aireon. "We are delighted to partner with PASSUR to offer enhanced airfield management solutions to airports and airlines, as well airspace optimization solutions. Transparency and prediction are two of the major common denominators in providing highly accurate air traffic management products."

PASSUR AR\VA is a single platform, cloud based solution, available across multiple devices and delivers greater efficiency in airline and airport operations management, resource utilization and improved throughput through industry-leading flight trajectory forecasting technology; advanced predictability in airline demand and air traffic/airport capacity; collaborative airfield traffic workflow; and operational disruption alerting and resolution.

Bombardier to provide Enhanced Structural Repair Capabilities for business jets

Bombardier Aviation in collaboration with The Mobile Repair Team has expanded their worldwide customer support offerings through enhanced structural repair capabilities for its worldwide fleet of business jets.

"Our customers are at the heart of everything we do, and this extended partnership with The Mobile Repair Team will allow us to provide worldwide skilled and proficient structural repairs directly through our Customer Response Center alongside the outstanding service experience that our distinguished Bombardier customers expect," said Andy Nureddin, Vice President, Customer Support, Bombardier Aviation.

The cross-functional Customer Response Centre (CRC) teams at Bombardier are empowered with state-of-the art tools and technology and are backed by Bombardier's aircraft engineering as well as The Mobile Repair Team's high-quality structural repair solutions that keep customers' aircraft flying. Bombardier continues to show its on-going commitment to providing its customers with the most comprehensive onsite, mobile and aircraft-on-ground resolution services in the industry.

'Developing solutions, evolving situation', Exclusive Interview with Chuck Adams, Managing Partner of the Coeptis Consulting Group

The Aviation industry across the globe is in an unlock phase. However there is a lot of uncertainty around air travel. Many passengers are still sceptical about taking a long-haul flight. But slowly and steadily the industry is set to motion. The wheels of recovery have started rolling. How will the MRO industry recover from this? With the increased cargo carriers for medical and essential supplies, there's a spurt in P2F conversions in the market. Do we see a new emerging market from this, all this and many other questions were answered by **Chuck Adams,** Managing Partner of the Coeptis Consulting Group in a candid conversion with **Swati.k**

Q– With halting of International flights, naturally the MRO services also suffered a set-back during the lock-down phase. However, with the opening of International borders and flights slowly starting to resume, how do you predict the comeback of operations for MROs?

A- My thoughts and predictions are in line with many others, including many much wiser than me. MROs perform services on aircraft and its relevant assets. Since operators, both domestic and international, scaled back utilization, MRO has and is still taking a major hit in demand, which will likely drag out for some time. As we have been seeing, traffic is slowly picking back up, but it will likely take a few years. I would imagine narrowbody to come back first, followed by international passenger travel via widebody later as countries hopefully begin lifting international travel restrictions again.

Q– Going ahead, it is said that airlines will further delay the maintenance schedules. Your views

A- Yes, airlines will delay maintenance, but it also depends on other factors, such as aircraft utilization, the type of aircraft, and traffic demand. On one hand, airlines will hold on to as much cash as possible, and if they are not using assets, maintenance naturally will get pushed back. However, there are other negatives of letting aircraft sit. An example, if they do not generate revenue, excluding load factor loss potential, it does not help with covering fixed expenses such as leases which are committed no matter what (i.e. Hell or High-Water clause in leases). Additionally, airframes and power plants have certain requirements and procedures for long-term storage. Instead of bearing the cost of performing these procedures, it is not unheard of for operators to just switching aircraft to keep the assets flying so that long-term storage procedures do not need to be performed, as they can be costly. It is a trade-off in this uncertain market.

Q– The COVID-19 pandemic brought about a sudden spurt in the cargo carriers for essential goods and commodities, with the CF6 engine proving to be the power plant of choice for freighters. The oldest model of CF6 is still in service, after 48 years. Your views

A- No surprises there; freighters have been using the CF6 and related engine models for years. With part availability and lower fuel costs, I think the CF6 is here to stay for some time, particularly in the freighter space, but like all things that can change.

Q– Today, the entire aviation industry is working on reducing carbon footprints and achieving a cleaner environmentally friendly aviation by 2050. Can you tell us the technology behind a fuel-efficient engine? Is it possible to make a zero-pollution engine (non-electric) in future?

