MRO BUSINESS TODAY

Issue - September 01St, 2022

Exclusive Interview - Jonathan Wood, Neste Pg11

WHAT ARE ONE-STOP MRO SHOPS?

In an ideal world (of aviation), would it not be cost effective and hugely convenient for airline companies to go to 'one stop' MRO shops for all their maintenance, repair and overhaul needs and more? Given the catastrophic financial impact of Covid 19, airline companies have made it their priority to work towards paring losses, cash conservation, cost control, and improving profitability in order to remain economically robust. One major, and critical area of expenditure that airlines must allocate their resources towards is maintenance, repair and overhaul (MRO), without for once compromising on all-around SAFETY.

Pg06

Brief News

Rolls-Royce Trent XWB-84 achieves milestone of 10 million engine flying hours

Pg02

GA Telesis designates Fabian Robinson as VP & General Manager of MRO Services Group

Pg31

EXCLUSIVE INTERVIEW-

Russell Ford, Chairman and CEO, StandardAero

StandardAero offers extensive MRO services and custom solutions for business aviation, commercial aviation, military, and industrial power customers. Equipped with FAA authorized avionics capabilities; comprehensive.....

Pg16

Rolls-Royce Trent XWB-84 achieves milestone of 10 million engine flying hours

The Trent XWB-84 has reached the feat by supporting over 30 airlines operating on different routes from short-range segments to ultra-long-range flights of more than 18 hours.

Rolls-Royce, a British multinational aerospace and defence company recently announced that their Trent XWB-84 engine, which powers the Airbus A350-900 fleet, has accumulated a total of more than 10 million engine flying hours. This achievement marks another impressive milestone for the Trent engine programme. The Trent XWB-84 engine has a 15 percent fuel consumption advantage over the first Trent engine, can go further on less fuel, and also offers leading performance with lower noise levels.

The Trent XWB-84 entered into service in 2015. The engine has reached this landmark by supporting more than 30 airlines operating on a variety of different routes globally from short-range segments to ultra-long-range flights that fly for more than 18 hours, in this process further demonstrating the versatility and capability of the engine.

Chris Cholerton, President Rolls-Royce Civil Aerospace said, "Reaching 10 million flying hours is another great achievement for the Trent XWB. It is the latest in the Trent family to reach this milestone and has done so faster than any other Trent engine, in just over seven years of operation. We are incredibly proud of the Trent XWB as it continues to set new benchmarks on sustainability, reliability, and versatility."

With improved efficiency, the Trent XWB-84 delivers a step change in maturity and reliability for the industry, consistently achieving better than 99.9% dispatch reliability. The Trent XWB is one of the world's most efficient aero engines in service and supports airlines on their sustainability journey. The engine is also ready to operate on 50% Sustainable Aviation Fuel, as they become more available to airlines in the future. The Trent XWB-84 has contributed to avoiding more than 15 million tonnes of CO_2 since it launched in 2015 which is the same amount of CO_2 it takes to provide electricity to nearly two million homes each year.

GA-ASI tests Pratt & Whitney PT6 E-series engine on MQ-9B aircraft

The PT6 E-Series will deliver the performance characteristics required as GA-ASI continues its development of MQ-9B capabilities.

General Atomics Aeronautical Systems, Inc. (GA-ASI) carried out a test of the PT6 E-Series model turboprop engine from Pratt & Whitney Canada on GA-ASI's MQ-9B, which is a Remotely Piloted Aircraft (RPA). Multiple full-power engine tests were performed at General Atomics Aeronautical Systems' Desert Horizon flight operations facility in El Mirage, Calif. GA-ASI has enjoyed a long-term collaboration with Pratt & Whitney with their turbofan engine for GA-ASI's MQ-20 Avenger RPA.

"We've enjoyed a long-term relationship with Pratt & Whitney," said GA-ASI President David R. Alexander. "Integrating their PT6 E-Series engine onto our MQ-9B SkyGuardian® aircraft offers an alternate option for future customers that includes a 33 percent increase in power, dual channel electronic propeller and engine control system, as well as all the benefits of the PT6 engine family,"he further added.

The Pratt & Whitney Canada PT6 E-Series is a reliable and versatile turboprop engine family that can deliver the performance characteristics required as General Atomics Aeronautical Systems (GA-ASI) continues the development of the capabilities on the MQ-9B Remotely Piloted Aircraft.

"Our PT6 E-series is the ideal engine for this mission and we look forward to working with General Atomics on this important program," said Jill Albertelli, president of Pratt & Whitney Military Engines.

MQ-9B represents the next generation of RPA systems after being demonstrated for airborne endurance of more than 40 hours in certain configurations, automatic takeoffs and landings under SATCOM-only control, as well as a GA-ASI developed Detect and Avoid system. MQ-9B aircraft's development is the result of a company-funded effort to deliver a Remotely Piloted Aircraft that can meet the stringent airworthiness certification requirements of various military and civil authorities.

ST Engineering expands MRO solutions for the LEAP-1B engine with test cell support

ST Engineering will work with Calspan Aero System Engineering, in setting up LEAP-1B test cell capability at its engine MRO facility in Singapore.

ST Engineering, the global technology and engineering group in aerospace announced that the company's Commercial Aerospace business will expand its Maintenance, Repair, and Overhaul (MRO) solutions for the CFM International LEAP-1B engine with test cell support capabilities. The cell support is expected to be ready for operations by end-2023. The decision for expansion into LEAP-1B test cell capability came after the setup of quick-turn services for the LEAP-1B engine in February 2022. ST Engineering has also been awarded the receipt of approval from EASA, FAA and CAAC.

Tay Eng Guan, Vice President and General Manager of Engine Services at ST Engineering, said, "We are excited to increase our engine MRO offerings by developing a high-quality and environmentally-friendly test cell for the LEAP-1B engine. This is another step for us in developing full MRO services for the engine, and we look forward to providing the service to our valued customers by end-2023."

ST Engineering will work with testing and technology development solutions provider, Calspan Aero System Engineering (Calspan ASE), in setting up LEAP-1B test cell capability at the company's engine MRO facility in Singapore. ST Engineering's LEAP-1B test cell will be the first in Asia-Pacific to implement Calspan ASE's latest technologies.

The Calspan ASE's latest technologies are found in their upgraded Data Acquisition Control System and proprietary software, ASE2000LX Version 8. The host of digital tools to be introduced by ST Engineering will enhance the efficiency and performance of aero-engine test cells through automated engine monitoring, process repeatability and data analytics.

David Meier, President of Calspan ASE added, "Calspan ASE is very proud to continue our long relationship with ST Engineering by adding test-enabling hardware and updating control systems to allow efficient testing of the LEAP-1B engine in Singapore. We look forward to bringing this important capability online to meet the growing capacity needs for LEAP MRO to the region."

ST Engineering operates its engine Maintenance, Repairs and Overhaul (MRO) facilities out of Singapore and Xiamen, China, and currently has test cell capabilities for the CFM56-5B and -7B engines at MRO both facilities. As part of its commitment to sustainability, ST Engineering will also work with Calspan ASE to incorporate energy and fuel-efficient technologies into its existing test cells.

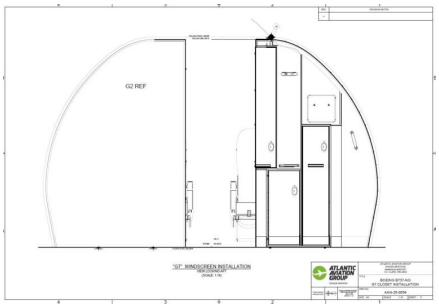
ST Engineering has also been awarded the receipt of approval from EASA, FAA and CAAC.

AAG Completes the first EASA-approved B737-800 series project

The release of the Certification Memorandum confirms that the installation and reconfiguration of all aircraft cabins, complying with CS25.562 will be considered major (STC) changes.

Atlantic Aviation Group (AAG) Design Services, a leading aircraft maintenance provider, announced the recent successful completion and approval of a European Union Aviation Safety Agency (EASA) approved STC (No. 10079698) package for 189Y. The package was configured for a Boeing B737-800 series aircraft. Atlantic Aviation Group DOA included the installation of its in-house designed and approved G7 Galley as part of the mentioned package.

After the release of Certification Memorandum CM-21 A-CS-001 Issue2 the installation and reconfiguration of all aircraft cabins that comply with CS25.562 and using the equipment approved under the16G, will now be considered Major



(STC) changes for the aircraft.

Chief Aviation Services Officer at Atlantic Aviation Group, Eva O'Keeffe, welcomed the news by saying: "This achievement is a testament to the extensive knowledge, hard work and dedication of our Part 21 Design team who are focused on the continuous growth and development of our services."

Atlantic Aviation Group (AAG) received its STC scope approval in November 2021. The company sees the issue of this STC approval as a reflection of the growth and development of the AAG DOA since its inception in 2017.

The AAG DOA team expressed their satisfaction in working with the customer, Avolon, and the MRO, FL Technics throughout this project. As design and engineering partners having a vast history of maintaining and modifying aircraft, Atlantic Aviation Group aims to continue building a strong reputation for providing innovative design solutions to its customers.

