MRO BUSINESS TODAY



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# Versatile and robust RED A03 engine gains New Zealand CAA certification

*Prior to this the RED A03 has already received certification from EASA, FAA and FATA*

The RED A03 powerplant was custom designed to allow cost-effective and easy maintenance

Raikhlin Engine Developments achieved an important milestone for its revolutionary RED A03 (003 and 102 variant) Series Engine. It recently acquired certification from the New Zealand Civil Aviation Authority for installation in New Zealand registered aircraft. Prior to this the RED A03 has already received certification from EASA, FAA and FATA (Russian Air Transport Agency).

**Benefits of the RED A03 engine**

- Engine's high-power output makes it ideal for use in aircraft requiring short take-off capability
- The powerplant allows operators to increase the maximum permitted take-off mass.
- Excellent high-altitude performance
- Engine consumes 40 percent less fuel
- It works on JET A1 fuel
- It features two-cylinder banks, each capable of independent operation

Enrico Evers, Head of Sales RED aircraft GmBH said, "The acceptance of the powerful and highly efficient engine is another accolade for RED aircraft. It presents the company with exciting opportunities to utilize the powerplant in different types of aircraft in New Zealand. Engines with high power output, such as the RED A03, are particularly beneficial in agricultural aircraft, used extensively in the country."

In a country as wild and remote as New Zealand, reliability and safety are of crucial importance. When choosing a powerplant for single-engine aircraft, operators need an engine that offers a high degree of redundancy. The RED A03 is a solid choice when it comes to flight safety.

Remote and isolated airfields, such as those found in New Zealand, don't always offer advanced maintenance facilities. The RED A03 powerplant was custom designed to allow cost-effective and easy maintenance. It features onboard FADEC with its own memory. This system can give advanced notice of technical unserviceability. This allows operators to make early decisions and perform a very accurate diagnosis of faults. As a result, this reduces aircraft downtime.

Gaining acceptance by a national authority is no small feat. Engine manufacturers must satisfy stringent requirements. This includes an extensive review of all the engines' technical data, documentation, capabilities, and performance. RED Aircraft is delighted to have succeeded in all the above areas thus gaining approval from the New Zealand Authority.

# Bombardier partners with Rolls Royce for enhanced maintenance experience to Global aircraft clients

*All post-lease maintenance on the lease engines will be done on location, ensuring faster turnaround time and the elimination of lease engine shipping costs.*

Bombardier has signed a unique agreement with Rolls Royce to enhance the customer experience for Global aircraft using BR710 engine. This agreement will give Bombardier an access to a pool of Rolls Royce owned lease engines located onsite at Bombardier service centers in Wichita, Tucson and Hartford, with Berlin, Biggin Hill and Singapore to follow shortly. These facilities will be the first Rolls-Royce-authorized service centers to offer this service for BR710 engines.

Under the new agreement, Global Express, Global Express XRS, Global 5000 and Global 6000 aircraft operators will have all their engine maintenance needs met at various Bombardier service centers, significantly reducing downtime and costs. All post-lease maintenance on the lease engines will be done on location, ensuring faster turnaround time and the elimination of lease engine shipping costs.

Jean-Christophe Gallagher, Executive Vice President, Services and Support, and Corporate Strategy, Bombardier said, "Bombardier continues to drive value for its customers through this agreement, which underscores our continued investment in aftermarket infrastructure. Aircraft operators will also benefit from the unmatched expertise and proficiency offered by both Bombardier and Rolls-Royce technicians, delivering the service experience customers demand and deserve."

Andy Robinson, SVP Customers & Services – Business Aviation, Rolls-Royce said, "As the leading engine supplier in business aviation, our customers can trust in us to deliver highly reliable engines and outstanding levels of in-service support. The expansion of our lease engine pool locations to selected Bombardier authorized service centers ensures quick turn-around times and better accessibility for our BR710 customers, further strengthening our global services network."

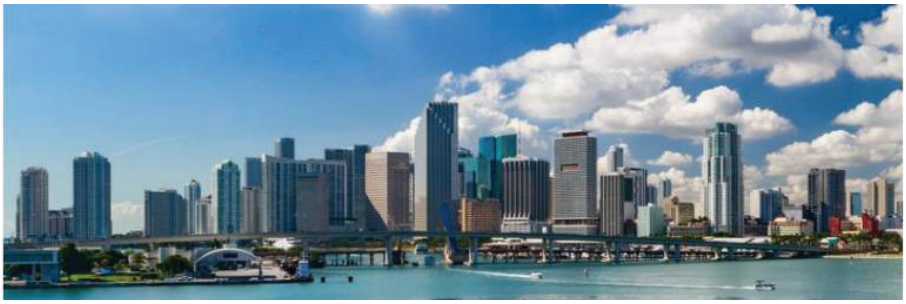
The agreement with Rolls-Royce builds on Bombardier's comprehensive worldwide customer service commitment. Bombardier service facilities offer a wide selection of aircraft maintenance and upgrade options across all Bombardier platforms and world-class engine work is a key component of the company's service offerings. Bombardier provides operators with a wide selection of engine-related services ranging from mobile repair trucks, to line level work, up to the management of the full repair and overhaul of engines and APUs.

# APOC opens new warehouse in Miami to meet narrowbody inventory and consignment demands

*The new warehouse is fully operational and APOC is currently inducting stock from the recent tear-downs of the four Boeing 737s.*

APOC recently opened a new warehouse facility in Miami to meet the expansion of its narrowbody inventory and consignment programme. This is the second part of its on-going strategic plan to expand the global footprint.

Karim Grinate, Vice President – Operations at APOC said, "Our Miami warehouse is fully operational and we are currently inducting stock from the recent teardowns of our four Boeing 737s. The US is a key market for APOC and because domestic and international operators' have emerged swiftly from the air traffic problems caused by COVID, we see demand increasing at a faster rate than other global sectors. We can offer the most desirable units



and manage logistics with overnight truck deliveries. This avoids expensive airfreight, and possible complications at customs. Having the Miami base means APOC can offer a better service. Importantly however, Miami is the traditional gateway for the Caribbean, LATAM and South America, so we can reach those customers more effectively too."

This new facility will provide the comprehensive stock of modern A320 family and 737NG components for the local markets with faster access to their growing spares inventory. APOC will be looking closely at developments in Miami and strengthening its sales team.

# Collins Aerospace signs largest wheel and carbon brake upgrade for Latin America's Copa Airlines 737 fleet

*Airlines need wheels and brakes that are dependable and a service provider with a worldwide support network*

Collins Aerospace recently signed the wheels and carbon brake retrofit upgrade for Copa Airlines 737 fleet. This contract marks the largest wheel and carbon brake upgrade Collins will ever perform for a Latin American airline. Their advanced DURACARB carbon disk technology provides a longer brake life, providing overall cost savings. It is a heat sink material that offers lighter weight without sacrificing durability. Because of this, the carbon brake delivers more landings per overhaul (LPO). These brakes also operate cooler, with lower brake fluid temperatures for safer operation and longer life cycle. The special 737NG brake features the carbon friction material that delivers an average 35 percent longer brake life over competing carbon materials, allowing for decreased maintenance time and increased cost savings.