A - Many engine OEMs have been pushing the envelope for more fuel efficient, less emissive engines for a while now. What has been interesting is how the engine OEMs set out to achieve this goal. For example, GE Aviation has invested heavily in materials R&D, including CMCs, so that compression ratios in the core can be pushed higher to create more thermally efficient, thus more fuel efficient, engines. On the other hand, Pratt & Whitney pursued other means, such as using a geared turbofan for greater propulsive efficiency without the need to drive core temperatures higher. While these technologies, combined with better fuel burn in combustors and alternative fuels, can help reduce emissions and pollution, a zero-pollution, non-electric engine will likely not ever be achievable. Electric engines provide emissions and pollution relief, but even those have a way to go technology-wise.

Q– The British Airways recently announced the retirement of their entire fleet of B-747. Australia's Qantas has also retired the last remaining 747s. With shrinking operations, more operators are opting for smaller aircraft. How will this affect the engine aftermarket?

A - This will be an evolving situation, depending on recovery rates from COVID. Many operators are retiring the older, larger aircraft, which will increase engine and parts availability in that sector. However, there are major rollbacks in the smaller narrow body market as well. I am aware that many independent MROs and brokers are trying to find good deals on mid-life to mature engines and parts, such as the CFM56-3 and even some -5 and -7. While many operators, especially airlines, will likely focus on ramping back up with newer aircraft/engines due to operating costs and efficiencies, there will be large populations of Used Serviceable Material available for mid-life and "green-time" engines that may make those engines attractive to other operators; only time will tell.

Q– Was engineering always our first choice of career? What advice will you give to the younger generation planning to pursue aircraft maintenance as their career choice?

A - Engineering is an area that I have always been interested in, especially in the aviation sector. My experience has been at an engine OEM in both the new-make and MRO side, which I have found gives a very comprehensive view compared to just working at an independent MRO. It gives you line-of-sight on maintenance issues across the whole fleet worldwide with the lens of the OEM, which has been very fascinating and valuable at the same time. Over the past couple years, I have been looking to expand into business focused roles, including consulting; I have many interests, what can I say?

For the up-and-coming generation, if you are considering a career in aviation MRO, think about what function you want to pursue. On the Engineering & Maintenance side, a few routes can be taken. If you like to go hands-on, and want to become a trained service professional, pursuing technician route, such as the FAA A&P license, is a great career choice, especially with the major shortage of trade labour. On the other hand, if you want to perform development activities, such as R&D, innovation, and drive new technologies, a university degree in engineering is the way to go. It just depends on where you want to go.

Q - Today's MRO industry is infused with latest technology like predictive maintenance, additive manufacturing, artificial intelligence etc. Your take.

A - This is an area that has piqued my interest these past few years, especially in the aviation MRO digital transformation and solutions space. As a recovering programmer (Python, C#, SQL, etc.), I can understand the great value that technologies such as block chain, artificial intelligence, and the like can bring to aviation MRO. The major challenge is not only developing solutions but bringing it all together to provide value as a system in the aviation MRO chain. The old saying is "Garbage In, Garbage Out;" a technology like artificial intelligence is revolutionary, but if your digital infrastructure & systems are not configured correctly, or at least not properly understood, utilizing any solution like artificial intelligence will only provide meagre returns. Furthermore, all stakeholders need to be involved, not just data scientists and IT personnel; if you do not know what variables and factors to examine, you will not produce meaningful or the needed results. Even OEMs can still struggle with applying new solutions as they are learning new, important factors and variables affecting the operation of their designs and parts, and this is just compounded further for other independent MRO organizations.

Q - I am sure you must have had your fair share of virtual meetings and Webinars in the lockdown phase. Do you think virtual meetings will replace the face-to-face meetings? Has it changed people's preference of doing business?

A - Oddly enough, I have been working remotely from my home in Idaho for over three and a half years already, so virtual meetings and webinars are my normal routine. However, I do not think virtual meetings will replace face-to-face meetings completely, especially in hands-on industries like aviation MRO. In my career experience, there is so much value of going to the workspace, "genba," where the process is performed, and interacting directly with the wonderful folks making the value magic happen. While I think it will help people realize the wonderful benefits of working from home and drive folks away from the office a little more, there should always be some time taken for face-to-face meetings; you can't replace that connection with a computer screen. I have found through experience that working remotely is feasible, but pre-COVID I always made home visits to the office at least three to four times per year.

Embraer extends maintenance renewals for Phenom series to 800 flight hours

Embraer has recently extended their maintenance renewals for Phenom series from 600 flight hours and/or 12 months and multiples to 800 flight hours or 12 months and multiples. This revision to the Scheduled Maintenance Requirements (SMR) is with a view to achieve less downtime, lower maintenance costs, a long economic life, and more time in the air. This is a 33 per cent maintenance interval improvement, which is almost double the industry average.