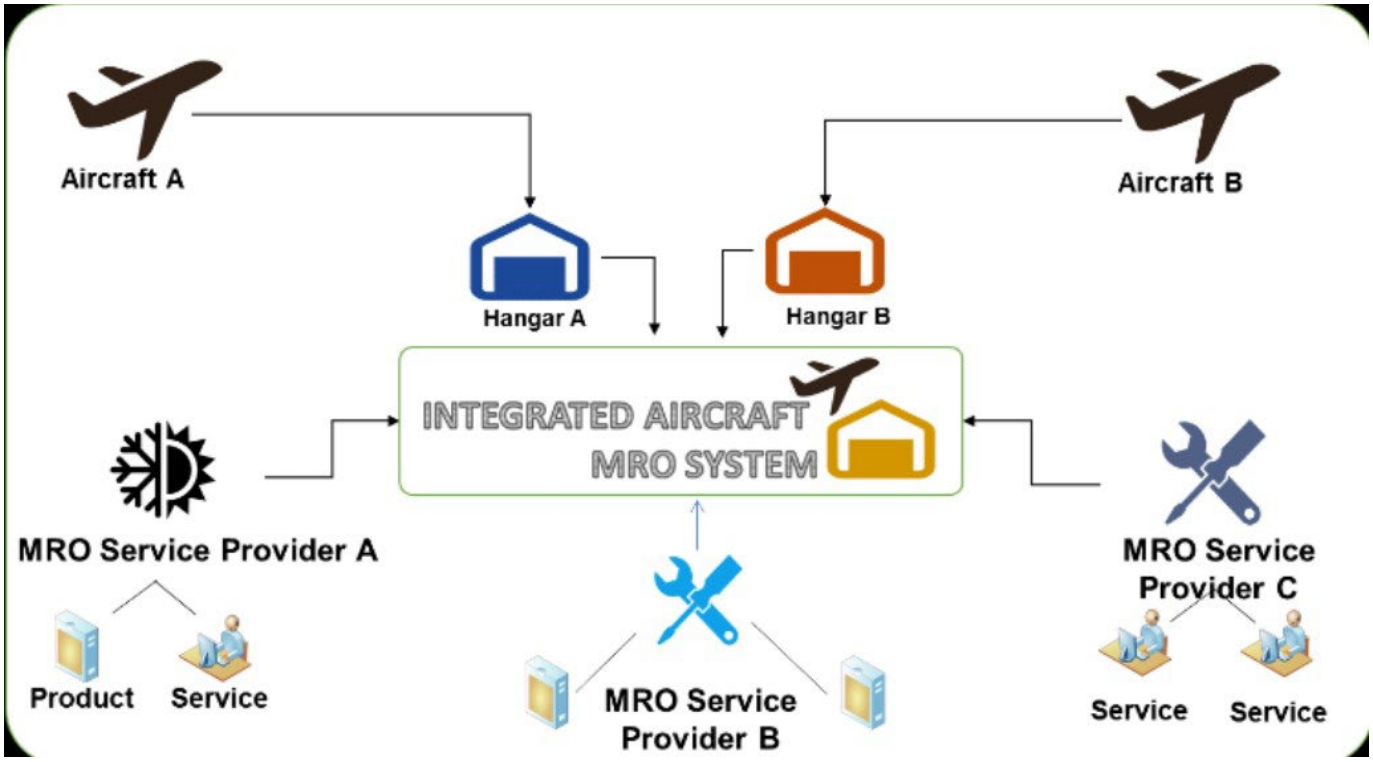


Image Courtesy: marketresearchreports.com. Representative of One-stop MRO shops

What are one-stop mro shops?

Introduction

In an ideal world (of aviation), would it not be cost effective and hugely convenient for airline companies to go to 'one stop' MRO shops for all their maintenance, repair and overhaul needs and more? Given the catastrophic financial impact of Covid 19, airline companies have made it their priority to work towards paring losses, cash conservation, cost control, and improving profitability in order to remain economically robust. One major, and critical area of expenditure that airlines must allocate their resources towards is maintenance, repair and overhaul (MRO), without for once compromising on all-around SAFETY.

According to the International Air Transport Association (IATA), the global aviation industry lost over $118 billion in 2020, with several airline companies folding up their operations. This spelt doom for the aerospace MRO service providers, who saw a sizeable dip in commercial MRO spend by around USD 40 billion, according to Oliver Wyman's Global Fleet and MRO Market Forecast 2021-2031. The study further states that not until end 2022 will the sector return to pre-pandemic levels, in tandem with economic recovery and fast- paced pick up in air travel, post withdrawal of restrictions.

Notwithstanding the above, the compound annual growth of the commercial MRO sector for the above forecast period is predicted to grow by 3%. The latest Oliver Wyman study predicts a positive growth trajectory for the maintenance, repair and overhaul (MRO) industry right up to 2028, 'with the value set to rise to $114 billion globally – a jump of nearly 50 percent over 10 years.'

While OEMs with their industry-leading equipment try to push airlines to adopt their MRO offerings, their products and services do come with a hefty price tag. Given this reality, and with airlines under constant pressure to improve their balance sheets, committing to an expensive full-service contract with OEMs who offer overall maintenance, is difficult to bear. For smaller repair jobs (essential no doubt for operational safety and asset upkeep), airlines are having to go to other service providers. For an airline, the cost then becomes a galloping one for the complete maintenance of aircraft, covering the entire life cycle of assets.

MROs services on the other hand, have proved to be nimble and flexible where aircraft have been returned back into service at a minimum of time and cost, albeit, safety checks complete.

'One stop' mro shops - integrated services under one roof with a global reach

Integrated services offered under one roof from a reliable MRO service provider ensuring safety and airworthiness of aircraft and components used, as mandated by regulators – is the best fit. But it does not end there. Providing reliable 24x7 AOG (Aircraft on Ground) support to airlines, anywhere, anytime and an attractive price, is key to choosing a comprehensive MRO service provider. The reach must be global, especially for big airline brands operating across continents.

Image Courtesy:AAR Corp- A global network of inventory and services hubs

MROs have the advantage of acquiring vast experience from working for leading global carriers. This allows access voluminous airline maintenance data that is retained by them for effective use subsequently. Armed with relevant information, MROs are able to cost-effectively service aircraft with a quick turnaround from being under maintenance to going back to regular airline operations.

The depth of expertise and services available at a 'one-stop' MRO shop can be truly mind-boggling – covering an aircraft's entire lifecycle, 'nose to tail', that is.

Forging partnerships - newer developments in the long term

With independent MROs ramping up their offerings and capabilities along with the usual traditional maintenance service, is helping them win contracts from airlines of all sizes from countries around the world. Thus, for the OEMs, these MROs then become formidable competitors, causing the former to forge joint ventures with MROs.

Scope of work @ one -stop mro shops

MROs are able to expand their scope of work and competencies to take on assignments from diverse customers who want to outsource a plethora of jobs to them. The scope of work at a 'one-stop' MRO shop would be vast, expanding over and above aircraft maintenance, repair and overhaul. The service offerings at these integrated centres could include fleet management and line planning for different aircraft types, retrofitting activity ensuring quick turnaround, at the best possible price, various support services and a great deal of customisation.

Integrated 'one-stop' MRO facilities have spacious floorplates to carry out essential services, such as scheduled maintenance activities for engines, line maintenance, jobs relating to airframes and aircraft components, and have dedicated shops for fabrication, testing, and stocking and pooling parts and many other activities that benefit their airline customers.

Most MRO companies concentrate on only one segment or more. For example,

• General Electric, is a global provider of jet and turboprop engines, as well as avionics and engine maintenance work for commercial, military, business aircraft

• Lufthansa Technik is the world's leading provider of aircraft maintenance, repair, overhaul and modification services for commercial, civil aircraft to VIP and special mission aircraft

• AAR Corp offers customized supply chain and repair management programmes for commercial airlines. Focus areas are Power-by-the-Hour (PBH) component support for aircraft, assistance with AOG on a 24x7 basis across the globe, and making available Main Base kit and support located with the carriers themselves

Repair management

Image Courtesy:HAECO- Repair Management

However, with newer generation aircraft enhancing a particular fleet, means less time spent in heavy or line maintenance facilities for those assets. This frees up time slots for the MRO allowing the service provider to extend its services in other areas such as management and planning expertise, design and engineering, original equipment manufacturing, aftermarket spares inventory management, asset management and leasing, along with the usual maintenance services. Integrated MROs are able to take up conversion and refurbishment of aircraft from 'passenger-to-freighter' activities and related services.

Furthermore, airline customers are constantly expecting and demanding improved and advanced services from their authorised MROs, and the latter have had to constantly deliver and better maintenance operations by leveraging newer technologies. This has given a winning edge to MRO providers to take on a complete range of activities under a 'One-stop MRO shop model.

Several reputed MROs have immense capabilities (as required by custom-

ers), to provide dedicated teams across geographies on a 24x7 basis to afford a quick turnaround of AOG situations. Airline companies go in for long-term agreements with MROs for Power-by-the-Hour support for their fleets. 24X7 support for customer requirements of inventory needs are also fulfilled through inventory hubs located strategically across the globe.

Image Courtesy:aerotime.aero—Engine Maintenance

Whereas, at 'One- Stop' MRO shops the following basic maintenance services will be on offer and many more, that clients can choose from, and several of these are appended herewith:

Line Maintenance services are the basic MRO services and include the full range of line maintenance jobs, including cabin maintenance and AOG recovery services round- the- clock, at key airport locations across airline networks.

Engine Services include on-wing support and hospital shop visits, engine overhaul, repair and testing are provided while minimising customers' engine downtime.

Airframes Services - extensive airframe maintenance capabilities in state-of-the-art facilities, for clients who are some of the largest aircraft manufacturers and OEMs.

Component Services - provide repair and overhaul, and preventive maintenance of components at the facilities need-based shops. The components cover systems that are Mechanical, Avionic, Safety equipment, Landing gear, Nacelles, Radomes, as also Wheels and Brakes.

Parts Manufacturing include fabricating of airframe parts and spares for OEMs and aircraft manufacturers. Specialised work on machined parts, sheet metal parts and wire bundles are designed and fabricated. Some key activities carried out at workshops are non-destructive testing (NDT), standard laboratory testing, and tool calibration facilities, and certification thereof. Some of these capabilities extend to Hydraulic fluid analysis, Air data testing, Calibration of radio navigation equipment, Aircraft weighing system, Fuel quantity test set and Underwater beacon tester

Machining Shop

Image Courtesy:HAECO- Machining shop is equipped for milling and lathe turning machines

Sheet Metal Shop

Image Courtesy:HAECO Sheet metal shop manufactures sheets using water-jet and router cutting precision machines

Surface Treatment Shop

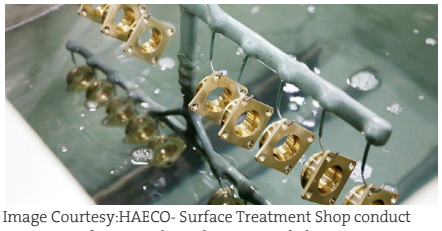


Image Courtesy:HAECO- Surface Treatment Shop conduct treatment of parts with steel, copper and aluminium substrates

Heat Treatment Shops

Image Courtesy:HAECO - A Heat Treatment Shop is equipped with air ovens and salt baths used for treating aluminium alloy, precipitation hardening and stress relief.

Wiring Shop

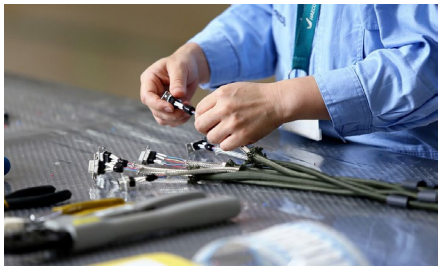


Image Courtesy:HAECO - Wiring Shop conducts tape and sleeve marking, UV laser wire and cable marking, and testing for insulation resistance.

Non-destructive Testing (NDT) shop

Image Courtesy:HAECO -Non-destructive Testing Shop is crucial in its requirement for conducting broad ranging non-destructive tests (NDT) like Ultrasound, Infrared and thermal, and more, which are accredited.

