

## Boeing's Confident Travel Initiative presents 'UV wand' to sanitize plane interiors



Boeing and Healthe entered into a patent and technology license under which Healthe will manufacture an ultraviolet (UV) wand designed to sanitize airplane interiors. Boeing designed and developed the UV wand as part of the company's Confident Travel Initiative (CTI) to support customers and enhance the safety and well-being of passengers and crews during the COVID-19 pandemic.

"The UV wand is designed to be more effective than similar devices. It quickly disinfects surfaces on an airplane and further strengthens other layers of protection for passengers and crew," said Mike Delaney, who leads Boeing's CTI efforts. "Boeing spent six months transforming an idea for the wand into

a working model, and Healthe will now take that prototype and make it available to the world at large."

Healthe will produce and distribute the commercial wand, helping airlines and potentially others combat the coronavirus pandemic. The technology could be available for airlines in late fall. The device is an addition to sanitizing and protective measures already in place, which include the use of high-efficiency particulate air filters that trap more than 99.9 per cent of particulates and prevent them from re-circulating back to the cabin.

"We are proud to be assisting Boeing as they work with their partner airlines to enhance in-cabin plane sanitization efforts. This could also benefit schools,

hospitals, offices, wherever pathogens go," said Abe Morris, Healthe executive chairman. "As we ramp up deployment of our cutting-edge UVC and Far-UVC 222 light solutions across many sectors, this new commercial-grade wand will be another powerful tool in the sanitization arsenal to protect passengers against the spread of harmful viruses."

The UV wand uses 222 nanometer UVC light. Research indicates 222 nanometer UVC inactivates pathogens effectively.

Using the self-contained apparatus that resembles a carry-on suitcase, crews can pass UV light over high-touch surfaces, sanitizing everywhere the light reaches. The UV wand is particularly effective in compact spaces and sanitizes a flight deck in less than 15 minutes.

## ‘COVID-19 global wellness’ cover for all passengers travelling via Etihad



Airlines across the globe are offering various deals to passengers to encourage travellers to fly again. These deals are over and above the various stringent safety and hygiene precautions taken by the airlines to boost the aviation industry market. One such unique attempt is made by Etihad Airways. They have introduced COVID-19 global wellness insurance cover as a part of Etihad Wellness. Under this all medical expenses and quarantine costs of guests diagnosed with COVID-19

during their trips will be covered by Etihad.

Duncan Bureau, Senior Vice President Sales and Distribution, Etihad Airways, said, “The safety, health, and wellbeing of our guests and employees is our top priority, during and beyond the flight. The introduction of global COVID-19 insurance, in partnership with AXA, builds on stringent measures already in place as part of our Etihad Wellness programme, championed by our Wellness Ambassadors. This additional cover

will not only instil confidence to travel but also reassure our guests that we are doing all we can to keep them safe and protected. As more countries start opening their borders, we are making it as easy as possible for our guests to plan their next trip, hassle free.”

All Etihad tickets regardless of date of booking, traveling between now and 31 December 2020 will include COVID-19 insurance. Guests with existing bookings don't need to do anything they are automatically enrolled into the programme. The insurance is valid worldwide for 31 days from the first day of travel.

Adelane Mecellem, Chief Executive Officer Asia, Middle-East, Turkey and Africa, AXA Partners said, “At AXA, we are focused on improving the customer experience and wellness of individuals during these times. As such, we are proud to partner with one of the world's leading airlines, Etihad Airways, and provide their extensive loyal travellers with new protection solutions when needed most.”

If you are diagnosed with COVID-19 while you're away from home, COVID-19 global wellness insurance will cover up to EUR150K of medical costs and up to EUR100 a day of quarantine costs in case of a positive diagnosis for 14 days.

## Emirates standing strong on customer commitments, return over USD 1.4 billion in pending refunds

In the current unprecedented COVID-19 times, the one thing Airlines can blindly reply on is customer commitments, and standing strong on this promise is Emirates Airways. In the recent announcement by Emirates, they have returned over AED 5 billion (USD 1.4 billion) in COVID-19 related travel refunds to date to customers to complete pending refunds.

More than 1.4 million refunds requests have been completed since March, representing 90 per cent of the airline's backlog. This includes all requests received from customers around the world up until the end of June, save for a few cases which require further manual review.

Since the pandemic hit, Emirates has invested additional resources to ramp up its processing capability. The airline also continues to work with industry partners to facilitate refunds for those who have booked their Emirates flights through travel agents; this includes enabling direct refunds processing via global booking systems (GDS).

Sir Tim Clark, President Emirates Airline said, “We understand that from our customers' standpoint, each pending refund request is one too many. We are committed to honouring refunds and are trying our utmost to clear the massive and unprecedented backlog that was caused by the pandemic. Most cases are straightforward, and these we will

process quickly. But there are cases which will take a bit more time for our customer teams to manually review and complete. We are grateful to our customers for their patience and understanding.”

As global travel markets slowly reopen, Emirates has gradually restarted its passenger operations around the world, always ensuring that it provides customers with a safe and smooth travel experience.