The improvement was only made possible by the performance of the Phenom fleet over the last decade. More than one year of engineering analysis confirmed that the customers of these aircraft can fully benefit from the high availability of the fleet for their even better convenience and greater flexibility. Most of the tasks with double intervals were also optimized to the longest period. This is a 33 per cent maintenance interval improvement, which is almost double the industry average.

"Conceived as clean-sheet designs to be the best in their respective classes, the Phenom 100 and 300 series aircraft were built for high utilization. Now, eleven years after the first delivery, with a fleet of over 900 jets in operation, our customer support and engineering team can reaffirm, once again, that our products are even better than the initial specification," said Johann C. Bordais, President & CEO, Embraer Services & Support.

The Phenom fleet has accumulated more than 1.7 million flight hours and 1.4 million cycles since the first delivery of the Phenom 100 in December 2008. The Scheduled Maintenance Requirements for the Phenom jets were developed to meet the specific needs of business aviation and are based on the Maintenance Steering Group (MSG-3) methodology. The methodology aims to preserve and restore the inherent safety and reliability levels of the aircraft and to build a knowledge base for design and maintenance improvement. The main benefits of this methodology include higher aircraft availability and overall cost reduction to keep the aircraft in ideal operating conditions.

San Francisco International Airport- A Step closer to achieve carbon neutrality

In a major milestone, San Francisco International Airport (SFO) in their quest at reducing carbon emissions received their first batch of sustainable aviation fuel for commercial use from Neste. This step was extremely important for SFO to reach their ambitious goals of becoming "triple zero" campus, achieving not just carbon neutrality but also net zero energy and zero waste in the next five years.

Depleting ozone layers, melting of ice in Northern and southern hemispheres and rising climate has been on the environmentalists agenda for a while now. Apart from other modes of transport, Aviation industry has its fair share of carbon emissions leading to pollution. Various organisations like IATA & ICAO are striving to cut CO_2 emissions with innovative technologies, sustainable aviation fuel and improved operations and infrastructure. Riding high on these lines, San Francisco International Airport (SFO) signed a one-of-a-kind MoU with Neste along with a group of eight airlines and fuel producers in a 5-year collaborative effort to provide sustainable aviation fuel to SFO. Accordingly Neste has delivered its first batch of sustainable aviation fuel via pipeline. This fuel will now be used by other major airlines committed to reduce carbon emissions.

Neste is the world's largest producer of renewable diesel and sustainable aviation fuel (SAF) produced from waste and residue raw materials and with this delivery has become the first company to deliver sustainable aviation fuel under their brand name Neste MY Renewable Jet Fuel. Also, Neste has been ranked as the world's 3rd most sustainable company on the 2020 Global100 list.

This fuel can be transported via the same pipelines which are used to carry fossil fuels and other oil products. Besides it can be used as a drop-in fuel with existing aircraft engines and airport infrastructure, requiring no extra investment.

"This is a major milestone in our goal to make San Francisco International Airport a hub for the use of sustainable aviation fuel in our pursuit of carbon neutrality," says SFO Airport Director Ivar C. Satero. "By focusing on the entire supply chain process, achievements like this one have the power to transform the landscape of our entire industry. I am grateful for our partnership with Neste to make this climate quantum leap a reality."

"The aviation industry is essential for global business, generating growth and facilitating economic recovery. But if we are to address aviation-related emissions, we need to utilize all the available solutions. We are extremely happy to have partnered with San Francisco International Airport, a forerunner with a concrete emission reduction strategy, to address climate change and support them in achieving those climate targets," says Thorsten Lange, Executive Vice President for Renewable Aviation at Neste.

"Neste MY Renewable Jet Fuel is a sustainable aviation fuel that in neat form and over the lifecycle reduces GHG emissions up to 80 per cent compared to fossil jet fuel. It can be easily delivered in a multi-product pipeline, which should become a standard process in the future," Lange continues.

Neste MY Renewable Jet Fuel is made from sustainably sourced, 100 per cent renewable waste and residue materials, like used cooking oil or animal fats.

Honeywell expands existing channel partnership with Sabena technics

Honeywell has appointed Sabena technics and Singapore Component Solutions as their Global Channel Partners as a part of their expansion policy of the existing relation with Sabena technics. As a part of this contract, they will provide repair and upgrades for Honeywell's Air Cycle Machine on ATR 42 and 72 twin-engine turboprop, short-haul regional airliners to its latest standards. Singapore Component Solutions is a joint venture between Air France Industries KLM Engineering & Maintenance and Sabena technics.