Inventory Management

An established 'One-stop' MRO entity anticipates clients' needs and extend their services to provide the all- crucial Inventory Management support, including inventory pooling. Participating in an inventory pool allow customers to forego heavy investments in inventory and the resultant savings are then allocated to other main areas of the airline business.

Image Courtesy:HAECO - Inventory Pooling services

Warehousing and Logistics, as also support in Component Trading and exchange -Going a step ahead, a one-stop MRO shop make available their in-house Asset Management and Trading team to offer sales and component loan and exchange services. MROs are able to offer marketing and trading services of surplus inventory if any, on behalf of customers, resulting in reduced unutilised assets for the airline customer.

Image Courtesy:HAECO - – Cabin Interior Solutions. Pic 1 & 2

Cabin Interior Solutions

Cabin completion centres at One-stop MRO shops offer clients wide-ranging solutions like designing and installation of seats, galleys, lavatories, Wi-Fi connectivity points, and stowage options. Obtaining regulatory certification on behalf of clients for fresh jobs or modifications done are part of the package.

One-stop MRO shops for Private and Business Jets

Image Courtesy: HAECO -Private Jet Cabin

A One-stop MRO shop can take on jobs for business and private jet aircraft ranging from industrial designing, engineering and certification, dedicated and secure cabin completion centres, after-sales support, as well as airframe maintenance.

For Business and Private Jets too, a ONE-STOP MRO shop is a 'go to' centre for a complete range of customisation. Cabinetry, veneer, upholstery and cabin livery and cosmetics are selected and designed as per customer requirements.

Support Services

One-stop MRO shops go every step of the way to include client-servicing in the areas of Supply Chain Management, After-sales Support on a 24x7 basis, stringent security cover and controlled access across areas such as hangars during fabrication, shops and storage areas, including safeguarding technical documents and all images digitally stored within the hangar.

Importantly, MROs obtain all necessary certification and regulatory approvals from regulators (like EASA), for designs and all minor changes and modifications, get accreditation training, examination and qualification of personnel for the calibration and test laboratories.

What one-stop MROs and all their companies must ensure, is strict compliance with aviation industry's regulations, certification that is current and valid from FAA and EASA amongst others.

Leading players in aviation mro market

HAECO (Swire Pacific)

Hong Kong based Hong Kong Aircraft Engineering Company Limited (HAECO) provides a full spectrum of services, in the true spirit of 'one-stop' MRO shops. These include airframe services, line services, component services, engine services, inventory technical management, fleet technical management, cabin solutions, private jet solutions, freighter conversion, parts manufacturing and technical training, structural modification, non-destructive testing and other similar quality checks, and every other support that afford their clients, peace-of-mind.

ST Aerospace Singapore Technologies Engineering Ltd

ST Engineering operates at the global level and has affiliates and service facilities in the US, Asia Pacific, and Europe. The company provides a wide range of aviation services including airframes, components, engine MROs, aviation materials, asset management services, aircraft Includes internal solutions, technical businesses, and air charter services.

Lufthansa Technik AG

Lufthansa Technik is the world's leading provider of aircraft maintenance, repair, overhaul and modification services from commercial civil aircraft to VIP and special mission aircraft. With services spreading across the globe, its success comes from delivering technical excellence in their service delivery.

Air France Industries and KLM Engineering & Maintenance

Air France Industries and KLM Engineering & Maintenance enjoys a leadership position in the MRO world. Company's success supported by the MRO Lab innovation program focusing on strategic areas of the MRO sector, ranging from technician mobility and the customer experience through to the Internet of Things, Big Data applications, predictive maintenance, and Artificial Intelligence. Aircraft maintenance, repair and overhaul form this MRO makes use of their digital prowess.

AAR Corp.

US based AAR CORP's Aviation Services provides aftermarket support, inventory management, distribution services, and of course the core activities being maintenance, repair and overhaul, and engineering services.

There are leading and dominant engine manufacturers who offer specific MRO services as is indicated below:

GE Aviation - MRO giant GE Aviation, is a global provider of jet and turboprop engines, as well as avionics and engine maintenance for commercial, military, business and general aircraft.

Rolls-Royce

Rolls-Royce (established in 1904), designs, manufactures and maintains aircraft engines and primarily focuses on aircraft engine MRO and its development.

Pratt & Whitney

Pratt & Whitney is an American engine manufacturer also known for its wide network in engine MRO services.

Reference Credit: Aerotime.aero
Stengg.com
Aar.com
Haeco.com
Marketresearchreports.com

Lufthansa Technik Philippines inaugurates new hangar for MRO services

The new hangar will increase the MRO capacity by up to 20 percent and will provide employment for 275 additional employees.

Lufthansa Technik Philippines, a joint venture of Lufthansa Technik AG and Philippine aviation service provider MacroAsia Corporation recently announced the official opening of a new hangar that will supplement the existing seven maintenance lines by an additional three lines. The announcement was made in a festive ceremony at the airport of Manila, the capital of the Philippines. The newly added fourth hangar in total will increase the overhaul capacities of Lufthansa Technik Philippines by up to 20 percent and will also provide work for at least an additional 275 employees.

The parking spaces of the new hangar can be configured according to the need of providing overhaul services to the aircraft. The hanger can fit either four narrow-body aircraft, or one wide-body aircraft and two narrow-body aircraft. Alternatively, an Airbus A380 can also be accommodated in the newly commissioned hangar. The completion of the 9,000 square meter hangar was initially planned for September 2020 but later faced delays due to the Corona pandemic.

"This is a very special milestone for Lufthansa Technik Philippines in the 22nd year of our existence. It marks a transition from some of the most difficult times we have experienced as a company due to the pandemic to the current phase of noticeable recovery. This is concrete, tangible evidence that we see clearer skies ahead of us," says Elmar Lutter, President and Chief Executive Officer of Lufthansa Technik Philippines.

Lufthansa Technik Philippines is located at the center of Southeast Asia, within a four-hour flight radius of major international hubs in Asia such as Singapore and Hong Kong. Within a special economic zone at the Ninoy Aquino International Airport, its facility occupies a total area of 229,000 square meters.

"The opening of the new hangar is Lufthansa Technik Philippines' response to the increasing demand for aircraft maintenance, as travel continues to increase and a majority of the worldwide fleets are now back in operation. We are pleased to offer our customers first-class service and with reliable overhauls provide a valuable contribution to the stabilization of their flight operations," says Rainer Janke, Vice President for Marketing & Sales at Lufthansa Technik Philippines.

Lufthansa Technik Philippines maintains three hangars capable of servicing up to six widebody and three narrowbody aircraft at a time, and nine apron parking slots. Its hangars are equipped with platform systems, overhead cranes, and engine, tail and wing docks. Modern and process-oriented workshops support aircraft overhaul, major modifications, cabin reconfigurations, and aircraft painting.

Neste pledges to support aviation as it targets zero carbon emissions by 2050

Neste is the world's leading producer of sustainable aviation fuel and renewable diesel, and renewable feedstock solutions for various polymers and chemicals industry uses. Neste has introduced renewable and recycled raw materials such as liquefied waste plastic as refinery raw materials. Neste is also developing chemical recycling to combat the plastic waste challenge. In 2021, Neste's revenue stood at EUR 15.1 billion and the comparable operating profit was 1,342 million euros. Neste employed some 4,900 employees in 2021. Neste manufactures its high-quality, renewable products in Finland, the Netherlands and Singapore. The company aims to become a global leader in renewable and circular solutions. Neste are committed to supporting our customers to reduce their greenhouse gas emissions by at least 20 million tons annually by 2030. **Jonathan Wood, Vice President Europe, Renewable Aviation, Neste,** in an **Exclusive Interview with MRO Business Today** talks about the company's commitment to reach net zero carbon emissions, making a difference being the world's leading producer of SAF, and aim to make Neste company a pioneer in sustainable fuel production for Europe by 2030. Read more.....

Q. Sustainable Aviation Fuel (SAF) plays a vital role in reducing carbon emissions and Neste plans to strive for zero carbon emissions by 2050. Your plan of action to accomplish this goal?

A. SAF has been widely acknowledged as a key element in achieving aviation's emission reductions goals, and the industry associations IATA as well as individual airlines have committed to reach net zero carbon emissions by 2050.

Neste committed to reduce emissions and develop circular solutions, and has set ambitious targets to both become net zero in our own operations by 2035 (our "footprint") as well as to reduce our customers' carbon emissions (our "handprint") by 20 million tons per annum by 2030.

Neste is the world's leading producer of SAF, with a current production of 100,000 tons per annum. We are committed to supporting aviation to reach its goals and are investing heavily in increasing our SAF production capacity:

- With the ongoing expansion of our Singapore renewables refinery and modification of our Rotterdam, NL renewables refinery, our global SAF production capacity will increase to 1,5 million tons per annum by the end of 2023. To put this in context - this is approx. 50% more than the proposed EU SAF supply mandate for 2025.
- Neste recently announced that it will also be expanding its Rotterdam refinery, which will bring our total global SAF production capacity to 2,2 million tons per annum by 2026.

Q. The industry is moving towards Sustainable Aviation Fuel as an alternative for fossil fuel. What are the steps taken towards this initiative?

A. SAF has been widely acknowledged as a key element in achieving aviation's emission reductions goals. Around 65% of the reductions necessary to reach net zero carbon emissions by 2050 will need to come from using SAF. So the aviation industry has committed itself and set an ambitious but clear target.

SAF costs more than fossil jet fuel, and this has limited demand levels. As a result, the multi-billion $ investments required to grow the production and supply of SAF have been difficult to secure.

Whilst we are now seeing growing voluntary demand from end customers such as for corporate business travel or air freight to pay for the incremental

cost of SAF vs fossil jet fuel, demand needs to be promoted by government policies. Such as with a supply mandate obligation as has been implemented in some markets in Europe, incentives such as in North America, the UK, and Netherlands, and charges for carbon emissions via mechanisms such as the EU Emission Trading Scheme (ETS).

The combination of supportive government policies and voluntary demand will help the financing of the multibillion $ investments required to scale up a new SAF industry. Neste has had the courage to invest before the market and with the recently announced expansion of our Rotterdam refinery continues to lead the way.

Q. The offerings of Victor in association with Neste reduce 80% of greenhouse gas emissions in the environment. What is Neste's approach?

A. Neste MY Sustainable Aviation Fuel reduces greenhouse gas emissions (GHG) by up to 80% over the life cycle of the fuel, compared to fossil jet fuel. It also reduces the so-called non-CO_2 effects, like particulate emissions that play a role in forming contrails which can also cause climate warming too.

The reduction in GHG emissions is due to the raw materials used for the production of SAF. Neste uses 100% sustainable source renewable waste and residue raw materials, such as used cooking oil or animal fat waste. No new carbon is being added to the ecosystem, but it is in effect being recycled. Due to our proprietary NEXBTL technology we are able to produce an aviation fuel which burns cleaner and therefore also reduces the non-CO_2 effects.