Cory May, general manager, Aftermarket Landing Systems for Collins Aerospace said, "To proactively prepare for the airline industry's recovery, Copa opted to upgrade its 737NG fleet to the Collins wheel and brake due to its superior brake life and overall lower cost of ownership. We're proud to partner with Copa on this program and pleased to now supply carbon wheels and brakes for its entire fleet of 737 aircraft, including the 737 MAX. Collins is excited to continue supporting Copa on its path to becoming one of the largest operators in Latin America."

The 737NG brake also includes Collins' HTx oxidation protection system, providing improved thermal oxidation protection and resistance to damaging runway deicers. Their two-piece aluminum lock ring wheel offers easier overhaul maintenance as well as reduced service and labor requirements. The patented lock ring design eliminates the need for tie bolts, providing significant time and cost savings. The lock ring wheel also enables maintenance crews to change a tire faster.

Rafael Samudio, vice president, Technical Operations for Copa Airlines said, "As one of the largest airlines in Latin America operating many long-haul flights on our Boeing 737-800, we need wheels and brakes that are dependable and a service provider with a worldwide support network we can count on. Collins provides us not only both, but also with an opportunity to improve in our cost control efforts."

Collins Aerospace wheels and braking systems offer airlines the latest technology with the lowest cost of operation. With decades of experience supplying state-of-the-art wheels and brakes to airlines around the world, this technology meets customers' needs for even the toughest environments. Collins wheels and carbon brakes have been selected on more than 3,000 737NG and 737 MAX aircraft to date.

# Direct Maintenance takes over the full technical handling of China Southern airlines line maintenance

*This is the first time a Chinese aircraft has been fully handled by an authorized third-party line maintenance provider in Africa*

China Southern Airlines recently expanded their partnership with Direct Maintenance in which Direct Maintenance will take over the full technical handling of China Southern's fleet line maintenance services in Nairobi, Kenya. Since 2015 Direct Maintenance has provided line maintenance technical support and related logistics services for A330 on the Changsha-Nairobi route for China Southern Airlines.

Describing this landmark achievement, Jacco Klerk, Managing Director at Direct Maintenance said, "This is the first time a Chinese aircraft has been fully handled by an authorized third-party line maintenance provider in Africa."

Alfred Wang, Customer Service Manager at Direct Maintenance said, "Direct Maintenance has won a spontaneous recognition from China Southern's team and their supervisors, by efficient and high-caliber line maintenance services, its rapid and independent emergency response mechanism, and customized exclusive service plans as well, which laid a solid foundation for the strengthened cooperation between China Southern Airlines and Direct Maintenance."

Mandeep Rana, Head of Sales at Direct Maintenance said, "I am very pleased with the recent extension of the partnership with China Southern as it is a great indicator of the mutual trust between two companies which has been developing

ever since our cooperation in Nairobi started in 2015. It is also an important milestone for both our team in NBO as well as to the whole company, and we are excited to start this new chapter."

Direct Maintenance is the only line maintenance provider holding FAA Repair Station approval in Kenya and various other African countries also was the first ever to support B787 line maintenance in Kenya. Direct Maintenance covers over 70 aircraft and engine combinations, including A320NEO, A350-900/1000, A380, B737 MAX, B747-8 and B787 in over 20 different locations in Europe and Africa.

# HAECO Signs a long-term Agreement with Aeroflot

*HAECO Hong Kong has signed a long-term agreement to provide component maintenance support for Aeroflot-Russian Airlines.*


The new agreement covers component repair and overhaul, as well as loan and exchange services.

The scope of the new agreement covers component repair and overhaul, as well as loan and exchange services for Aeroflot's civil commercial aircraft fleet, including its Airbus A319, A320, A321, A330 and A350; Boeing 737 and 777; and Sukhoi Superjet 100 aircraft. The agreement will run until 2032 and the support will be jointly provided by various entities and facilities across the Group, including HAECO Hong Kong, HAECO Component Overhaul in Hong Kong and Xiamen, HAECO Composite Services and HAECO ITM.

The partnership between HAECO and Aeroflot has continued to grow over the years. In addition to line maintenance support, HAECO Hong Kong has been providing heavy maintenance support for Aeroflot's Airbus A330 aircraft since 2018. Upon completing the first Airbus A350 A check for the airline in 2020, it extended the partnership to provide heavy maintenance support for its Boeing 777 aircraft in 2021. The signing of the latest long-term agreement is another testament to the ongoing collaboration between the two companies.

# Storm Aviation establishes firm base at Glasglow Prestwick Airport with acquisition of Chevron Technical Services and Maintenance

*The acquisition of Chevron Technical Services' Glasgow Prestwick Airport-based facility will add a 6th location with 6,000 square metres of hangar space and three aircraft bays*

Storm Aviation Limited (SAL) has recently acquired Manchester-based Chevron Technical Services Ltd (CTS), and its Prestwick-based subsidiary Chevron Aircraft Maintenance Ltd (CAM). With the acquisition SAL will create a significant presence in Scotland's Glasgow Prestwick Airport while adding new capabilities, including wide-body aircraft maintenance, repair and overhaul (MRO), aircraft component maintenance, EASA Part-21G workshop production, engine services, fuel tank repairs, and recruitment services.

Together with FL Technics, Storm Aviation Limited already has access to 68,000 square metres of bay hangar space at 5 locations in Europe, China, and Southeast Asia and offers airline clients access to one of the largest independent line maintenance networks covering more than 70 airport locations worldwide. Additionally, Storm Aviation Limited will assume operation of 2-line maintenance stations – at Glasgow Prestwick Airport and, through a joint venture, at Amsterdam Airport Schiphol.

Neil Morris, a representative of Chevron Technical Services' founder family and Company CEO said, "After over 40 years of commitment to our customers it is our pleasure to see Chevron Technical Services joining forces with Storm Aviation Limited and the ever-expanding aviation family of Avia Solutions Group companies. By becoming an integral part of SAL, we hope to further strengthen our globally established reputation for the quality of service and customer care."

The acquisition of Chevron Technical Services' Glasgow Prestwick Airport-based facility will add a 6th location with 6,000 square metres of hangar space and three aircraft bays with the capacity to house wide-bodied aircraft up to Boeing 747. CTS's aircraft component maintenance and production workshops along with aviation recruitment services are based in Manchester and will be offered as new services to SAL's existing clients.

Thomas Buckley, CEO of Storm Aviation Services said, "We are very pleased to announce our acquisition of the highly respected Chevron Technical Services group of companies. This is an incredible milestone for Storm Aviation Limited and a testament to the outstanding team of people who make us what we are. The Acquisition both enhances and complements the suite of services already offered by SAL. I look forward to working with the CTS and CAM teams alongside Ayrshire Council and Scottish Enterprise who have supported the business throughout the years. Together we will drive further growth and create new opportunities for our people, customers and stakeholders."

Storm Aviation is a leading global provider of line and base maintenance and aviation training services, a subsidiary of FL Technics, which is part of Avia Solutions Group (ASG). This acquisition of Chevron Technical Services is the most recent development in Avia Solutions Group's wider expansion programme focussed on growing the Company's footprint in the global aircraft MRO space.