Honeywell's Air Cycle Machine is key to air flow in aircraft and improving cabin air temperature, resulting in a better customer experience. Any failures on the Air Cycle Machine can result in significant passenger discomfort due to a warmer cabin and lead to aircraft delays.

Honeywell's new Air Cycle Machine has an estimated 30 per cent reliability improvement. This will reduce operating costs through fuel efficiencies, avoidance of flight route restrictions and incidental costs from customer dissatisfaction. The system also allows for better air flow in the cabin and cockpit.

Sabena technics is an independent provider of MRO and is primarily licensed for mechanical and avionics component repair for Honeywell.

Sierra Nevada selects Northrop Grumman for prime mission equipment of AC/MC-130J

Northrop Grumman Corporation has been selected to provide the prime mission equipment for the Sierra Nevada Corporation-led AC/MC-130J Radio Frequency Countermeasure (RFCM) program. Northrop Grumman's RFCM system utilizes the latest in antenna, amplifier and electronics technology. This technology provides superior situational awareness and better enables aircraft survivability in operationally relevant environments.

"With the radio frequency threat growing, modern electromagnetic spectrum protection for AC/MC-130J operators worldwide is essential," said Jim Conroy, vice president, navigation, targeting and survivability, Northrop Grumman. "Our product line approach to the RFCM program is mature and in use throughout our electronic warfare systems."

The modular, open systems approach to the suite is designed to provide radar warning, threat identification and countermeasure capabilities today, while allowing for the flexibility to adapt to future threats. The system is applicable to both US and international customers and represents the latest upgrade to Northrop Grumman's RFCM product line.

Northrop Grumman has deep expertise in electronic warfare systems for land, sea and air. Covering the full spectrum of operations from self-protection to electronic attack, the company's systems are preparing war fighters for multi-domain operations. Among these systems are the F-16 electronic warfare suite, AN/APR-39 family of radar warning receivers and pod-based self-protection.

Boeing partners with MHI to add upgrades to Japan's F-15J fleet

As a part of US Government's USD 4.5 billion modernization program , Boeing and Mitsubishi Heavy Industries (MHI) signed a Direct Commercial Sale agreement to support upgrades to Japan's F-15J fleet. The upgrades will introduce state-of-the-art electronic warfare and weapons, all-new advanced cockpit system, running on the world's most advanced mission computer to deliver pilots enhanced situational awareness.

Under the agreement, Boeing will provide MHI with retrofit drawings, ground support equipment and technical publications for the upgrade of the first two F-15J aircraft to the Japan Super Interceptor configuration.

Boeing has partnered with MHI in the defence arena since the 1950s.

MHI produced under license the current Japan F-15J fleet of over 200 aircraft between 1980 and 2000, and will serve as prime contractor for the upgrade. Sojitz Corporation, a trading company that works with Boeing's team in Japan, will support this effort.

"Through this agreement, Boeing is honoured to further our long-standing tradition of support for Japan's Ministry of Defence, the Japan Air Self-Defence Force, and MHI," said Will Shaffer, Boeing Japan President. "These upgrades will deliver critical capability for national and collective self-defence, in which the F-15J plays a key role. At the same time, they will provide MHI and our partners in Japan's aerospace defence industry with an opportunity to enhance their own extensive engineering capabilities."

This DCS contract lays the foundation of the modernization program. MHI will develop the detailed modification plan for the jets and prepare the facilities and workforce for the induction and upgrade of up to 98 aircraft beginning in 2022.

Team SkyGuardian Australia to develop & deliver MQ-9B SkyGuardian RPAS

General Atomics Aeronautical Systems recently announced that the industry team, made up of Australian partner businesses assembled for the development and delivery of MQ-9B SkyGuardian RPAS for Australia, will now be called "Team SkyGuardian Australia" (TSGA). This replaces the previous team name, "Team Reaper Australia."

GA-ASI announced its intention to offer a Medium-altitude, Long-endurance (MALE) RPAS to the ADF during AVALON 2017 with the launch of Team Reaper Australia. Under Project Air 7003, GA-ASI was selected to provide MQ-9B SkyGuardian for the Armed RPAS capability for the Australian Defence Force (ADF).

Now known as Team SkyGuardian Australia, this group of robust Australian industry partners consists of 10 world-class Australian companies providing a range of innovative sensor, communication, manufacturing and life-cycle support capabilities. The 10 TSGA members Cobham (TSGA lead industry partner), CAE, Raytheon Australia, Flight Data Systems, TAE Aerospace, Quickstep, Airspeed, Collins Aerospace, Ultra, and Sentient Vision Systems are well positioned to provide a cohesive approach for meaningful and sustainable Australian industry content.