Victor customers can choose to fly with SAF, enabling them to reduce the GHG emissions of their air travel significantly. Neste will supply the SAF.

Q. Neste's new development towards SAF is Science Based Targets initiative (SBTi)? Your views?

A. For companies which have set sustainability targets it is important to be able to credibly report on those targets. This especially goes for companies which have set science based targets. The Science Based Targets initiative is the gold standard for climate reporting.

The SBTi also includes guidelines for aviation and the solution we offer together with Victor is aligned with these guidelines. That means companies who have set science based targets and use Neste SAF for their air travel (e.g. the consulting company BCG) or air freight (e.g. DB Schenker) can use this to credibly report their emission reductions.

The same goes for other organizations - bands, sports teams, or private individuals who care about our environment and have their own sustainability targets.

Q. What were the challenges faced by Neste during the pandemic period?

A. Neste set up the new Renewable Aviation Business Unit in 2020 to bring

SAF to market and play a role in the decarbonisation of the aviation industry. This was right before the Covid pandemic, which has obviously impacted aviation more than almost any other sector. Despite this, we see that the awareness and commitment to reduce emissions has increased, and certainly from a Neste point of view we continue to believe our strategy is the right one - as is evidenced by seeing through the multi-billion $ investments at our renewable fuel production facilities in Singapore and Rotterdam.

What the pandemic has yielded is an increased awareness of the need for a sustainable recovery and the role we all need to play in that. Whether you are a company using air travel or an individual going on holiday by airplane, we all can play a role in making aviation more sustainable by using the solutions which are available today. SAF is such a solution and is available today.

So maybe our main challenge is accelerating the adoption and development of SAF. The solution we offer together with Victor is a perfect example as it enables those who fly privately to take action and make their air travel more sustainable.

Q. What are the Neste's plans of expansion in the near future?

A. As mentioned earlier, Neste is investing heavily in increasing its SAF production capacity. But we are also investing in our global production capacity of other renewable products like our renewable diesel and renewable raw materials for the polymers and chemicals sector.

For example Neste's ongoing Singapore expansion project and the joint venture with Marathon in Martinez, CA, that is still pending for closing, will increase the total production capacity of renewable products from 3.5 to 5.5 million tons by the end of 2023, and make Neste the only global provider of renewable fuels and renewable feedstock for polymers and chemicals with a production footprint on three continents. We have also announced a further investment in Rotterdam to grow renewables production to 6.8 million tons per annum. And we don't plan on stopping there.

We are also actively researching future production technologies in order to use other widely available sustainable raw materials - such as agricultural and forestry waste, Municipal Solid Waste. Ultimately we intend to develop Power to Liquid technology, where renewable power is used to extract Hydrogen from water, to combine it with Carbon from biomass or captured from the air, in order to create a renewable hydrocarbon fuel. This will take the next decade to develop the technology and scale up commercial production.

The company's apprentice training program in 2022 has returned in terms of numbers to roughly where it was in 2020, before the pandemic.

Lufthansa Technik to train 186 students under apprentice training program

The selected 186 young people will begin their apprenticeship at the German locations of the company along with 23 dual school graduates combining degree courses with practical applications.

Lufthansa Technik AG, a subsidiary of the Lufthansa Group has announced the return of the company's apprentice training program for the year 2022. Post to one of the biggest aviation industry crises and after a two-year hiatus, the company has welcomed new dual-study trainees under the program. According to the training program, 186 young people will begin their apprenticeship at the German locations of Lufthansa Technik AG.

Apart from that, a total of 23 dual students were taken on, i.e. school graduates who combine their degree courses with practical applications. The company's apprentice training program in 2022 has returned in terms of numbers to roughly where it was in 2020, before the pandemic.

Of the total 209 new training positions or places to study, 122 positions are directly attributable to Lufthansa Technik AG, 36 positions for the first time to the technical operations of Lufthansa Airlines, and the remainder to the companies of the Lufthansa Technik Group. The percentage of women trainees in 2022 is a good 14 percent. The inclusion of people with physical disabilities also remains a declared goal of the company: In Hamburg, two hearing-impaired people will start their training as tool mechanics this year.

"We need reinforcements for the decade ahead; mechanics and engineers for the production divisions, we need young staff members for logistics and also the commercial sector," says Barbara Koerner, Head of Training & Dual Studies at Lufthansa Technik. "We are competing with many other companies that are preparing for the changes brought about by the upcoming generation change and increasing digitization. The job market has changed a great deal: In a constantly evolving world, we increasingly find ourselves in the situation of no longer being able to choose but having to be chosen as an attractive employer. In this respect, vocational training of highly qualified workers remains one of our most important measures for securing the future." she added further.

Lufthansa Technik is using several new methods in addition to tried-and-tested measures in personnel marketing to reach out to young people who are suitable both personally and professionally. With new visual language and under the slogan "We are Aviationeers" in printed and online advertising formats as well as social channels, Lufthansa Technik is also advertising for new employees in Hamburg and Frankfurt through campaigns in public transport and fast-food restaurants. The company will also intensify its presence at trade fairs again, and also aims to strengthen cooperation projects with schools and universities.

AirAsia India integrates the CAE Rise System into simulator training program

AirAsia India is the first Indian airline to use the AI-powered CAE Rise™ Training System for pilot training.

AirAsia India, a joint venture with Tata Sons and AirAsia Investment Limited has announced its collaboration with CAE for the integration of the CAE Rise Training System into AirAsia India's simulator training program for pilots. AirAsia India is the first airline in India to adopt a data-driven training program by using the CAE Rise system. CAE is a Canadian manufacturer of simulation technologies.

"This collaboration uniquely incorporates CAE's distinct features, which enable a more robust data-driven training program for our pilots," said Capt. Manish Uppal, Head of Operations, AirAsia India. "At AirAsia India, we continue to be at the forefront of integrating technology and ensuring that safety is paramount in every aspect of our training and operations," he further added.

As long-time collaborators, AirAsia and CAE have worked together since 2014 on pilot training at CAE network training centers. CAE Rise leverages analytics to deliver a higher quality of training. It also provides real-time data during training sessions while giving instructors insights that enable them to objectively assess a pilot's technical competencies and performance.

"With Indian regulator DGCA aiming to make Evidence-Based Training (EBT) implementation mandatory, CAE Rise will be a key tool in collecting data to support a smooth EBT implementation and practice," said Capt. Arun Nair, Chief Pilot Training & Standard, AirAsia India.

The CAE Rise training system was launched in 2018. Apart from the monitoring of SOP compliance, CAE Rise will augment each instructor's capability to identify pilot proficiency gaps and evolve training programs to the most advanced aviation safety standards including AQP, ATQP, and EBT methodologies.

"We are thrilled that AirAsia India will leverage the benefits of CAE Rise™ for their pilot training," said Nick Leontidis, CAE's Group President, Civil Aviation. "With CAE Rise™, AirAsia India is investing in the development of their pilots and the safety of their passengers," he further added.

CAE Rise Training System is a technological innovation that enables the translation of simulator training data into valuable insights for instructors and training managers. This new training system will compare the independent sources to provide increased confidence in grading data quality.

StandardAero's Greener MRO initiative, a future shaping step to achieve net zero carbon level

StandardAero offers extensive MRO services and custom solutions for business aviation, commercial aviation, military, and industrial power customers. Equipped with FAA authorized avionics capabilities; comprehensive engineering services; and custom exterior and interior design, completion, and paint. StandardAero provides these capabilities through their network of specialized facilities and mobile service teams. In an **Exclusive Interview with MRO Business Today, Russell Ford, Chairman and CEO, StandardAero** talks about the company's efforts to reach zero carbon level by 2050, the ambitious Greener MRO initiative, sustainable fuel and other future shaping steps taken by StandardAero. Read on.....

Q - StandardAero's mission is to bring about a Carbon reduction of 45% net by the year 2030 and achieve zero carbon level by the year 2050? How do you plan to accomplish it, and what are the measures taken in this regard by StandardAero?

A - StandardAero has a long history of promoting and providing environmental protection as part of its operations around the world. In fact, over the last 40 years, we have through our facility redesign and optimizations, reduced water consumption by over one billion gallons and significantly reduced hazardous waste

generation. Our Carbon reduction goals of 45% net by the year 2030 and zero carbon level by the year 2050 is part of our enhanced commitment to the world we serve. The actions we will take to reduce our carbon footprint will be associated with our production life cycle. This includes the resources and services required for production (e.g. materials/consumables, logistics, etc.), operational efficiency (e.g. facility rationalization and optimization, process improvements, etc.), and reduced/zero carbon logistics within operations and product shipments to our customers.

Q - StandardAero has launched the Greener MRO initiative. What are the salient features?

A - Our GreenERmro initiative, launched in 2021, is a multi-faceted and multi-year approach to drive sustainability and reduce impact by design. Initial areas of improvement included, energy reduction methods that included the modification of usage, LED and use control systems, optimized compressed air systems/pressure reductions, process tank heating controls, etc. In 2022, StandardAero expanded the GreenERmro areas of focus to include operations (energy, emissions, waste), engine testing (testing efficiency, Sustainable Aviation Fuels), green procurement (materials purchased and dispositioned) supporting the production life cycle, logistics (low and/or zero carbon transit) and ultimately, the products and services we provide. Expected benefits include reductions in resource use, waste, energy and carbon emissions.

In the future, we plan to pursue further measures that include the decarbonisation of our electricity usage starting in Europe, Asia and the United States. This will include the implementation of solar power generation systems, battery energy storage systems, power purchasing agreements, carbon sequestration and/or carbon offsetting initiatives.

Q - StandardAero has committed to Environmental Sustainability and Health Safety to protect ecosystems from environmental hazards that are pernicious and harmful to the economy. Can you put light on your perspective on this issue?

A - We view environmental sustainability as key to our business success. Our experience has been one of a symbiotic and generative relationship within our company. From my perspective, there has not been a tradeoff. What has been good for the environment has been good for business.

Q- A Sustainable Environment consists of various value chain analyses of the company, partners, suppliers, customers, test cells, procurement, logistics, products and services. This requires constant coordination and cooperation to conserve energy and reduce waste production. Your views?

A - Building and maintaining relationships within our value chain including customers and suppliers is important to our success in reducing carbon emissions throughout the production life cycle. Resources used specifically in the energy and logistic spaces are primary contributors of our carbon footprint. Decarbonization in these key scopes of

our emissions will be key to our success as we progress towards our net zero 2050 goal.

Q - MRO of Engine and Frame maintenance and repairs and overhaul of engines and aircraft are vital for passengers' safety, which is to be done continuously. The availability of critical parts for aircraft and airplanes is paramount for the smooth running of aircraft. How do you see that?