The onboarding of Chevron Technical Services will enrich SAL's profile with over four decades of valuable experience as a major provider in the UK aerospace manufacturing and MRO sectors, offering approved EASA Part-145 maintenance and other high-quality aviation services.

# IAI signs passenger to freighter conversion pact with Etihad Engineering on B777

*IAI has begun the structural modification of Boeing 777-300ERSF in cooperation with GECAS to provide a leading professional solution to the air cargo industry.*


Passenger to freighter conversion emerged as a surprising growth sector and turned out to be a lifesaver for many airlines during the COVID-19 pandemic period. Gauging the booming e-commerce market and increasing demand of cargo freighters many operators opted for permanent cargo conversions while some operators went for temporary conversions to meet the demands of pandemic.

As per the 20-year cargo outlook by Boeing, the industry will need an additional 2430 freighters, with 930 of them new-build widebodies such as the 747-8F, 767F and 777F, as well as 1,500 P2F conversions. Besides the market predictions, the falling market value of older planes has also made freighter conversions an attractive option for many airlines.

This has opened a huge market for conversion companies like Singapore Technologies Engineering, Israel Aerospace Industries and Aeronautical Engineers. Taking advantage of the current situation IAI has signed a a strategic partnership with Etihad Engineering to provide Passenger to Freighter (P2F) conversions on Boeing 777-300ER's.

Boaz Levy, President & CEO, Israel Aerospace Industries, said "The Abraham Accords have given IAI the opportunity to expand its global activity to the Gulf region. IAI is active in over 100 countries across the world. Establishing the conversion site in partnership with Etihad Engineering is a testament to IAI's strong ties with the UAE and strengthens its foothold in the region. I am confident that this agreement will lead to many more partnerships with local companies in the Gulf States, which will grow our business in the region."

In 2019, IAI and GE Capital Aviation Services (GECAS) announced the launch of the Boeing 777-300ERSF, a programme which established a P2F conversion dubbed 'The Big Twin' denoting its status as the largest ever twin-engine freighter.

Tony Douglas, Group Chief Executive Officer, Etihad Aviation Group said, "The Boeing 777-300ERSF is not only extremely attractive to customers but a technological breakthrough, given that it's the first in its size category to offer extensive cargo solutions. Not only do we see the demand, but we view it as a greener, more profitable, highly innovative solution for our airline customers, and an excellent way to drive value for our business."

Abdul Khaliq Saeed, Chief Executive Officer, Etihad Engineering, said, "We are delighted to announce our partnership with IAI which maximises the potential of our highly skilled workforce and reinforces Etihad Engineering's position as a centre of excellence in Abu Dhabi in line with Abu Dhabi's economic vision 2030. Our commitment to the P2F programme demonstrates our confidence in the ability of IAI to deliver long-term value enhancement of the B777-300ER's in the global fleet."

Etihad Engineering will capitalise on their expertise and extensive capabilities for the specialised Boeing 777-300ERSF conversion. In the initial stage of the partnership, Etihad Engineering will facilitate two conversion lines accommodating multiple aircraft conversions per year.

Yossi Melamed, Executive Vice President and General Manager, Israel Aerospace Industries Aviation Group, said, "IAI's Aviation Group, the world's leading cargo conversion provider, has begun the structural modification of Boeing 777-300ERSF in cooperation with GECAS to provide a leading professional solution to the air cargo industry. Over many years, Etihad Engineering has received the highest professional regard from IAI's Aviation Group. The Abraham Accords have enabled us to meet the company's managers first-hand, to see their ability and dedication, in addition to witnessing the company's great capabilities in the field of jet maintenance. The agreement we signed adds a significant tier to the relations between Israel and the Gulf States. I have no doubt following this agreement, additional agreements with companies in the region will arrive, and they will economically benefit the sides involved. I would like to thank Tony Douglas, the company's CEO, and my friend Abdul Khaliq Saeed for the energy they invested in bringing to fruition the first cooperation agreement between IAI and Etihad Engineering. I eagerly await the moment when B77-300ERSF jets converted jointly by IAI and Etihad Engineering will take to the skies and serve clients all over the world."

While the Covid-19 pandemic has taken its toll on the aviation sector, cargo operations are offsetting operators' losses, as it continues to play a critical role in facilitating international trade. As a result, industry forecasts show an increase in demand for widebody freighter aircraft with long-haul capacity.

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# GA Telesis signs Distribution Agreement with WiN MS

*This partnership is the latest addition to the growing offerings of GA Telesis' Tarmac Solutions team to supply airlines and MROs with specialized tooling to maintain and support their fleets.*

GA Telesis has signed an agreement with Paris-based WiN MS to be a global distributor of wire network maintenance and monitoring equipment. The equipment provides testing equipment for troubleshooting aircraft electrical wiring, HF/RF cable, and fiber optic systems.

Jason Reed, President of Flight Solutions Group said "We are very excited to partner with WiN MS to add this unique product line, driving our growth into the tool and GSE sector of the business. With this partnership, our group continues to build our reputation as the industry leader in aftermarket support solutions for airlines and MROs to maximize maintenance productivity. Centralizing tool purchasing and repair management is key to airline and MRO efficiency in the future, and GA Telesis new aggregator model of tooling distribution drives supplier management efficiency for our customers."

"This new partnership with GA Telesis is very exciting for us," said Arnaud Peltier, CEO of WiN MS. "Since its creation, WiN MS thrives to bring the most advanced EWIS troubleshooting technology to the aviation world. GA Telesis, with its awesome team, will greatly increase WiN MS exposure. This partnership with GA Telesis will help WiN MS support aircraft operators and MROs while keeping with WiN MS' goal to always drastically reduce troubleshooting time for less downtime and faster aircraft release," added Peltier.

With the addition of WiN MS Aero Smart-R, Aero HD, and Aer'Optic maintenance kits, it will be quick and easy to identify wire troubleshooting, with instant fault location, for any aviation & space application on the line or in the hangar.

# Alaska Airlines continue to invest in Boeing 737-9 as air traffic returns normalizes

*Alaska's 737-9s are configured to carry 178 guests with 16 First Class seats and 24 Premium Class seats*

Alaska Airlines will continue with their fleet expansion with 12 additional Boeing 737-0 aircraft. With this order Alaska airlines now have a total firm order of 93, 737-9 aircraft, five of which are currently in service.

Nat Pieper, Alaska Airlines senior vice president of fleet, finance and alliances said, "We are excited to accelerate Alaska's growth, building on our solid financial foundation that enabled us to weather the pandemic. These aircraft are a prudent, long-term investment in our business that we can make while simultaneously maintaining our strong balance sheet. Boeing continues to be a terrific partner for Alaska. We began flying our first 737-9s this past spring, and we're extremely pleased with the operational, financial and environmental performance of the aircraft. The planes are exceeding our expectations – from how quiet the engines run to the greater range they provide – and our guests love them. "

With this order Alaska airlines now have a total firm order of 93, 737-9 aircraft, five of which are currently in service.