The airline has introduced a series of industry-leading initiatives to provide customers with additional reassurance and confidence when they travel – from bio-safety measures at every step of their journey, to free COVID-19 medical cover, and flexible booking policies.

# Mumbai Airport becomes the first airport in India to install mobile-enabled kiosk

In today's times of touch-less travel and gaining passenger confidence in air travel, Mumbai Airport has gone one step ahead and introduced about 50 of SITA's mobile-enabled kiosks to deliver a completely contactless way for passengers to check-in for their flight.

The technology allows passengers to use their mobile device to interact with kiosks. This significantly reduces the need to touch surfaces in the airport and meets the Ministry of Civil Aviation's (MoCA's) new passenger processing guidelines aimed at reducing the risk of spreading COVID-19 infections.

Developed in response to rapidly changing passenger requirements as a result of the COVID-19 pandemic, the application is a cost-effective alternative to significant investment in new low-touch infrastructure. The solution leverages existing common-use kiosks and does not require changes or modifications to airlines' existing IATA CUSS standard check-in applications.

Rajeev Jain, CEO, MIAL said, "With the focus on passenger convenience, the new contactless technology has been developed in response to the rapidly changing passenger requirements due to the COVID-19 pandemic. We want to reassure our patrons of their safety at the airport and are willing to go the extra mile to alleviate any fear of travel during these challenging times."

Mumbai Airport handles more than 47 million passengers a year. With this technology, travellers passing through Terminal 2 of the airport can now simply scan a QR code on their mobile phone or tablet to operate the kiosks. After scanning the QR code, they can then use their mobile device as a trackpad to control check-in and self-bag drop kiosks to print their boarding passes and bag tags.

Maneesh Jaikrishna, SITA Vice President for the Indian Subcontinent, Dubai, Eastern & Southern Africa said: "In the aftermath of COVID-19, we are focused in delivering technology solutions that help our customers quickly deliver a safe and smooth passenger journey. We are pleased to have supported Mumbai Airport with this, and we're subsequently rolling this solution to other airports in India too."

SITA has developed a broad range of solutions to help airports through the post-COVID environment.

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# ‘Stop fighting pandemic battle in isolation’- IATA appeals to global governments



IATA is striving to restore the aerospace industry to its former glory and in that attempt they have made an urgent appeal to all the governments globally to work together and re-establish global connectivity by re-opening borders. This call by IATA is a clear outcome of deep industry frustration as government policies continue to be adamant about their travel plans.

“Protecting their citizens must be the top priority of governments. But too many governments are fighting a global pandemic in isolation with a view that closing borders is the only solution. It’s time for governments to work together to implement measures that will enable economic and social life to resume, while controlling the spread of the virus,” said Alexandre de Juniac, IATA’s Director General and CEO.

Specifically, IATA calls for governments to grasp the seriousness of the crisis facing the airline industry and its consequences for their citizens.

Re-opening borders – The world remains largely closed to travel despite the availability of global protocols to enable the safe re-start of aviation developed by governments through the leadership of the International Civil Aviation Organization (ICAO) with the support of the World Health Organization (WHO). This guidance covers all aspects of the passenger journey and recommends sanitary measures to keep travellers safe and reduce the risk of

importing infection.

“Airlines have been largely grounded for a half-year. And the situation is not improving. In fact, in many cases it is going in the wrong direction. We see governments replacing border closures with quarantine for air travelers. Neither will restore travel or jobs. Worse, governments are changing the entry requirements with little notice to travelers or coordination with their trading partners. This uncertainty destroys demand. Ten percent of the global economy is sustained by travel and tourism; governments need to do better to re-start it,” said de Juniac.

The prerequisite to open borders is the ICAO Take-off guidance. Additionally, IATA is proposing travel bubbles to mitigate risks between specific markets and foresees a much wider and strategic use of COVID-19 testing as technology improves accuracy, speed and scalability.

“No government wants to import COVID-19. Equally, no government should want to see the economic hardships and associated health impacts of mass unemployment. Successfully getting through this crisis requires careful risk-management with effective measures. If government policies focuses on enabling a safe re-start, aviation is well-prepared to deliver. Risk-management is a well-developed discipline that airlines rely on to keep travel safe and secure,” said de Juniac.

With the exception of some domestic markets there is little evidence of an early industry recovery. Airlines continue to lose billions of dollars and are facing difficult decisions to resize their operations and workforce for the future.

“Many airlines will not have the financial means to survive an indefinite shutdown that, for many, already exceeds a half-year. In these extraordinary times, governments will need to continue with financial and other relief measures to the greatest extent possible. It’s a solid investment in the recovery because each airline job saved supports 24 in the broader economy. And a functioning airline industry will be a critical enabler for economies to regain their full power,” said de Juniac.

Government relief has been a critical lifeline. But what relief has been given is quickly running out. Government measures to provide additional financial buffers against failure will be critical, and these must not increase already ballooning debt levels.