A - StandardAero is often able to avoid supply chain driven delays thanks to our extensive in-house component repair and repair development capabilities provided by our dedicated StandardAero Component Services team, which allows us to pursue a 'repair rather than replace' philosophy wherever possible, minimizing both costs and turnaround times for our customers. We also have significant in-house engine trading and teardown capabilities, further broadening the service options available to our customers. In addition, we take a proactive asset management strategy to utilize used serviceable material (USM) where appropriate. Finally, the utilization of engine health monitoring (EHM) also helps operators to avoid expensive maintenance events by catching and correcting issues early.

Q - The Sustainability program to bring about Carbon Waste and Consumption reduction requires joint efforts of all the companies and organizations worldwide. How will your company reach out to the companies and organizations across the globe to achieve this humanity's welfare on a larger scale? The challenges and pitfalls would be severe. What will be your approach?

A - While we are relatively early in our decarbonization journey, our approach at this time will consist first and foremost of performance through our GreenERmro efforts. At StandardAero, we prefer to lead by example. We will further our relationships within the aerospace industry network, customers, suppliers, and authorities to assess sustainable aviation fuel use, engine fuel performance enhancements, and our areas of our business were we can drive sustainability through the products and services we provide.

Q - The services of many Consultant companies on Sustainable Environmental Standards can be availed and utilized to achieve the well-desired objectives of Carbon reduction, Waste reduction, and Energy reduction and pollution control affecting the environment. Your opinion?

A - Carlyle, our owner and primary equity sponsor, has been very supportive of our decarbonization planning and initial efforts with our Environmental, Social and Governance strategic architecture. We are reviewing several proven service providers/consultants with Carlyle to complement and support our internal company sustainability expertise. We believe this combined approach will provide a winning solution to promote global environmental sustainability and our future business performance.

Emirates to upgrade cabins of Airbus and Boeing fleet under largest fleet retrofit project

Emirates will retrofit the entire interior cabins of 120 Airbus A380 and Boeing 777 aircraft – two of the largest commercial aircraft types in service today.

Emirates, the Dubai Based airline and a subsidiary of The Emirates Group, has announced the commencement of the largest known fleet retrofit project which is part of a multi-billion dollar investment done by the airline operator to elevate the customer experience. Under the new project, Emirates plans to upgrade the entire interior cabins of 120 Airbus A380 and Boeing 777 aircraft which are two of the largest commercial aircraft types currently in service around the world.

This ambitious project, to ensure Emirates' customers "fly better" for the coming years, will officially begin in November 2022 and will be managed entirely by Emirates' Engineering team. The target is to completely retrofit four Emirates aircraft from start to finish every month, continuously for over 2 years.

After the 67 earmarked A380s are refreshed and commissioned back in service, 53 Boeing 777s will undergo their facelift. The project will see nearly 4,000 brand new Premium Economy seats installed, 728 First Class suites refurbished and over 5,000 Business Class seats upgraded to a new style and design when the project is complete in April 2025. In addition to this, carpets and stairs will be upgraded, and cabin interior panels refreshed with new tones and design motifs including the iconic ghaf trees which are native to the UAE.

Trials for the project began on an Airbus A380 in July 2022, where experienced engineers took apart each cabin piece-by-piece and logged every step. Every action was tested, timed and mapped out including removing the seats and paneling to bolts and screws. Potential impediments to completing the installation of Emirates' new Premium Economy Class or the retrofit of the remaining three cabins in just 16 days were flagged and documented by the company for expert teams to review and address.

As part of the programme, new purpose-built workshops will be set up at Emirates Engineering to repaint, re-trim and re-upholster Business and Economy Class seats with new covers and cushions. The First Class suites will be carefully disassembled by the engineering team and will be sent to a specialized company to replace the leather, armrests and other materials.

Until the commencement of the retrofit programme in earnest in November 2022, the company has assembled a cross-disciplinary team to regularly review the planning process, and address any issues. The team will also track updates on various aspects of the project such as procurement, staffing, and training.

Emirates' new Premium Economy cabin class, which offers luxurious seats, and more legroom, is currently available to Emirates customers traveling on popular A380 routes to London, Paris, and Sydney. More customers will be able to experience the airline's new Premium Economy cabins starting from year-end, as the retrofit programme picks up momentum.

SUBSCRIBE FREE

NEWS DESK
editorial@mrobusinesstoday.com

ADVERTISEMENTS
advt@mrobusinesstoday.com

www.mrobusinesstoday.com

JetSMART selects RECARO's SL3710 seat for latest A321neo fleet

RECARO will install 11,000 SL3710 seats on JetSMART's Airbus aircraft fleet over the next five years.

Recaro Aircraft Seating was awarded the contract to provide its SL3710 seating for JetSMART Airlines Airbus aircraft fleet. A total of 11,000 SL3710 seats will be installed on JetSMART's Airbus aircraft over the next five years. This order is a part of the larger Indigo Partners deal that was announced in 2020.

The first JetSMART A321neo fitted with the SL3710 seat from Recaro Aircraft Seating took flight for the first time on August 15, 2022. The new Airbus A321neo aircraft features 240 pax of the Recaro economy class seats and will be servicing the short-haul passengers.

"We are pleased to see passengers travel on our SL3710 for the first time as a part of the JetSMART experience," said Dr. Mark Hiller, CEO of Recaro Aircraft Seating and Recaro Holding. "By collaborating with the airline from the preliminary stages, we made sure the end result was a sustainable product that met the needs of both JetSMART and their passengers,"he added further.

RECARO's modular SL3710 economy class seat weighs approximately eight kilograms which helps in minimizing the operational costs for the aircraft and assists in supporting the sustainability goals of JetSMART Airlines. The SL3710 is developed specifically for short-haul flights and hence, the slim, ergonomic design of the seat enhances the passenger living space while maintaining a premier level of comfort.

"We worked closely with RECARO to develop a sustainable seat that saves fuel and reduces emissions, by being ultralight and using recycled leather. This new technology allows us to add another key component to our Ultra-Low-Cost model and delivers a comfortable experience to our passengers," said Estuardo Ortiz, CEO of JetSMART.

JetSMART is a South American ultra-low-cost carrier that initially started as a domestic airline, but has expanded its way into the South American Market since being established in 2017. Currently, JetSMART Airlines flies 43 routes to 25 destinations in six countries across the South American continent.

Precision Aviation Group signs agreement to acquire PTB Group

The agreement for acquisition is subject to shareholder approval and is currently scheduled to close in the 4th quarter of 2022.

PTB is a provider of maintenance, repair, and overhaul services (MRO) on Pratt & Whitney PT6 and Honeywell TPE331 engines.than 290 customers in over 80 countries.

Precision Aviation Group, Inc. (PAG), a provider of products and value-added services to the aerospace and defence industries, has announced that the group has entered into a definitive agreement to acquire PTB Group (PTB), an aviation MRO service provider. The agreement for the acquisition of PTB is subject to shareholder approval and is currently scheduled to close in the 4th quarter of 2022. PAG subsidiaries have MRO and manufacturing capabilities on over 150,000 products focused on 4 verticals – Avionics, Components, Engines and Sub-Assembly/DER/Manufacturing Services.

"We are excited about adding PTB to the Precision Aviation Group of Companies. The addition of PTB increases PAG's repair stations to 20 worldwide, expands our Engine Services Division with the addition of the PT6 and TPE331 engines, and significantly enlarges our Supply Chain Services business. Stephen Smith and his team – like PAG – are focused on exceptional customer service and exceeding customer expectations – we look forward to this partnership," said David Mast, President and CEO of PAG.

The Pacific Turbine Brisbane or PTB group provides maintenance, repair, and overhaul services (MRO) on Pratt & Whitney PT6 and Honeywell TPE331 engines, leases engines and airframes, and provides aviation supply chain services. PTB is a company made up of the following entities: Pacific Turbine USA Group (a/k/a Prime Turbines) with locations in Texas, Arizona, Florida, and Pennsylvania, Pacific Turbine Brisbane and Pacific Turbine Leasing, both in Brisbane, Australia and International Air Parts located in Sydney, Australia.

Stephen Smith, PTB's Managing Director and CEO said, "We are pleased to be entering into this binding transaction with PAG and believe they will be a good future owner of the Company who will be committed to continuing to expand our products and services and ensuring continued opportunities for our workforce of approximately 150 people. PAG has a shared vision with PTB, and I see an exciting future ahead."

The Precision Aviation Group has 16 Repair Stations globally, and over 650,000 square feet of sales and service facilities. PAG uses its distinct business units and customer-focused business model to serve aviation customers through two business functions – Aviation Supply Chain – and its trademarked Inventory Supported Maintenance, Repair and Overhaul (ISMRO). PAG provides MRO and Supply Chain Solutions for Fixed and Rotary-wing aircraft. PAG is owned by the global investment firm GenNx360.

American Airlines signs Purchase Agreement for 20 Boom Supersonic Overture aircraft

The Overture is being designed to carry 65 to 80 passengers at Mach 1.7 over water or twice the speed of today's fastest commercial aircraft with a range of 4,250 nautical miles.

American Airlines has announced the signing of an agreement to purchase up to 20 Overture Supersonic aircraft from aircraft manufacturer Boom Supersonic. The agreement comes with an option for an additional 40 Boom Supersonics. American Airlines has already paid a non-refundable deposit on the initial 20 aircraft. The Overture aircraft is expected to carry passengers at twice the speed of today's fastest commercial aircraft flying around the world. In July 2022, Boom revealed the final production design of Overture, which is slated to roll out in 2025 and carry its first passengers by 2029.

In July 2022, Boom revealed the final production design of Overture, which is slated to roll out in 2025 and carry its first passengers by 2029.

"Looking to the future, supersonic travel will be an important part of our ability to deliver for our customers," said Derek Kerr, American's Chief Financial Officer. "We are excited about how Boom will shape the future of travel both for our company and our customers," he added further.

Boom Supersonics' Overture would introduce an important new speed advantage for American Airlines' fleet. The American Airlines fleet is currently the simplest, youngest, and most efficient among U.S. network carriers. Under the terms of the agreement, Boom must meet industry-standard operating, performance and safety requirements as well as American's other customary conditions before the delivery of any Overture aircraft.

"We are proud to share our vision of a more connected and sustainable world with American Airlines," said Blake Scholl, Founder and CEO of Boom. "We believe Overture can help American deepen its competitive advantage on network, loyalty and overall airline preference through the paradigm-changing benefits of cutting travel times in half," he added.