Alaska announced a restructured agreement with Boeing in December 2020 to acquire 68 737-9 aircraft between 2021 to 2024, with options for another 52 deliveries between 2023 and 2026. This year, the airline has exercised 25 of the options, including 13 planes in May. As part of this transaction, Alaska will add 25 options to backfill the ones that have been exercised. The option aircraft are now firm commitments for 2023 and 2024.

Alaska's 737-9s are configured to carry 178 guests with 16 First Class seats and 24 Premium Class seats, which provide the most premium legroom of any other US airline.

# Passenger to Freighter conversions demands on rise, new partnerships soar

*Ethiopian to partner with Israel Aerospace Industries for a dedicated cargo conversion center in Addis Ababa Airport*

Ethiopian Airlines Group have partnered with IAI to build a cargo conversion center in MRO facilities in Addis Ababa Airport. The center will start its first business with three Ethiopian Airlines owned B767-300 aircraft. It will soon expand its services to all airlines in African and wider region.

Ethiopian Airlines Group Chief Executive Officer, Mr. Tewolde Gebre Mariam said, ''In line with our Diversified Aviation Business Model of Vision 2025, we have been increasing our cargo capacity in fleet, ground service infrastructure and cargo connectivity network. We are very happy that we are able to collaborate with IAI to enable us to expand our cargo and logistics services which is already the largest and leading cargo network in Africa. The capacity building will also help us expand our MRO services with cutting edge technology and knowledge transfer."

Yossi Melamed, IAI's Executive VP and General Manager of Aviation Group said, "We are witnessing a sharp rise in the demand for cargo aircraft as a result of the rise in e- commerce, which has peaked to record levels during the COVID-19 pandemic. IAI has an excellent reputation as a conversion center of passenger-to-freighters aircraft, and we are constantly receiving requests to open such conversion centers in more and more locations around the world. I am excited by the opening of the current center in Ethiopia and thank my colleagues in Ethiopian Airlines for the trust they have put in IAI's Aviation Group, as the world's leader in conversions."

The new passenger-to-freighter conversion center, which will operate from the Ethiopian MRO center in Addis Ababa, will provide solutions for the rising demand for cargo aircraft of B767 models. The conversion line in Ethiopia will join existing conversion sites IAI operates at its campus in Ben Gurion International Airport and in Mexico. It is to be recalled that Ethiopian MRO, with its internal capacity, temporarily converted 25 of its passenger aircraft to freighter to boost its cargo capacity as demand to transport emergency medical supplies soared.

# ADAC Luftrettung opts for new five-bladed H145 for HEMS in Germany

*ADAC Luftrettung operates more than 50 Airbus helicopters from their 37 stations throughout Germany.*

ADAC Luftrettung recently took delivery of its first five-bladed H145s. Besides this they will upgrade its current fleet of 14 four-bladed H145s to the five-bladed rotor system. ADAC Luftrettung operates more than 50 Airbus helicopters from their 37 stations throughout Germany. In June, an ADAC H145 was the first HEMS helicopter to fly with sustainable aviation fuel.

Frédéric Bruder, Managing Director of ADAC Luftrettung gmbH said, "By investing in new aircraft alongside the upgrade of our existing H145 fleet, we are focusing on state-of-the-art flight technology for rescue missions. This benefits people in need and our crews alike and improves our emergency medical care in the air for the long term. In this way, we will continue to ensure patient and flight safety, which are our top priorities, at the very highest level in the future."

Bruno Even, CEO of Airbus Helicopters said, "We are delighted that ADAC Luftrettung has opted for the new five-bladed H145. This opens a new chapter in the cooperation between our two organisations that dates back more than 50 years."


The new version of Airbus' best-selling H145 light twin-engine helicopter is the latest upgrade and adds a new, innovative five-bladed rotor to the multi-mission H145, increasing the useful load of the helicopter by 150 kg. The simplicity of the new bearingless main rotor design will also ease maintenance operations, further improving the benchmark serviceability and reliability of the H145, while improving ride comfort for both passengers and crew. The helicopter's high-mounted tail boom and wide opening clam-shell doors facilitate access to the H145's spacious cabin.

Powered by two Safran Arriel 2E engines, the H145 are equipped with full authority digital engine control (FADEC) and the Helionix digital avionics suite. It includes a high performance 4-axis autopilot, increasing safety and reducing pilot workload. Its particularly low acoustic footprint makes the H145 the quietest helicopter in its class.

# flydeal signs Flight Hour Service agreement with Airbus to support A320 fleet

*Flydeal will benefit from integrated material services including spare pool access, on-site-stock at the main base and components engineering and repairs.*

Flyadeal recently signed a long-term Flight Hour Services (FHS) agreement with Airbus to support its A320 fleet. The agreement includes the 1,000th aircraft supported by Airbus Flight Hour Services. flydeal will benefit from integrated material services including spare pool access, on-site-stock at the main base and components engineering and repairs. Through the FHS contract, Airbus will guarantee spare parts availability, contributing to securing aircraft technical performance.

Mikail Houari, President of Airbus Africa & Middle East, said, "Signing this agreement with flyadeal is an important milestone; it is the 1st FHS contract in Saudi Arabia and the biggest Airbus aircraft fleet to be covered by FHS. We are proud of our partnership with flyadeal and look forward to continuing working together. This agreement reaffirms our commitment to supporting Saudi Arabia's aviation sector."

Airbus has finalised 11 Flight Hour Services contracts with operators worldwide over the last six months. The latest contract agreements demonstrate the continued interest in Airbus's integrated maintenance service, proving more relevant than ever in post-crisis times when airlines need to carefully monitor their costs and contain investments.

# Changing Trends in Aircraft Maintenance Engineering Training

Choosing the career path is one of the most important stage in our lives. Now-a-days the vast opportunities in different career field often leaves one confused about taking a future course. The most common fear is whether the chosen industry will continue to grow or soon become saturated or redundant. Most of the popular fields in engineering like software, mechanical, electrical have seen their glory days, however aeronautical engineering remains a lucrative career option for youngsters. Let us find out why...

**The Scope**

The COVID-19 pandemic sure put a dent in the fast-paced aviation industry, but with the pandemic already in shadows air travel is slowly and steadily began to pace up. Rise in air travel will in turn lead to increased flight hours and trickle down to more maintenance checks per flight. Besides the global air travel market is rising with new and latest aircraft on board. Increase in aircraft purchasing means need of more mechanics to maintain them. As per the Boeing's pre-pandemic predictions, there will be a global need of 556,000 new maintenance technicians over the next two decades.

**Career Opportunities**

Aircraft Maintenance Engineers or AME's have got tremendous career opportunities in Airlines, General Aviation industry, manufacturing industry, MROs, OEMs, technical publication organizations, flying clubs and defense sectors due to all-round strong growth in Aviation Industry. Apart from this an aircraft engineer can also work in different departments like line Maintenance, Stores, Quality & Planning, Cabin Maintenance, Ground Handling etc as per their interest.

Aviation maintenance training is facing unique challenges in current era. Besides shortage of skilled workforce, other factors are human safety, training, innovative technologies, newer and more advanced aircraft etc. Let us look at these trends one by one.