The change to the Australian industry team name was made in consultation with the ADF to better reflect the RPAS capability that will be delivered.

"GA-ASI is working closely with the ADF and our TSGA partner to deliver a robust Armed RPAS capability to Australia that meets the operational and industry capability requirements," said Linden Blue, CEO. GA-ASI.

MQ-9B is GA-ASI's most advanced RPAS. In addition to Australia, the UK Royal Air Force recently announced its MQ-9B production contract through UK Ministry of Defence and the Government of Belgium has approved Belgian Defence to negotiate the acquisition of MQ-9B. There has been significant interest from customers throughout the world.

The MQ-9B SkyGuardian will provide much-needed protection and support to Australian Land Forces, while having considerable potential to expand support into Multi-Domain Operations through GA-ASI's development of advanced capabilities, including Anti-Submarine Warfare, Electronic Warfare, self-protection and Detect and Avoid systems, along with a range of advanced networking solutions. These roles suit the MQ-9B ideally for ADF future operations envisaged through the recently released 2020 Defence Strategic Update.

VSE going strong in bidding activity for Federal and Defence segment

VSE Corporation has announced new contracts worth USD 59 million from US Department of Defence and other federal agencies. The first order is a 26 month delivery order to provide services under VSE's Foreign Military Sales contract with the Naval Sea Systems Command ("NAVSEA") International Fleet Support Program Office. Under this delivery order, VSE will provide procurement, staging installation and training of the Low Frequency Active Towed Sonar (LFATS) System to an allied country of the United States.

"We are honoured to provide the highest level of support to our service men and women, allies and civil servants in the field through long-term partnerships with the DOD and other federal agencies," said John Cuomo, President and CEO of VSE Corporation. "In our Federal and Defence segment, we have significantly increased our bidding activity on a year-over-year basis, and these recent successes validate our focus on leveraging VSE's core competencies to build a robust, growing book of business including both new business wins and renewal awards."

They have also received another USD 17 million 36-month task order award to continue work under the Contractor Field Team (CFT) program. Under the terms of this task order, VSE will continue to provide corrosion control treatment, prevention and repair maintenance to aircraft, aerospace ground equipment and support equipment at Kadena Air Base in support of the 18th Wing, 353rd Special Operations Group and Navy Commander Task Force 72 for up to three more years.

GKN Aerospace to venture into new fighter jet engine market

GKN Aerospace announced its participation in feasibility studies on technology development for the future combat air system and next generation of fighter jet engines with partner industries in Italy and the UK. GKN Aerospace Sweden and Saab are the two companies in Sweden that are part of the cooperation.

Air combat capabilities are designated by Sweden as a national security interest. Through a joint technology development, the Swedish aviation industry will be able to build and sustain their continuous development of competencies and capabilities in a cost-effective way. GKN Aerospace was contracted in Q1 2020 by FMV to conduct a study on collaboration with Rolls Royce on technology development of the future fighter engine.

Joakim Andersson, President of engines systems at GKN Aerospace said, "We are proud to be a part of this exciting collaboration. It seamlessly fits our ambition to develop our market position in engine systems and enables us to benefit from synergies between our civil and military aircraft engine technologies. We have many years of experience in international cooperation and we are convinced that this is the right way to go. Developing such a complex system as a new fighter jet engine is a major challenge that will require a lot of resources over a long period of time. The cooperation shall take advantage of the best skills from each company while strengthening the ability of companies to support their respective countries' Air Forces."

Future fighter jets will impose completely new demands on the engine. It will not only have to meet increased propulsion needs, but also supply increasingly demanding sensors and weapons with more power output and cooling needs. Therefore, a substantial technological leap will be needed compared to today's fighter engines.

US Army awards USD 179 million contract to BAE Systems

BAE Systems received USD 179 million in total awards from the US Army as part of the Limited Interim Missile Warning System (LIMWS) Quick Reaction Capability (QRC) program. This award includes orders for the first two production lots and funding to enable fielding of the next-generation Missile Warning System (MWS). The MWS provides aircrews with advanced threat detection capabilities, improving survivability and mission effectiveness in contested environments.

"Threats are evolving and proliferating at a rapid pace and our aircrews who fly into harm's way need the most advanced protection systems available," said Chris Austin, director of Threat Detection Solutions at BAE Systems. "These orders follow an intensive two-year development and qualification program, made possible by a strong industry-government partnership focused on achieving an aggressive schedule."