The Overture aircraft is being designed to carry 65 to 80 passengers at Mach 1.7 over water — or twice the speed of today's fastest commercial aircraft. The Supersonic Overture will have a flying range of 4,250 nautical miles. The Boom aircraft will be optimized for speed, safety and sustainability. Overture is also being designed to fly more than 600 routes around the world in as little as half the time. The Overture aircraft is stated to fly from Miami to London in just less than five hours and Los Angeles to Honolulu in three hours are among the many possibilities for the Supersonic jet.

Direct Maintenance signs line maintenance support agreement with FedEx Express

Direct Maintenance stations network now with their primary focus on transit checks for the B777 freighter aircraft.

Direct Maintenance announced the recent signing of the line maintenance support agreement between the company and FedEx Express at Nairobi Airport, Kenya. FedEx Express is the world's largest express transportation company. Meanwhile, Direct Maintenance, a Certified Line Maintenance Service Provider is a member of the Magnetic Group.

"It has been a dream to work with the FedEx team and their support in the set-up phase has been phenomenal. To witness both our local Nairobi team and the FedEx teams working together to ensure a smooth set up has been exceptional, despite some delays we faced as a result of travel restrictions to Africa at the beginning of the year," shared Victoria Goodenough, Head of Business Development at Direct Maintenance.

The recently signed agreement is the first time doing business together for both Direct Maintenance and FedEx Express in Nairobi, Kenya and also a first for the Direct Maintenance stations network now with their primary focus

The recently signed agreement is the first time doing business together for both Direct Maintenance and FedEx Express.

on transit checks for the B777 freighter aircraft.

Daniel de Dardel, NBO, DAR and JRO Station Manager at Direct Maintenance, added that, "We at Direct Maintenance and the Nairobi station are very pleased to have been chosen by FedEx Express. We are looking forward to a great partnership. In addition, the FedEx team did a marvellous job introducing us to their maintenance system and aircraft handling – we could not be happier to welcome them to Nairobi!"

By providing more capacity than any other twin-engine freighter, the 777F brings new levels of efficiency to the long-haul market. With a maximum takeoff weight of 766,000 pounds (347,450 kilograms), the 777F has a revenue payload capability of more than 226,000 pounds (102.8 metric tons). It can fly 4,880 nautical miles (9,038 kilometers) with a full payload at general cargo market densities (more than 10 pounds per cubic foot), making it the world's longest-range twin-engine freighter.

The airplane has been engineered to have essentially the same landing charac¬teristics as the 777-200LR (Longer Range), despite a maximum landing weight that is nearly 17 percent heavier (575,000 pounds; 260,810 kilograms).

"Collaborating with new partners and investing in our collective future is how we deliver what's next. Every relationship – big or small – is important to us, and to the team members who proudly deliver outstanding results", said, Zaid Khammash, Managing Director GSP and Direct-Serve Operations; Asia Pacific, Middle East and Africa.

Direct Maintenance is a certified line maintenance service provider, holding European Union Aviation Safety Agency-EASA Part-145 approval and the Federal Aviation Administration-FAA Repair Station approval. Direct Maintenance provides aircraft line maintenance to operators of a wide range of Airbus, Boeing and Embraer aircraft types. Direct Maintenance aims to continue investing in the latest technologies to meet the demands of current and future customers.

AJW Group signs PBH contract for Air Transat A32 fleet

AJW Group will support and provide components for Air Transat's expanding fleet of Airbus A321 NEO and CEO aircraft .

AJW Group recently announced the signing of a new Power-by-the-Hour (PBH) support contract with a Canadian airline, Air Transat. The support contract will see the A J Walter Aviation Limited (AJW Group) use its industry-leading expertise to manage the complete supply, repair, overhaul, and warranty of major components for Air Transat's expanding fleet of Airbus A321 NEO and CEO aircraft at the carrier's primary base of operations located in Montreal, Quebec, as well as from the bases in Toronto and Vancouver.

Mario Lafrance, Vice President, Technical Operations of Air Transat commented, "We are pleased to have renewed our power-by-the-hour agreement with AJW Group for our fleet of A321 CEO and our new A321 NEO aircraft. We have worked with the Group for many years and are confident that our maintenance needs are always supported with knowledge and experience so we can focus on dispatch reliability and excellent customer experience."

AJW Group has provided Power-by-the-Hour (PBH) contracts services to Air Transat for nearly 10 years. The contract was originally signed for Air Transat's Airbus A330 fleet. According to A J Walter Aviation Limited, the signing of this contract is a testament to the overall quality, support, and customer service delivered by the Group. This announcement will reinforce AJW's position as the market leader for end-to-end supply chain solutions for the A320 family of aircraft.

Sajedah Rustom, CEO of AJW Technique commented, "We are proud that AJW has signed the power-by-the-hour contract with Air Transat. This is a testament to our strong partnership and commitment to excellence in the Canadian and global supply chain. The partnership cements AJW's position as market leader on the A320 CEO and NEO family with world-class, in-house maintenance support coming from AJW Technique, our flagship MRO operation in Montreal."

A J Walter Aviation Limited (AJW Group) is an independent component parts, repair and supply chain solutions provider, which aims to transform efficiency in commercial, business and defence aviation. Air Transat recently renewed its fleet with the A321NEO aircraft which is also called the greenest aircraft in its category. The renewal of the fleet was done by Air Transat as part of its commitment to a healthier environment and is also included in the support contract.

Lufthansa Systems' IT solutions to power Icelandair

Icelandair signed a long-term agreement with the Lufthansa system for the NetLine/Sched and SchedConnect system to make crucial network planning decisions.

Lufthansa Systems, an information technology service provider for the aviation industry will provide IT solutions to Icelandair, the flag carrier airline of Iceland for scheduling, slot management, codeshare management and schedule data exchange. The two companies recently signed a long-term contract for the Lufthansa Systems products NetLine/Sched and SchedConnect. Due to automation Icelandair will benefit from faster information flows and minimized sources of error. The airline can achieve that while still maintaining full control over the complete slot management process at all times.

The Slot Monitor ensures optimal control of slot utilization. It tracks and detects the impact of schedule changes on a slot's historical rights at an early stage to prevent the loss of valuable slots. The solution includes sophisticated slot management and slot monitoring features which cover the complete slot handling process that includes the communication with airport coordinators and all processes required from the initial slot submission to the end of the respective schedule.

Lufthansa Systems is pleased to announce that Icelandair has opted for NetLine/Sched, the flight scheduling solution from the NetLine suite. "After Icelandair selected our products NetLine/Plan and NetLine Fleet Assigner to restructure their network, we are proud that our customer is convinced of the benefits of additional products from Lufthansa Systems and has demonstrated confidence in us in these challenging times in aviation," said Marinna Craglietto, Sales Manager Lufthansa Systems.

What is SchedConnect?

SchedConnect is a multi-tenant system for codeshare management and schedule data exchange with a central flight repository. It ensures a high degree of automation by processing schedule data from about 30 customers and their codeshare partners to calculate the optimal codeshare connections at any time. With the use of SchedConnect from Lufthansa Systems, Icelandair can flexibly manage its codeshare flights to account for frequent schedule changes in its own network and those of its partners.

Key features of SchedConnect

• Sophisticated Codeshare Connection Builder with preference evaluation and rule-based flight number assignment and Effective and rule-based basic data editor for common and customer-related basic data.

• Automated schedule data import from partners with syntactical and logical quality checks according to IATA standards. Comprehensive codeshare flight management with automatic marketing flight generation and codeshare conflict handling.

• Codeshare scenario management and Easy implementation into existing system landscapes due support of IATA standard formats

• Intelligent schedule publication and real-time distribution mechanism by user-configurable rule-sets and automated high-performance schedule compare to verify schedule update impacts.

• Generation of custom-made statistics and reports based on schedule, including

automated delivery in industry standard formats (csv, xls, xlsx, html, pdf).

Key benefits of SchedConnect

• Use of ideal codeshare connections yields additional potential revenue up to 15 million euros a year.

•Significant time savings in daily codeshare management tasks due to a high level of automation.

•Reduction of mismatched operating and marketing flights minimizes booking errors and therefore leads to an increase in revenue.

•Fast integration of new codeshare partners to the own existing network decreases implementation costs.

"Scheduling is a core function of any airline and we have decided to opt for Lufthansa Systems to serve our scheduling, slot and codeshare needs by implementing NetLine/Sched and SchedConnect. We are in the final stages of implementing NetLine/Plan and Fleet Assigner and we see this as a step forward in streamlining our network planning and scheduling processes which will be instrumental in our work going forward", added ÁSDÍS SVEINSDÓTTIR, Director Network Planning & Scheduling, Icelandair.

What is NetLine

NetLine is an integrated, modular platform for planning and controlling all business processes in Icelandair's route network. It will allow the airline to quickly and reliably run through different scenarios in the shortest possible time and make the best decisions while maintaining the robustness and stability of the planning and scheduling process and ensuring operational integrity. This is made possible by the high level of automation and optimization our solutions offer, which accelerates planning and operational processes, reduces costs and increases revenues.

How does the NetLine/Plan work

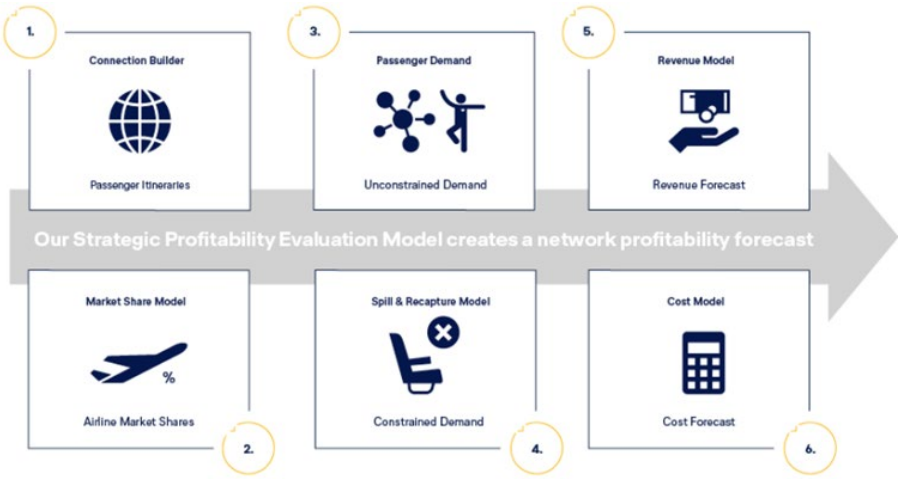
The goal of Network Planning is to maximize profitability across an airline's entire schedule. NetLine/Plan is an industry-leading tool that allows airlines to make intelligent network planning decisions with unmatched Speed, Accuracy & Transparency.

The NetLine/Plan has been developed in partnership with airlines for more than 20 years to confront the toughest network planning challenges. This is a complex and challenging task. While balancing commercial realities and operational constraints, the Network Planner evaluates potential schedule changes in the form of Business Cases.