**The changing trend in AME training**

Once you become an AME, your job does not end there. The work of an aircraft maintenance engineer is a constant learning process with new technologies and innovations used in the latest aircraft. Today's trend is towards replacing the older aircraft with newer, advanced, and modern fleet with latest technology and innovations. With the introduction of new aircraft, arises the need for changes in maintenance programs and technical training. Due to constantly changing technology, not just the newer aircraft have new avionics in the cockpit but even some of 6–7-year-old aircraft need to be retrofitted with the latest avionics.

Besides avionics aircraft composites have also changed over the years

thereby hanging the maintenance requirements of these new and retrofitter aircraft. Besides changes in the structural components, now-a-days composites are also used for making floors and floor beams of the aircraft for greater stability. Working with these composites requires new maintenance skills and training.

**How are training institutes coping with the changing trend?**

With the changing trend of maintenance training, the institutes offering various aircraft maintenance courses also need to change with age. Most of the institutes have opted for latest aircraft simulators and equipment to keep their students abreast with the industry demands. FlightSafety International recently announced the qualification of its new Airbus A320 and Boeing 737 MAX simulators. The A320 simulator incorporates NEO engine configurations that can replicate Pratt & Whitney and CFM LEAP engine types.

During the pandemic, institutes offered virtual training courses to AME's to help them stay connected with the industry. But is this enough? Certainly not!

**Mergers and acquisitions**

Many AME training institutes are partnering with other institutes or aircraft operators to give their students global coverage of variety of fleet. Recently, CAE expanded its maintenance training capabilities with the addition of GlobalJet Services. This move has expanded CAE's capabilities by increasing its aircraft platform addressability for maintenance training through world-class, regulatory approved training programs. This the acquisition will provide CAE with approved training solutions on key programs and bring in a highly experienced team. Well-aligned with the culture of CAE, GlobalJet Services is known for its strong customer service culture and high degree of quality.

Nick Leontidis, CAE's Group President, Civil Aviation Training Solutions said, "We are thrilled to integrate GlobalJet Services' capabilities and expertise in maintenance training. This tuck-in acquisition is a great addition. Moving forward, CAE will be able to better serve global operators as they look for a one-stop-shop provider that can support their various aircraft fleet types."

**Defense AME Training**

The defense sector is dealing with this changing trend in their own way. Most of the defense agencies across the world have signed the OEMs to train their engineers and pilots on the latest advanced fleet. The Royal Air Force has extended the training contract with Boeing for training of C-17 aircrew and engineers at C-17 International Training Centre in Farnborough. Through this contract Boeing will deliver a technology-enables program under a new Synthetic Training Service (STS) contract through 2040. The training program will apply a combination of digitally based training, advanced aircraft simulation and desktop training devices to advance the expertise of pilots, loadmasters and engineers who operate and maintain the C-17. The STS contract also includes development of two new engineering training devices that employ the latest technology for practical maintenance training on a C-17 wing engine and the main landing gear assembly.

**Opening of New and latest training centres**

With the changing dynamics of aviation maintenance training, there arose a need for the opening of newer and more advanced training centres to meet the industry demands. Recently Elbit Systems earned a contract for establishment and operation of a new International Flight Training Centre for the Israeli Ministry of Defense and the Hellenic Ministry of National Défense. Under the contract, Elbit Systems will supply new M-346 training aircraft and will maintain the entire training fleet, comprised of dozens of M-346 and T-6 training aircraft.

CAE will manufacture a -130J full-mission simulator capable of reconfiguring between the C-130J-30 airlifter and KC-130J tanker aircraft for Lockheed Martin as Evreux-Fauville Air Base in Normandy, France. Besides CAE will also provide a C-130J fuselage trainer to be used for training loadmasters.

An aircraft engineer must analyse and solve the problems of aircraft and sign the Flight Releasing Certificate (FRC) for the safety of passengers and crew, only then an aircraft can take flights. Aircraft Maintenance Engineering Course is related to maintenance and repair of aircraft means working on the most exciting and advanced technology in the world. Aircraft Maintenance Engineer repairs, check operating engines & electronics systems, troubleshoot the problem, conduct inspections and analyze airplane parts and help them to build better ones. They deal with the safety and security of civil aviation. It is one of the most fascinating careers for young talented students who have an interest in machines and modern technology and wants to travel the world.

# Lufthansa Technik's new MRO management solution combines sourcing, monitoring and accounting on one platform

*One-stop digital solution to transform the collaboration between airlines and MRO providers.*

Lufthansa Technik is further expanding its customer-centric digital platform with the new MRO Management solution on AVIATAR. The newsolution combines sourcing, monitoring, and accounting on one digital platform.

The "Sourcing" application provides transparent availability of all materials currently including LRUs (Line Replaceable Units), ARCs (Aircraft Related Components), C&E (Consumables & Expendables) & tools. Customers can search for part numbers or descriptions, find alternative materials and filter for certificates, condition or location. Quotations can be requested directly through the application.

The "Monitoring" function gives an up-to-date overview of all planned, current, and completed MRO events. Based on the details provided in a structured and standardized way, critical issues can be spotted immediately, and actions can be taken via streamlined communication and fully digital approval processes. The function is currently available for base maintenance, engine, and landing gear events – including the possibility for live video conference calls from the workshop.

Through "Accounting" users can always have an up-to-date overview of all invoices, due dates, and disputes.

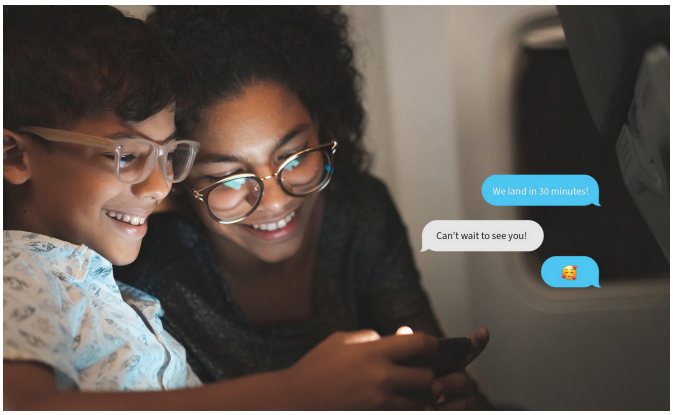
Philip Mende, Vice President Digital Fleet Services said, "Our newly introduced MRO Management solution transforms the collaboration of airlines and MRO providers," said "By digitalizing the entire process in one single place, we simplify and streamline the vast amount of information and communication flowing back and forth between an MRO and the aircraft operator. We are looking forward to integrate even more features in the coming months together with Lufthansa Technik business units and other MRO providers."

Launched in 2017, AVIATAR is the independent platform for digital products and services developed by Lufthansa Technik. The platform offers its users digital products ranging from predictive maintenance to fulfilment and automated solutions. AVIATAR combines fleet management solutions, data science and engineering expertise to provide a comprehensive range of integrated digital services and products for airlines, MRO companies, OEMs and lessors that seamlessly integrate with physical fulfilment in TechOps and beyond.