The foundation of LIMWS is BAE Systems' 2-Color Advanced Warning System (2CAWS) processor which will allow the Army to outpace the threat. 2CAWS builds upon BAE Systems' experience in fielding systems for the complex rotary-wing environment. Optimized for size, weight, and power, 2CAWS features an open system processor, two-color infrared sensors for increased range, and a fiber optic A-kit for faster data transmission. The system processor serves as the high-bandwidth digital backbone of the system and houses advanced machine learning missile warning algorithms specifically designed for complex, high-clutter environments and rapid threat updates. LIMWS is compatible with existing US Army aircraft survivability equipment, including pilot interfaces and countermeasure systems, allowing for accelerated installation and integration timelines.

The awards will continue the fielding of LIMWS systems in support of critical U.S. Army requirements. It follows a December 2017 development contract and an initial production order in May 2018. Work on the LIMWS program will be conducted in BAE Systems' facilities in Merrimack, New Hampshire, and Huntsville, Alabama, where the company is building a new state-of-the-art facility.

2CAWS builds on the company's experience delivering combat-proven aircraft survivability equipment to the US and allied armed forces, and its experience executing critical QRC programs. The company's Common Missile Warning System is currently fielded on thousands of US Army platforms and has saved dozens of aircraft and their crews since it was first fielded in 2005.

Saab signs support agreement with UAE for GlobalEye

Saab has signed a support agreement with the United Arab Emirates regarding the advanced airborne early warning and control (AEW&C) solution GlobalEye. The agreement is valid between 2020 and 2022, with an order value of 144.9 MUSD. The agreement covers support and maintenance for the airborne surveillance system GlobalEye. The support and maintenance will be executed locally in the United Arab Emirates.

Saab had delivered its first GlobalEye early-warning plane to the United Arab Emirates during the 2019 Dubai Air Show. The GlobalEye provides air; maritime and ground surveillance in a single solution combining a powerful new extended range radar with the ultra-long range Global 6000/6500 jet aircraft from Bombardier. The GlobalEye is perfectly suited to fulfil the most demanding operational requirements. Particularly since it has the ability to detect low-observable air targets in heavy clutter and jamming conditions and also can detect and track maritime targets out to the elevated horizon and small jet-ski or RIB sized vessels at very long distances.

Saab serves the global market with world-leading products, services and solutions within military defence and civil security. Saab has operations and employees on all continents around the world. Through innovative, collaborative and pragmatic thinking, Saab develops, adopts and improves new technology to meet customers' changing needs.

JOE BENTLEY APPOINTED AS THE CTO OF PANASONIC AVIONICS CORPORATION

Panasonic Avionics Corporation announced the appointment of Joe Bentley as Chief Technology Officer. Bentley will be responsible for leading all aspects of the company's software and systems engineering teams, cloud, hardware, and IT/security. He will serve as a key member of Panasonic's executive team and be directly responsible for an organization of over 800 employees spread across Panasonic's Lake Forest, California headquarters, as well as the Bay Area office and other global locations.

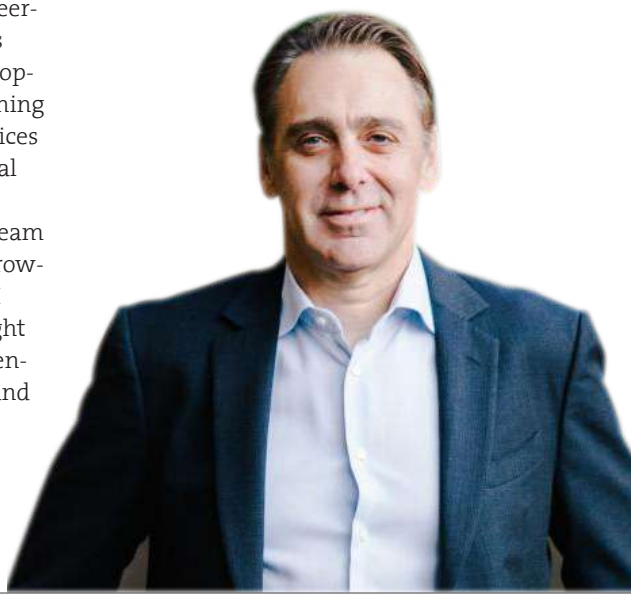
Bentley was previously Senior Vice President, Engineering at Hulu where he led its 700-person engineering, program, and research organizations across three international offices. During his tenure, Hulu doubled subscribers to over 30 million while becoming the largest digital multichannel video programming distributor (DMVPD) in the US.

"I am delighted to welcome Joe Bentley to Panasonic Avionics." said Ken Sain, Chief Executive Officer of Panasonic Avionics Corporation. "His proven track record in successfully delivering digital innovation makes him a natural fit as we continue to build remarkable IFEC solutions that enhance the airline passenger experience."