These include new destinations, frequency/time changes, aircraft up/down-gauges and partnership scenarios with codeshares or alliances. As of 2022, 16 major airlines from around the world trust NetLine/Plan for their network planning Business Cases and benefit from the unmatched speed, Accuracy and Transparency.

Speed

Network Planning can be very time-consuming, hence the NetLine/Plan is designed to be fast in service providing. While other tools on average take several minutes or even hours to deliver results, NetLine/Plan can perform a full O&D-based network evaluation in less than 30 Seconds. This allows NetLine/Plan users to work more efficiently, spending more time analyzing and scrutinizing Business Cases to deliver value to their airlines.



Accuracy

NetLine/Plan offers unparalleled speed without having to compromise on accuracy. With more than 20 years of network planning tool and calibration experience, NetLine/Plan is powered by the most sophisticated proprietary models and data of Lufthansa Systems. This includes the Nested-Logit-based Market Model that predicts passenger choices based on itinerary attributes, itinerary type; connect quality, airline and time-of-day preference and more.

Transparency

Network Planning tools are often believed to be black boxes. Many tools are. Lufthansa Systems claims that the NetLine/Plan offers Network Planners the transparency needed to make decisions with confidence. NetLine/Plan's flexible views, analyzers and reports empower the user to drill down to the most granular level of the analysis, fully comprehend the model behavior and if needed directly intervene with market-specific knowledge.

Strategic Fleet Assignment & Hub Optimization available as add-on modules for the NetLine/Plan

The functionality of NetLine/Plan can be further enhanced by two add-on modules that enable the users to perform Strategic Fleet Assignment & Hub Optimization studies. Both of these modules are fully integrated into NetLine/Plan which allows seamless integration into the operators' planning process.

Training & Support

Lufthansa Systems believes strongly in the importance of training and supporting NetLine/Plan users. The company offers a wide range of training opportunities including on-site training, NetLine Academy training at the company's headquarters and self-administered training via video tutorials. Each of the customers is assigned a dedicated customer manager who provides functional and technical support to ensure that NetLine/Plan delivers maximum value to each of our customers.

WCS to Focus on Building Resilience in Air Cargo

Geneva – The International Air Transport Association (IATA) announced that the IATA World Cargo Symposium (WCS) will focus on building resilience to further strengthen air cargo's post-pandemic prospects.

COVID-19 tested the resilience of the air cargo business. Despite challenging conditions, air cargo delivered critical medical supplies and vaccines across the globe and kept international supply chains open. For many airlines, as passenger numbers plummeted, air cargo was a crucial source of revenue. In 2021, air cargo revenues reached a record $204 billion, which was more than double as compared to 2019 and accounted for some 40% of total airline revenues in 2021.

"Air cargo proved its resilience during the pandemic, and it is emerging stronger. The challenge now is to retain the momentum achieved in digitalization and other customer-centric efficiency gains. There is good reason to be optimistic. Air cargo is maintaining its strength even as economic and geo-political uncertainty grows. And this year's WCS will focus on how the industry can capitalize on this resilience to build an even more promising and sustainable future for global air cargo," said Brendan Sullivan, IATA's Global Head of Cargo.

Sullivan, and David Shepherd, Managing Director, IAG Cargo will be speaking at the event, which is taking place in London, UK, from 27 to 29 September. Other speakers include:

- Marie Owens Thomsen, IATA Chief Economist
- Dorothea Von Boxberg CEO of Lufthansa Cargo
- Turhan Ozen, Chief Cargo Officer at Turkish Cargo

Session tracks will cover several key aspects of resilience:

- Digitalization
- Sustainability
- Air cargo safety
- Attracting and retaining talent
- E-commerce
- Air cargo market dynamics
- Digital distribution and booking
- Digital Cargo and ONE Record

The WCS program will be complemented by a series of workshops, including:

- A first-time workshop focused on improving the efficiency of billing settlements between airlines and freight forwarders (using the new CASSLINK (the Cargo Accounts Settlement System).
- A workshop focused on improving performance on key market segments using IATA CEIV programs (CEIV Pharma, CEIV Live Animals, CEIV Lithium Batteries and CEIV Fresh).
- The Future Air Cargo Executives Summit (FACES) a forum for future air cargo executives to network and share insights on career development.

AlMasria Universal Airlines selects Rusada's ENVISION to strengthen operations

AlMasria will adopt Rusada's ENVISION software modules to be implemented for Operations Control for flight ops, Base & Line Maintenance, and Inventory Management.

AlMasria Universal Airlines, i.e. Egypt's 2nd largest carrier, has announced to have selected Rusada's ENVISION software with an aim to unify its airworthiness, maintenance, and flight operations. To achieve greater efficiency and cooperation during their planned growth, AlMasria will adopt the Rusada ENVISION software to manage an array of activities through one solution.

Ahmed El Zaabalawy, CEO Technical Advisor at AlMasria Universal Airlines said, "Currently our various operational teams are working on independent, disconnected systems and are not benefiting from the visibility and clarity a one-stop solution can provide. The team at Rusada were able to clearly demonstrate how ENVISION could fix this and encourage the cross-department communication and cooperation we'll need to achieve peak operational efficiency."

AlMasria has its base in Cairo, Egypt , and serves destinations across North Africa, Europe, and the Middle East with a growing fleet of Airbus A320s and Boeing 737s. The ENVISION modules implemented will include Fleet Management of AlMasria for better airworthiness and will also include Operations Control for flight ops, Base & Line Maintenance, and Inventory Management.

Julian Stourton, CEO, Rusada commented, "I am very pleased to be working with yet another fast-growing airline who understands the value our software can bring. AlMasria have been incredibly forward-thinking in this regard, and this proactive approach ensures they have a system that grows with their fleet, rather than having to play catch-up later down the line."

Rusada is an aviation software company that has been developing solutions since 1987. Originally based out of the UK, Rusada's presence has expanded across the globe, with our headquarters currently in Geneva, Switzerland, and sales and development offices in the USA, UK, UAE, India, Singapore and Australia. Rusada employs over 150 people worldwide and has over 150 customers that between them manage 2,000 plus aircraft. ENVISION is designed for three key fields of aviation – Airworthiness, Maintenance, and Flight Operations.

SkySelect's ePaaS, to reshape Azul Brazilian Airlines' aircraft parts procurement

SkySelect's ePaaS, has automated purchasing of 65% of the material requirements from Request-to-Delivery for Azul Brazilian Airlines.

Azul Airlines has moved its parts procurement onto SkySelect's ePaaS, within just 2 months. The airline has since been experiencing superior results, including substantial cost savings of 6%, 95% on-time delivery performance, and automating the purchasing of 65% of the material requirements from Request-to-Delivery. SkySelect's unique ePaaS model combines experts and technology, overcoming the slow technology adoption problem and bringing instant access to artificial intelligence (AI), Big Data, and Cloud to enhance the visibility of the aircraft parts' supply chain.

"Today, we are seeing disruption around every corner of the globe. The supply chain is in crisis; issues with parts availability and long lead times have further highlighted the need for change", said Marco Barbosa, Director of Purchasing and Supplies, Customers, Service and CRM at Azul. "SkySelect has made the parts procurement process easier, cost-effective, and more efficient than ever by automating our orders and bringing all of our work into a digital process," he added.

Azul Brazilian Airlines (Azul) has taken an enormous step forward in innovating its MRO department by reshaping how it procures aircraft parts. Now, more than at any other point in commercial aviation's history, it's imperative for airlines to be cost-conscious and efficient. Airlines have been faced with the ebbs and flows of passenger demand, congested airports, supply chain issues, and socio-political issues while trying to maintain operations as usual with a shrinking labor force.

"The team at Azul is a perfect partner for us because they share the same vision of growth through technology and best-in-class customer service," said Tia Dayal, Head of Operations & Co-founder at SkySelect. "Innovation is a core tenet of Azul, as the airline strives for total organizational efficiency. We're happy with what we've achieved together but certainly not fully satisfied. This is just the start of greater things to come," she added further.

The airlines that are the fastest to adopt digital technologies and processes will be the ones to come out on top and flourish instead of simply surviving. Azul Brazilian Airlines (Azul) by adopting the SkySelect e-PaaS has taken an enormous step forward by using innovative techniques for its MRO department and reshaping how it procures aircraft parts.

Akasa Air chooses AMOS MRO software solution

AMOS initially supports Akasa Air with the objective of a timely go-live and, in a second phase, to increase the usage of the software functionalities and the automation of the processes.

Akasa Air, an Indian low-cost airline has selected AMOS, a comprehensive, fully-integrated MRO software solution for the airlines' operations. The implementation of the software has been completed after just three months of project work with a successful go-live – on time with the operational start of their first B737 MAX.

Akasa Air relies on Swiss-AS' cloud hosting service. The AMOS cloud hosting package, combined with AOS (management of application and database server), provides the customer with a fully cloud-hosted AMOS environment and ideal operating conditions to benefit from the full potential of AMOS. This option relieves Akasa Air of the need to operate a technical infrastructure on-premise and provides an attractive and cost-effective alternative – being the perfect setup for a start-up airline.

"With AMOS, Akasa Air has chosen a scalable software that has proven to be the right choice many times when it comes to supporting airlines from start-up status to a mature airline coming along with a significant fleet increase. We are proud to further intensify our AMOS footprint in India. Welcome to the AMOS Community, Akasa Air!", states Fabiano Faccoli, CEO of Swiss-AS.

AMOS with a strong footprint in India

While searching the market for an MRO software solution that would meet their requirements Akasa Air had two major criteria to be considered:

• Start of commercial operation was planned for summer 2022 and the new software needed to support the airworthiness management of the fleet.

•The start-up has 72 Boeing 737 MAX on order and plans to have completed the inductions of the ordered aircraft by 2027, being the reason why the desired software must be scalable and capable to support fleet growth without adding complexity.

Due to the said two reasons, Akasa Air was looking for a partner who could develop a strategy tailored to the airline, with the objective to initially support a timely go-live and, in a second phase, to increase the usage of the software functionalities and the automation of the processes.

The timely operational commencement of AMOS was possible due to:

• As a start-up company with brand-new aircraft, only minor data transfer is required, a process that is often the deciding factor of the project duration and

• The broad AMOS experience of the project team.

GA Telesis designates Fabian Robinson as VP & General Manager of MRO Services Group

Fabian Robinson joined the newly formed GA Telesis MRO Services Composite Group in 2017, overseeing engineering and quality.