Accessibility independent of location and time, as well as the visualization of all details in a structured and standardized form, enable users to take immediate action when needed.

# Always online, Always connected – With Panasonic Avionics

*With GigSky's support of mobile services platform, passengers can connect their mobile phones across the globe.*




Panasonic Avionics Corporation has signed a strategic partnership with GigSky to enhance the in-flight mobile connectivity offering. The partnership between Panasonic Avionics, its subsidiary AeroMobile and GigSky enables any eSIM-equipped mobile phone user to enjoy their in-flight mobile connectivity service—regardless of network operator—on selected airlines and flights.

Kevin Rogers, Senior Director, Mobile Services at Panasonic Avionics said, "Digital innovation is at the forefront of everything we do at Panasonic Avionics. Our collaboration with GigSky marks our first eSIM partnership and enables us to enhance and bring more choice to the passenger experience. With GigSky's support of our mobile services platform, passengers can connect their mobile phones across the globe regardless of which network provider they are with, replicating on-the-ground integrated connectivity in the skies."

Ravi Rishy-Maharaj, Founder and CEO at GigSky said, "We are thrilled to partner with Panasonic Avionics to bring a first of its kind service to airlines and passengers. Through the GigSky app, we now offer data services in the air, land and sea with our partners. With the addition of an inflight plan, customers can stay connected at their destination – and in between destinations – truly enabling an always-online, always-connected experience, anywhere they go."

By downloading the award-winning GigSky app prior to departure, passengers can effortlessly pay for and access a daily connectivity pass.

# Barfield expands into UAV markets by teaming with DIODON Drone Technology

*The DIODON Drone Technology is a UAS manufacturer, known for the waterproofness, robustness and reliability of its systems.*

Diodon's focus is on customer satisfaction through high quality standard and innovation.

Barfield recently signed an agreement with DIODON Drone Technology to expand its participation in the UAV industry. The DIODON Drone Technology is a UAS manufacturer, known for the waterproofness, robustness and reliability of its systems. From deployment to maintenance they focus on maritime applications, with UAVs that may both land on and take off from any body of water.

Herve Page, Barfield's Chief Executive Officer said, "We are delighted to be partnering with Diodon. Their amphibious UAVs are a perfect addition to our portfolio. Diodon's focus is on customer satisfaction through high quality standard and innovation. This is exactly what Barfield does within the MRO industry and is replicating in the UAV industry."

Antoine Tournet DIODON's President & co-founder said, "Barfield's expertise in aeronautics, its intensive UAS network development along with its customer focus strategy to deliver exceptional products and services is a perfect fit to bring Diodon UAVs and solutions to the Americas. This is an important step forward in our overall development strategy."

Barfield is a subsidiary of Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) in the Americas.

# C&L Aviation bags FAA's STC certification for seating and floor leveling solutions on ERJ 135

*C&L is the largest ERJ 135/145 semi-private upgrade and modification service center in the world.*

C&L Aviation recently received STC certification by FAA for their 16-passenger business class seating and floor leveling solution to be used in the Embraer ERJ 135. The STC certifies structural modifications for seat track relocation, allowing for a 1 1 business-class seating arrangement with a comfortable and luxurious 43-inch seat pitch and extended reclining capabilities. In this configuration, the cabin is transformed from 37 to 16 seats. Further, the STC allows for a new center aisle (prior to the modification the aisle is offset) and extended aisle width. The STC modification also includes galley improvements that increase the aircraft's beverage capacity.

Phil Miholovich, Director of Maintenance for C&L Aviation Services said, "Since we begin producing custom, semi-private aircraft interiors a few years ago we have received several inquiries for this type of configuration. Having our own in-house engineering group allows us to dedicate resources to STC projects like this one that meets customer's needs."

C&L is also actively working on an STC amendment to include the ERJ 145 and expect FAA approval to come before the end of 2021. The ERJ 145 will be able to accommodate up to 24 seats with this modification.

In order for these modifications to be implemented, it requires another C&L STC to be done in conjunction, which removes the cabin overhead bins, installs new ceiling and valance panels, and introduces continuous run LED lighting as well as an additional row of overhead lighting.

C&L has been modifying and upgrading the interiors and systems on ERJs for several years and specializes in converting these aircraft into business-class and luxury jets. Currently they are developing several other ERJ upgrades including a new 1st-class seat design.

# World's first B+ model converted by C&L Aviation for cargo operations


The operator, which has taken possession of this aircraft, has signed an agreement with C&L to complete an additional 5 conversions in 2021 and 2022.

*The Saab 340+ is an ideal aircraft for cargo operations as it has low acquisition costs, maximum cargo volume of 1,280 cu ft, and a maximum payload of 9,325 lbs.*

C&L Aviation recently completed a cargo conversion on a Saab 340B+ at their Maine based MRO facility. This is the first B+ model in the world that has been converted for cargo operations. The operator, which has taken possession of this aircraft, has signed an agreement with C&L to complete an additional 5 conversions in 2021 and 2022.

For the conversion, C&L utilized an EASA- and FAA-approved conversion kit provided by Sweden-based Täby Air Maintenance's (TAM's), C&L's partner in conversions since the two companies signed an agreement in 2018.

"We have been pleased with the way this first B+ model project has come together", said C&L CEO Chris Kilgour.

The Saab 340+ is an ideal aircraft for cargo operations as it has low acquisition costs, maximum cargo volume of 1,280 cu ft, and a maximum payload of 9,325 lbs.

C&L stocks Saab inventory in their globally located warehouses and provides a one-stop solution for operators at the MRO facility offering heavy maintenance, aircraft paint, avionics upgrades, structural modifications, engineering support, and interior refurbishment.

TAM is a major, independent Swedish aircraft support and maintenance company, focusing on the Saab 340/Saab 2000 family of regional airliners. Having been in operation since 1989, TAM has all the necessary approvals, including EASA Part 145 and FAA Repair Station, thus being ideally suited to support any operation, including cargo conversions of the Saab 340.

# United Rotorcraft to modify five Black Hawk helicopters from Sikorsky to FIREHAWK for aerial firefighting ops

*To modify a Black Hawk helicopter to the Firehawk configuration, United Rotorcraft installs and integrates a 1,000-gallon (3,785-liter) external water tank system to the aircraft's belly.*

United Rotorcraft has awarded Sikorsky with a contract for five S-70 Black Hawk helicopters. As per the contract the bulk order will enable United Rotorcraft, as the only company authorized by Sikorsky to modify Black Hawk aircraft to the FIREHAWK configuration, to quickly deliver these new production aircraft for aerial firefighting in support of public agencies battling increasingly destructive wildland fires.

Larry Alexandre, United Rotorcraft president said, "The FIREHAWK helicopter is fast becoming one of the most powerful and effective aerial firefighting assets in California, attacking and extinguishing wildfires before they spread out of control. Acquiring five S-70 Black Hawk aircraft from Sikorsky with deliveries over the next 7 to 18 months confirms United Rotorcraft's commitment to the FIREHAWK helicopter and its mission and ensures their availability to support future demand from US Western States or firefighting agencies around the world."