Prior to joining Hulu in 2018, Bentley was Vice President, Software Engineering at GoPro, leading the company's overall software research and development and launching its award-winning mobile apps to over 150 million devices worldwide and bringing its spherical Fusion camera to market.

"Bringing together a world-class team with a rich legacy of engineering prowess is humbling," said Joe Bentley. "I am excited to deliver scalable, inflight entertainment platforms that will enable airlines to increase efficiency and promote passenger loyalty."

From 2012-2015, he was Director, Digital Products at Amazon, where he launched the market-leading Amazon Fire TV and Fire TV Stick and led the development of the first-of-its-kind feature, the award-winning Voice Search through Alexa. Fire TV Stick was the fastest-selling product in Amazon's history.



NEW APPOINTMENT AT APOC TO STRENGTHEN THE LANDING GEAR DIVISION

APOC Aviation has appointed Martynas Jakimavicius as the Sales Representative in the landing gear division based in Vilnius, Lithuania right before the COVID-19 crisis emerged. His appointment was part of the LDG division's strategy to strengthen its position in the marketplace with an experienced and committed team. "With the industry going into lockdown, I knew I was facing an unprecedented situation" he said. "Finding a new way to approach each customer so they hear the 'APOC voice' in an overcrowded and uncertain marketplace is our mission. There is no more business as usual, the whole trading environment has evolved and still is evolving – so we must adapt accordingly."

APOC services a growing number of leading airlines and MROs worldwide with a range of flexible short and long-term lease agreements. Its strategy is to build a strong portfolio of LDGs underpinned by independent and flexible repair management services.

Karolis Jurkevicius, VP Landing Gear Trading & Leasing, believes that investing in people is a significant, but vital commitment, especially now. "The entire industry has been on 'stop', with airlines focusing on preserving cash and minimizing expenditure" he observes. "At APOC we have used this downtime to engage even more deeply than usual with our customers, seeking to develop business opportunities for high quality assets that can be placed accurately within the maintenance lifecycle to ensure seamless operational efficiency. Closing his first A320 landing gear transition with a major European airline has given Martynas and our team an incredible boost and it demonstrates that with persistence and a clear focus even this unprecedented crisis can become an opportunity if you have the right attitude."

ROBERT KNOX PROMOTED AS CHIEF ACCOUNTING OFFICER AT AVAIR

AvAir's Senior Vice President of Finance, Robert Knox has been promoted to Chief Accounting Officer. During his time as SVP of Finance, Knox increased access to capital, financed a management buyout and significant inventory purchases, established a European subsidiary, upgraded the 410K plan and developed an exceptional finance organization. As CAO, Knox will continue to position AvAir as a top aviation parts supplier globally.

Knox joined AvAir in 2016 as a corporate finance veteran with 20 years of experience at Fortune 50, start-up, rapid growth and high-tech companies. Early in his career, he spent 12 years at Intel Corporation where he was the finance manager for their USD 5 billion internet components business and then finance executive for the USD15 billion procurement group. Knox left Intel to join a renewable energy startup where he managed an international USD3 billion factory network expansion.

In 2013, Knox brought his passion for supply chain operations to the aircraft industry when he joined a leading international provider of advanced carbon fiber for aircrafts. He is an active volunteer in community organizations and a graduate of Arizona State University with an MBA in finance and a BS in mathematics.

JOSH THOMPSON APPOINTED AS THE CHIEF FINANCIAL OFFICER OF GULFSTREAM AEROSPACE

Josh Thompson is appointed as the Chief Financial Officer (CFO) of Gulfstream Aerospace Corp effective August 3, following the retirement of Dan Clare in September 2020. Clare has been with Gulfstream since 20 years. He joined the company in 1998 as its director of finance for aircraft services and went on to provide financial and accounting support to all company operations. He has served as a corporate vice president of General Dynamics and was the president of Jet Aviation from 2011 to 2014.

Prior to Gulfstream, Josh Thompson has served as the CFO of General Dynamics Ordnance and Tactical Systems (OTS) since 2018. He brings a wealth of experience in the role having served several positions in the parent company General Dynamics' corporate headquarters since 2004.

"Josh is the ideal candidate given his extensive business acumen, financial savvy and in-depth knowledge of General Dynamics," said Mark Burns, president, Gulfstream. "His experience will be invaluable to Gulfstream as we move into the next decade."

"Dan has provided strong financial leadership during Gulfstream's pivotal period of growth," Burns said. "He will leave a significant mark on our company, and we wish him all the best in his retirement."