GA Telesis, a full-service aircraft engine overhaul and repair station, recently announced the promotion of Fabian Robinson to the position of Vice President and General Manager of GA Telesis MRO Services Composite Group located in Fort Lauderdale. Robinson has an extensive career in the aviation industry that began nearly 20 years ago. He started as a mechanic while attending engineering school. Fabian Robinson holds a Bachelor's degree in Mechanical Engineering and an MBA from Florida International University.

Fabian joined the newly formed GA Telesis MRO Services Composite Group in 2017, where he oversaw engineering and quality. During his tenure at GA Telesis MRO Services Composite Group, Fabian Robinson created processes and established procedures that improved quality, also improved turn times. He also worked closely with GA Telesis' airline customers to support aircraft that are out-of-production and provide the operators with sound cost-saving initiatives. Before joining the GA Telesis team, Robinson had spent 13 years at AAR Landing Gear Services and his last position at the company was Director of Quality, where he oversaw quality control and the quality assurance department.

"I have been privileged to witness Fabian's development over the past 20 years," said Pastor Lopez, President of MRO Services. "As he applies his engineering skills coupled with his business acumen, I am confident he will positively impact the team and the business," he further added.

The MRO Services Group of GA Telesis was formed in 2017 to streamline the decision-making process and lean MRO operations. The MRO Services Group also aimed to create a single customer interface and quality experience among the companies in the group. GA Telesis MRO Services Group has a strong focus on performance hence; the company deploys lean principles and intends to eliminate waste from daily activities. The current Original Equipment Manufacturer (OEM) arrangements greatly benefit the customers of GA Telesis MRO Services Group and the company's OEM partners.

The GA Telesis MRO Services Composite Group is a world-class facility that specializes in repairing and overhauling aircraft structures and nacelles. The MRO Services Composite Group is self-supported and has two autoclaves capable of handling large structural items. The newly created transmissivity test cell provides the customers of GA Telesis with sound reliable aircraft radomes.

JetBlue appoints Steve Olson as new Vice President for system operations

He is a licensed aircraft dispatcher and commercial pilot, and has experience as an aircraft maintenance technician with the Arizona Air National Guard.

JetBlue Airways, an American low-cost airline announced that the company has appointed Steve Olson as the new vice president, system operations. Steve Olson will report to Joanna Geraghty who is JetBlue's president and chief operating officer. Steve completed his graduation from Embry-Riddle Aeronautical University and is a licensed aircraft dispatcher and commercial pilot. Steve Olson brings to JetBlue 14 years of experience as an aircraft maintenance technician with the Arizona Air National Guard.

"I'm excited to welcome Steve to JetBlue with his experience across so many aspects of aviation from maintenance and dispatch to the airport and the ops center," said Joanna Geraghty, JetBlue president and chief operating officer.

"As we continue to expand and evolve JetBlue's operations, Steve's leadership will play a big part in ensuring our crewmembers are set up to deliver the award-winning JetBlue experience for our customers. At the same time, I want to thank Alex for his 15 years of dedication to JetBlue and his support for our crewmembers," she further added.

Steve Olson joins JetBlue Airways from American Airlines which has the world's largest airline when measured by fleet size. Steve currently serves as managing director of the American Airlines' inte-

grated operation center with oversight of nearly 6,000 daily American and American Eagle flights across the globe.

"It's an honor to be joining the JetBlue system operations team as the company continues on its expansion path," said Steve Olson, Managing Director, American Airlines' integrated operation center. "I'm looking forward to getting to know the many crewmembers who work around the clock to ensure safe and efficient operations for JetBlue's customers," he further added.

Steve Olson began his career in commercial aviation as a frontline customer service representative with the America West. He has spent nearly two decades at American Airlines and its predecessors US Airways and America West. Steve Olson has previously led the carrier's integrated operations center as well as its Phoenix hub.

"Our ability to navigate the most complex and difficult aviation environment in the United States has been in large part due to Alex's deep airline expertise," said Robin Hayes, JetBlue's chief executive officer. "His passion for taking care of our customers and crewmembers on every flight will leave a lasting mark on JetBlue," he further added.

Before Steve Olson joined as Vice President, Alex Battaglia led JetBlue's system operations and airport teams. Alex will be retiring from JetBlue after more than 15 years with the company where he held a number of leadership roles and after completing nearly 40 years in the airline industry.

"I want to thank Alex for his many contributions to JetBlue over a tremendous period of change and growth for our company as our operation has doubled in size," said Peter Boneparth, chairman of JetBlue's board of directors. "Alex has been a champion for our brand over the years and we are grateful for his passion and dedication to JetBlue," he further added.

JetBlue was incorporated in Delaware, U.S. in August 1998 with its headquarters in Forest Hills, Queens. David Neeleman founded the company in August 1999, under the name "NewAir". JetBlue operates over 1,000 flights daily and serves 100 domestic and international network destinations in the United States, Canada, Mexico, the Caribbean, Central America, South America, and Europe. JetBlue is not a member of any of the three major airline alliances but it has codeshare agreements with 21 airlines, including member airlines of Oneworld, SkyTeam, and Star Alliance.

APOC appoints Kevin Wall as Chief Commercial Officer

Kevin Wall's key focus will be on consolidating APOC's market share and nurturing a team of success-driven people.

APOC Aviation, an aircraft part-out company, recently announced the promotion of Kevin Wall to the position of Chief Commercial Officer of the company. Kevin previously held the post of Senior Vice President of Business Development across the Americas at APOC. Kevin Wall as the new CCO will be running APOC's global commercial operations from the newly operational Miami office which was inaugurated in early 2022.

His new job will focus on shaping the future growth of the company along with consolidating the market share and nurturing a team of success-driven people to take APOC to new heights. According to APOC the new expansion has been met with great enthusiasm from APOC's airline and lessor customers throughout the Americas and the organization's MRO business partners and audited workshops throughout the region.

"Driving the unique company culture at APOC and building upon the fresh approach that has seen the business expand exponentially in just seven years is both a challenge and an exciting opportunity. We continue to believe as a truly global player that further expansion into other markets is a logical development," explains Wall. Over the next 12 months we will be exploring the next direction for APOC's global footprint." said Kevin Wall, CCO, APOC Aviation.

Wall explained APOC's plans in terms of business development over the next 18 months; APOC will be focusing on its narrowbody aircraft teardown programme and on the rapidly expanding leasing and trading of both engines and landing gear.

These were explained as key focus areas of growth for the business which will be fully supported by a solid investment strategy of APOC Aviation.

Max Lutje Wooldrik, CEO at APOC said, "We're gearing up to take the business to the next level. Kevin is a highly respected member of the aviation community with a reputation for team motivation and commercial success and we have benefitted from his knowledge over the past year. I know that he will bring the energy and dynamism needed to take APOC to the next level."

Post the COVID pandemic, APOC is experiencing an aviation industry that is on a rapid road to recovery. According to Kevin Wall, the airlines are struggling to meet the increasing demands and supply chains are finding it hard to cope. He further said that the used serviceable material (USM) sector is becoming increasingly important to sustain the supply chain and underpin flight service as capacity builds. He claims that APOC's expertise in providing USM (Used Serviceable Material) solutions will be market leading.

MRO BUSINESS TODAY

Our upcoming issue dated

1st October, 2022

SPECIAL ISSUE

TOPIC

‘Aircraft Interiors - Cabin Safety and airworthiness’

NEWS DESK
editorial@mrobusinesstoday.com

ADVERTISEMENTS
advt@mrobusinesstoday.com

www.mrobusinesstoday.com

Usha Prashar joins the Board of Directors at Hans Airways

Usha Prashar has served as president of the Royal Commonwealth Society and Deputy Chair of the British Council.

Hans Airways, the new long-haul hybrid airline, has announced the company's decision to appoint Baroness Usha Prashar, CBE to the company's board of Directors. Since 1970, Baroness Prashar has served as director, or chair, of a variety of public and private sector organizations, including NED appointments with Channel Four, ITV Television, UNITE Group Plc and Nationwide Building Society.

Baroness Usha Prashar is currently the Chair of the UK Federation of Indian Chambers of Commerce and Industry (FICCI) and Chair of Cumberland Lodge, an educational charity initiating fresh debate on the burning questions facing society. Baroness Prashar also previously served as Honorary President of the UK Community Foundations (UKCF), the umbrella organization for all community foundations, providing philanthropic advice to clients and delivering UK-wide grant-making programmes.

"We are extremely honoured to welcome Baroness Prashar to our Board," said Hans Airways' CEO Satnam Saini. "She brings considerable experience in the private sector and in public affairs and with her commitment to philanthropy work, and is a revered and vocal advocate on education and societal issues. Baroness Prashar shares a keen interest in aviation and connecting people. The business model Hans Airways is following as a true 'community airline' was a determining factor in her decision to accept our invitation to join our Board. We are delighted she shares our vision and we are very much looking forward to her valuable contribution," he further added.

Among other things, Usha Prashar has served as Chair of the National Literacy Trust and Trustee of the BBC World Service Trust, hitherto serving as president of the Royal Commonwealth Society and Deputy Chair of the British Council.

Baroness Usha Prashar commented, "I am delighted to join Hans Airways' Board and feel privileged to be part of this community airline at the start of its journey. I am very impressed with its vision and planning to date and hope to make a meaningful contribution to its success."

Hans Airways is currently readying to start scheduled flights between Birmingham, UK and Amritsar, India. Hans Airways will offer two classes of cabins: Economy class (called "Anand"), with a 31-inch seat pitch and 274 seats, and Premium Economy (called "Anand Plus"), offering a 56 pitch and 24 seats. It will offer high-quality complimentary inflight entertainment and catering as standard.

International CALENDAR 2022

2022

Date	Event	Venue
07- Sept	Asia Connect Aviation Strategy	Istanb ul, Turkey
07-08 Sept	Aero-Engines Europe	Dublin, Ireland
07-08 Sept	Helitech Expo	ExCeL London
15-17 Sept	Vietnam International Aviation Expo 2022	National Convention Center, Hanoi
20-22 Sept	MRO ASIA-PACIFIC	Singapore
27-29 Sept	IATA World Cargo Symposium	London, England
4-6 Oct	World Aviation Festival	Amsterdam
06-08 Oct	Istanbul Airshow	Istanbul Atatürk Airport, Istanbul
18-20 Oct	MRO EUROPE	London, UK
18-20 Oct	NBAA-BACE	Orlando, FL
25-27 Oct	IATA Safety Conference	Dubai, UAE
01-03 Nov	Abu Dhabi Air Expo	Abu Dhabi
06-09 Nov	ATCA	Washington, D.C.
9-10 Nov	Asia Connect MRO	Istanbul, Turkey
15-16 Nov	Predictive Aircraft Maintenance 2022	London, UK
05-06 Dec	Aviation Forum 2022	Munich
06-08 Dec	MEBAA	DWC, Dubai

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