Sikorsky will produce the five S-70 Black Hawk aircraft at Lockheed Martin's PZL Mielec manufacturing line in Poland. Deliveries to United Rotorcraft's 55,000+ square foot completion facility in Colorado are expected between early 2022 and mid-2023. The first aircraft received will be configured as a FIREHAWK helicopter for the State of Colorado.

Jason Lambert, vice president of Sikorsky Global Commercial and Military Systems said, "Sikorsky and United Rotorcraft have worked closely for 25 years to develop, test and upgrade two S-70 variants of the FIREHAWK helicopter for the Los Angeles County Fire Department, CAL FIRE and the San Diego Fire-Rescue Department. We applaud United Rotorcraft's bold leadership to bring the toughest, safest, most reliable fire suppression and rescue helicopter in existence today into the hands of first responders sooner than ever."

To modify a Black Hawk helicopter to the Firehawk configuration, United Rotorcraft installs and integrates a 1,000-gallon (3,785-liter) external water tank system to the aircraft's belly. Fingertip controls allow pilots to drop the precise amount of water with high accuracy and refill the tank via a retractable snorkel in 60 seconds or less while hovering 10 feet over a water source. United Rotorcraft works hand in hand with public agencies to further customize the aircraft, as needed, from communications and navigation systems, to cabin interiors, transforming the FIREHAWK into a true multi-mission aircraft, with the ability to transport up to 12 firefighters, provide medical care on board, or perform search and rescue operations.

# StandardAero to provide Predictive Maintenance to TF33 engine program to US Air Force

*The contract will deliver supporting tools that provide a near term boost in asset availability, while also providing long-term supply chain predictive analytics.*

The US Air Force has awarded StandardAero a contract to apply Predictive Maintenance, Readiness and Reliability tools to the TF33 engine program. The contract deliverables will provide the USAF the capability to optimize the readiness, reliability and costs associated with the maintenance performed on these engines, driven by advanced machine learning integration and utilizing government cloud hosting. Most urgently, the contract will deliver supporting tools that provide a near term boost in asset availability, while also providing long-term supply chain predictive analytics. For this contract, StandardAero is leading a team network that includes IBM, Isobar Public Sector and Reliability Concepts International.

Marc Drobny, President of StandardAero's Military & Energy division said, "We are excited to adapt our tools to this critical military platform. The Air Force has been on the leading edge of Predictive Maintenance philosophy and implementation and StandardAero is proud to play a leading role in their development team."

StandardAero's Engineering Services team has successfully developed multiple diagnostic and predictive maintenance tools for a number of engine fleets, including the C-130's T56 engine, the T-38's J85 engine, the C-5's TF39 engine, as well as the F100-220 engines used on the F-15 and F-16 fleets. The requirement to establish the predictive maintenance capability in a cloud-based platform makes this contract unique compared to previous StandardAero on premises support.

StandardAero's predictive maintenance methodologies and reliability centered maintenance practices have been proven to improve reliability while reducing life cycles support costs in aircraft engines, and these concepts can be applied to other mechanical systems as well.

# Indian Air Force continues to sign Lockheed Martin for comprehensive support of Super Hercules fleet

*Being an OEM of the C-130Js, Lockheed Martin is the best to provide logistics and engineering support elements essential to sustain the fleet.*

The Indian Air Force has continued to place its trust in Lockheed Martin by continuing a five-year Direct Commercial Sale Follow-on-Support (FOS II) contract for the comprehensive support of IAF's fleet of 12 C-130J-30 Super Hercules Aircraft. The new contract is worth USD 328.8 million and spans for another five years.

Being an OEM of the C-130Js, Lockheed Martin is the best to provide logistics and engineering support elements essential to sustain the fleet like airframe, Contractor Furnished Equipment (CFE), peculiar and common sparable items, engines, propellers, software, publication services, ground handling equipment (GHE), ground support equipment (GSE) and test equipment. Apart from this the contract will also cover sustainment efforts for IAF's entire Super Hercules fleet.

Rod McLean, vice president and general manager, Air Mobility & Maritime Missions, Lockheed Martin said, "As the C-130 OEM, Lockheed Martin brings forth an outstanding team of experts who offer deep knowledge and unmatched insights of the C-130 to our operators. It is an honour to continue to partner with the Indian Air Force to support one of the most active C-130J fleets in the world. Through an integrated team and dedicated support, Lockheed Martin ensures the IAF's C-130J fleet is available and ready for every mission."

Additionally, five C-130J Hercules will undergo 12-year depot maintenance at Lockheed Martin-approved Heavy Maintenance Centre in 2022. Besides eight employees representing Lockheed Martin, GE (propeller manufacturer) and Rolls-Royce (engine manufacturer) will serve as on-site technical support during the contract duration of five years.

This contract is a continuation of the Follow-on-Support I contract where Lockheed Martin provided similar support for the IAF's C-130J fleet.

The IAF's C-130J Super Hercules have a highly integrated and sophisticated configuration primarily designed to support India's special operations requirement. The aircraft also are equipped with air-to-air receiver refuelling capability for extended range operations. They are also used to support a variety of critical missions, including humanitarian aid, airlift, natural disaster support, and search and rescue operations. Recently, the IAF has been extensively using its fleet of 12 Super Hercules for humanitarian efforts in the wake of the COVID-19 pandemic as well as for transportation of relief materials, equipment and personnel in the areas affected by cyclones Yaas and Tauktae.

Being an OEM of the C-130Js, Lockheed Martin is the best to provide logistics and engineering support elements essential to sustain the fleet.

# Columbia Helicopters awarded firefighting contact by Turkey General Directorate of Forestry

*As per the contract Columbia Helicopters will provide two Columbia 234 Multi-Mission Chinooks for firefighting and external load operations in Turkey.*

As per the contract Columbia Helicopters will provide two Columbia 234 Multi-Mission Chinooks for firefighting and external load operations in Turkey.

Columbia Helicopters signed a contract with CMC Savunma Sanayi, which is the original awardee of the Turkey General Directorate of Forestry and is subcontracting with Columbia to provide the aircraft, crew, and maintenance support. As per the contract Columbia Helicopters will provide two Columbia 234 Multi-Mission Chinooks for firefighting and external load operations in Turkey. The contract encompasses the fire season and marks Columbia's first operation in the country.

Olivia Wolfgram-Rubio, business development and marketing manager at Columbia Helicopters said, "This contract marks a significant milestone for Columbia Helicopters – our first time operating in Turkey and hopefully the beginning of a long-term partnership. The 234 Multi-Mission Chinook delivers significant support in protecting life and property. We know it will be extremely successful in helping battle wildfires and protecting Turkish citizens now, and we hope, well into the future."

While the 234 can operate with Columbia's 2,800-gallon Fire Attack System (FAS) internal tank, the aircraft on this contract utilize the 2,600-gallon Bambi Bucket for precision water and retardant drops.

Columbia's 234 Multi-Mission Chinook helicopter is fully certified to civilian transport category standards, allowing it to transport internal cargo and passengers. Originally certified by Boeing, the aircraft certificate is now owned and supported by Columbia. Today, as the aircraft's OEM, Columbia provides all sustainment, training, and MRO capabilities to support the aircraft around the globe.