Thompson earned masters and bachelor's degrees in business administration from the University of Florida.

PATRICK BLANEY APPOINTED AS NON-EXECUTIVE DIRECTOR AT NORDIC AVIATION CAPITAL

Nordic Aviation Capital announced the appointment of Mr Patrick Blaney as Non-Executive Director and member of the Strategic Advisory Committee.

Mr. Blaney is currently Chairman of the Aircraft Leasing, Finance and Law Programme in UCD Michael Smurfit Business School. He was Non-Executive Director of Shannon Airport Authority until 2012 and Chief Executive of GPA Group plc until 2001. He has over 30 years' experience working in aircraft financing.

Martin Moller, Non-Executive Chairman of the Board, Nordic Aviation Capital said, "We are delighted to have Patrick Blaney join our Board. His background and his knowledge of our industry will be an important and welcome addition to the collective skills and experience of the Board especially at this time."

TRIUMPH GROUP APPOINTS TOM BLAKELY AS THE NEW CHIEF TECHNOLOGY OFFICER

Tom Blakely is appointed as the new Chief Technology Officer at Triumph Group. He will report directly to Vice President of Operations, Nick Drazic and chair Triumph's Innovation and Technology Council and oversee technical matters across the company's 36 factories including both original equipment and aftermarket contracts. Blakely has led the development, certification, and transition to production of dozens of advanced military and commercial aircraft as well as complex subsystems and components over the last four decades.

Blakely will also prioritize and manage the company's research and development efforts as it develops intellectual property in alignment with its business strategy.

"Development of proprietary products and processes is key to Triumph's growth on new platforms and profitability," said Drazic. "As we expand our military backlog, Tom will play a critical role in partnering with our military customers to offer solutions for current and future platforms."

Blakely most recently worked for Mitsubishi Heavy Industries as the Deputy Head of Engineering on their regional jet program after a brief retirement. Prior to that, he worked at Lockheed Martin for 33 years, holding a broad range of technical leadership positions including the F-35, C-5, P-3 and C-130J aircraft. This included 28 years with Lockheed in Chief Engineer or Technical Director positions, two assignments in the company's Washington Operations office and more than 7 years as the Engineering Vice President responsible for integrity of technical operations at Lockheed Martin Aeronautics, including the company's famed Skunk Works. Blakely has also consulted on and provided contract engineering for commercial aircraft development projects for Airbus and Triumph, as well as the Naval Air Systems Command.

"As Triumph accelerates its transition from a contract manufacturing company to a focused provider of proprietary components and services for leading military and commercial platforms, I am confident Tom will provide the technical leadership to solve our customer's hardest challenges," said Dan Crowley, Triumph Group President and CEO.

BRUCE ATLAS APPOINTED AS THE DIRECTOR OF QUALITY ASSURANCE AT PENTASTAR AVIATION

Bruce Atlas has joined Pentastar Aviation as the Director of Quality Assurance in place of Dave Marble who will retire this month. He will report to Michael Baker, Vice President of Safety & Compliance and will be responsible for providing management and on-going oversight of aircraft maintenance quality assurance activities for Pentastar fleet aircraft. This position is accountable for monitoring compliance with the company manual system and the Federal Aviation Regulations relative to the maintenance and continuous airworthiness of Pentastar's fleet.

"I am pleased to announce that Bruce Atlas has accepted the position of Director of Quality Assurance," said Baker. "Bruce has an extensive career in aviation quality management including FAR 121, 129, 135 and 145 maintenance operations for airline and business aircraft operations, some of which included initial certification. Additionally, Bruce has served as Director of Maintenance for a large fleet of commercially operated business jets; a C.A.S.E. Level III auditor; an AS9100 auditor; and an ISO 9001 auditor. We are excited to welcome him into the Pentastar family."

Prior to joining Pentastar, Atlas also held the title of Chief Inspector; Manager of Quality Assurance; Director of Quality; and Quality Assurance Engineer. Most recently he served as Quality Engineer for GE Avionics.

Atlas studied Aviation Technology at Gavilan College in Gilroy, California and has an A&P License and several industry certifications for quality.

"I am excited to join the Pentastar team," said Atlas. "Pentastar has a sterling reputation for safety and service excellence and I know my background will further contribute to that. I look forward to sharing my knowledge and learning from the Pentastar team."

International CALENDAR

MRO BUSINESS TODAY

2020

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

Contact Us : info@mrobusinesstoday.com
For Advertisement : nancymatthews@ mrobusinesstoday.com
For Editorial : editorial@ mrobusinesstoday.com