# Boeing's KC-46A tanker successfully refueled another KC-46A for Japan Air Self Defense Force

*Japan is the KC-46 program's first non-US customer and is scheduled to receive its first aircraft this year.*

The first Boeing KC-46A tanker built for the Japan Air Self-Defense Force (JASDF) recently refueled another KC-46A aircraft in the skies over Washington. The Japan-bound tanker also successfully received fuel in return. Japan is the KC-46 program's first non-US customer and is scheduled to receive its first aircraft this year.

Jamie Burgess, KC-46 program manager said, "Refueling with the first Japan KC-46A is an important milestone for the Japan Air Self-Defense Force. KC-46A is the world's most advanced air refueling aircraft and has already transferred more than 42 million gallons of fuel to other aircraft globally through its boom and drogue systems."

Will Shaffer, president of Boeing Japan said, "State-of-the-art refueling makes the KC-46A a standout, but this tanker goes well beyond that. The ability to carry cargo and passengers while maintaining tactical situational awareness makes the aircraft a critical tool in the security alliance between the U.S. and Japan."

The Japan KC-46A is capable of refueling US Air Force, US Navy, US Marine Corps and JASDF aircraft.

The US Air Force awarded Boeing a contract for the JASDF's first KC-46A tanker in December 2017. The agreement was completed through the Foreign Military Sale process between the US government and Japan. A second Japan tanker is already in production.

Boeing is assembling the KC-46A aircraft for both the US Air Force and Japan on its 767 production line in Everett, Washington. Boeing's Japanese partners produce 16 per cent of the KC-46A airframe structure.

# Airbus Heli hands over India & South Asia responsibility on young shoulders of Sunny Guglani

*Sunny brings with him a diverse set of skills and expertise that will play a key role in building new platforms of growth for Airbus Helicopters in the region.'*

Indian aviation sector braved the COVID-19 pandemic with slow and steady growth. The opening of international borders and tourists gearing up for leisure travels are playing a key role in boosting airline economics. However, the Indian Helicopter sector still remains at a nascent stage. As per the 2019 statistics, India has less than 250 registered and operational civil helicopters and a little over 1000 helipads. This fleet size contributes to less than one percent of the world's helicopter fleet.

In a market like India where Helicopter requirement is rising in multiple areas like tourism, mining, corporate travel, medical services and of lately private charter sector, Helicopter bigwigs like Airbus Helicopters, Boeing, Bell etc are vying for market space. Also, the Indian Government is trying to build a domestic defense and aerospace industry under its flagship scheme Make in India and Atma Nirbhar Bharat schemes.

Under such conditions of Increasing helicopter demand post pandemic, Airbus handed over the India Helicopter reigns in the young hands of former Tech Mahindra consultant Sunny Guglani. He has spent seven years working for the Airbus CEO's office and leading the A380 marketing team in Toulouse. In his new role he will now be heading Airbus Helicopters India and South Asia and will be responsible for growing Airbus' civil, parapublic and defence helicopter business in the region, including aftermarket services.

Expressing his confidence at the recent appointment Remi Maillard, President and MD, Airbus, India and South Asia said, "Having worked with Airbus both in India and at our headquarters in the past, Sunny brings with him a diverse set of skills and expertise that will play a key role in building new platforms of growth for Airbus Helicopters in the region."

Further encouraging India's defense manufacturing by foreign OEM's, the government has opened the defense sector for 74 percent of FDI under automatic route in September last year.

"Airbus Helicopters was uniquely positioned to bring the 'Make in India' programme to life in the field of defence helicopters. On the civil and para-public side, India offers a huge potential in areas such as Emergency Medical Services, Urban Air Mobility, Airborne Law Enforcement. Sunny will lead the efforts, working together with our local stakeholders and partners," Rémi Maillard continued.

Guglani succeeds Ashish Saraf who joined French defence and high-technology giant Thales to head its India operations in June this year. In his role at Thales, Saraf would lead their business in India and take forward its commitment to support the 'Aatmanirbhar Bharat' vision of the government.

On Saraf's appointment, Pascale Sourisse, Senior Executive Vice-President of Thales commented, "I am pleased to welcome on board Ashish Saraf to the Thales Group, who joins us in an extremely challenging COVID situation. Under Saraf's leadership, Thales will continue its decades-long partnership with Indian stakeholders to support the country in this time of need.

Prior to joining Thales, Ashish served as the President and Head of Region for Airbus Helicopters – India and South Asia where he led sales and services, training and innovation, industrial partnerships and government relations across the civil and defence markets in South Asia.

During his two decades long career, Ashish also headed Tata–Sikorsky joint venture in Hyderabad and also worked with Deloitte Consulting and Dassault Systems, mainly in the United States and Europe.

# International CALENDAR

## 2021

| Date | Event | Venue |
|---|---|---|
| 31 Aug<br>01 sept | ISTAT Asia | Millenia, Singapore |
| 14- 16 Sept | Aircraft Interiors Expo | Virtual |
| 11-14 Sept | ACPC Conference | Atlanta, GA |
| | | |
| 15-16 Sept | MRO Russia | Moscow |
| 20-24 Sept | MRO Asia pacific | Virtual |
| 22-23Sept | 17th Maintenance Cost Conference (MCC) | Montreal, Canada |
| 03- 05 Oct | ISTAT EMEA 2021 | Edinburgh, Scotland |
| 05-06 Oct | Helitech World Expo | London |
| 12-14 Oct | NBAA Business Aviation Convention & Exhibition | Las Vegas, NV |
| 19-21 Oct | MRO Europe | RAI Amsterdam, The Netherlands |
| 01-04 Nov | Aerospace Incubator | Miami, FL |
| 14-16 Nov | ISTAT Americas 2021 | Austin, TX |
| 14-18 Nov | Dubai Air Show | DBC, Dubai |

## 2022

| Date | Event | Venue |
|---|---|---|
| 27-28 Jan | Aero-Engines Americas | Miami, FL |
| 09-10 Feb | MRO Latin America | Cancun, Mexico |
| 15-20 Feb | Singapore Airshow | Singapore |
| 22-23 Feb | AIME 2022 | Dubai, UAE |
| 22-23 Feb | MRO Middle East | Dubai, UAE |
| 03-04 Mar | PBExpo | Miami, FL |
| 06-09 Mar | World Defense show | Riyadh, Saudi Arabia |
| 07-10 Mar | HAI Heli Expo | Dallas, TX |
| 28-31 Mar | AEA International Convention & Trade Show | New Orleans, USA |
| 26-28 Apr | MRO America | Dallas, TX, USA |
| 03-05 May | NBAA Maintenance Conference | San Antonia, TX |
| 23-25 May | EBACE | Geneva, Switzerland |
| 07-08 Jun | Engine Leasing, Trading & Finance | London, UK |
| 22 Jul | AERO South Africa | South Africa |
| 06-08 Oct | Istanbul Airshow | Istanbul Atatürk Airport, Istanbul |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