The most urgent regulatory relief is a global waiver on the use-it-or-lose-it 80-20 slot rule. The severe uncertainty in the market means that airlines need the flexibility to adjust schedules to meet demand without the pressure of being penalized for not using allocated slots. Airlines cannot afford to fly empty planes when market demand drops. Similarly, they cannot pass up revenue when opportunities open up.

## IATA's 3-point action plan for governments to re-open borders

IATA proposed a three-point action plan for governments to safely re-open borders as follows:

1. Implement the ICAO Take-off guidance universally.
2. Build on the solid work of ICAO Council's Aviation Recovery Task Force (CART) by developing an agreed common framework for states to use in coordinating the safe re-opening of their borders to aviation.

Alexandre de Juniac, IATA's Director General and CEO said, "Governments have cooperated to set the guidelines for a safe re-start of aviation. But they have not cooperated to actually make a re-start happen. That's why 90 per cent of international flying has stopped. The demand is there. When borders open without quarantine, people fly. But there

is too much uncertainty in how governments are managing the situation for passengers to re-build the confidence to travel."

3. Develop COVID-19 testing measures that will enable the re-opening of borders by reducing the risk of COVID-19 importation to what is acceptable to public health authorities with accuracy, speed and scalability that also meet the exacting requirements for incorporation into the travel process.

"As a participant in the ICAO CART, IATA will work with governments, medical experts and testing manufacturers to accelerate proposals specifically focused on using COVID-19 testing to re-build confidence, re-open borders, re-start aviation, re-charge demand and restore jobs. There is much at stake and

no time to lose. In fact, what is killing aviation is the fact that governments are not managing the risks of opening borders. Instead, they are keeping global mobility effectively in lockdown. And if this continues, the damage to global connectivity could become irreparable which will generate its own severe consequences for economies and public health. The global protocols for safely re-starting aviation are agreed and no industry is as experienced in successfully implementing global safety programs as aviation. But we need governments to take on the leadership to manage risks and adopt a mindset of not being defeated by this virus. Then, with testing, technology, science and determination we can re-open borders and get the world moving again," added de Juniac.

## dnata ups the game, wants to be the first mover of COVID-19 vaccine

Dirk Goovaerts, Regional CEO Asia Pacific, dnata, said, "Our Company strives to stay ahead of the curve by making investments that enable us to offer enhanced services to our customers. dnata is looking forward to being the first mover of a COVID-19 vaccine once it is available." dnata has made some robust partnerships and investments to make sure they stay ahead of the competition. Some of them are-

- dnata is a global member of Cargo IQ and the checkpoints provided is integrated with temperature visibility.
- dnata is a global member of Pharma.Aero, a cross-industry collaboration for Pharma Shippers, CEIV certified cargo communities, Airport Operators and other air cargo industry stakeholders. In Singapore and Australia, dnata is in the process of working with airline partners to implement global pharma tracking, in partnership with Pharma.Aero and Nallian, the world's first provider of an open app ecosystem and data-sharing platform, to provide real-time end to end temperature visibility. The technology

will enable all responsible parties in the value chain to view real-time non-conformances; therefore, any potential cool chain issue can be rectified before pharmaceutical and medical air cargo is compromised.

- dnata Singapore recently joined the Singapore Association of Pharmaceutical Industries (SAPI) to further align with the industry.
- dnata partnered with Unilode Aviation Solutions, the global leader in outsourced Unit Load Device (ULD) management, by installing blue tooth tracking technology on all ULD's for real-time visibility across our stations in Singapore and Australia.
- dnata works with shippers, forwarders, and airlines to ensure the active use of Envirotainers (RAP's & RKN's) to build an effective cool chain solution from shipper to the receiver.

To ensure and prepare for the uncompromised integrity of pharmaceutical and perishables in the air cargo supply chain throughout end-to-end distribution, dnata has invested in the manufac-

turing of cool dollies in both Australia and Singapore. These new dollies, specially designed to serve the ever-growing pharmaceuticals industry, will make dnata the first handling company in both countries to offer a temperature-controlled solution for the transportation of temperature-sensitive goods between the dnata Coolchain Centre and an aircraft. The introduction of a cool dolly service later in the year will provide the peace of mind to pharmaceutical and medical manufacturers as well as health authorities that no other regional cargo handler can currently offer.

dnata's state-of-the-art cargo handling facilities across Singapore, Melbourne and Sydney already have temperature-controlled and monitored cold storage rooms for the handling of all medical air cargo, including vaccines. dnata fully integrates with the air cargo supply chain from shippers to consignees, government agencies to regulatory authorities as well as airlines and airports.

## Airbus codenamed “ZEROe” for carbon neutral flight



Aerospace companies across the globe are vying for clean aviation and reducing fuel emission per flight. The aerospace industry plans to achieve the target of zero-emission by 2050. With an aim to achieve this, many aerospace industries, engine manufacturers, OEMs, MROs have come up with various solutions for carbon neutral flights. Airbus has recently revealed three concepts for world's first zero-emission commercial aircraft using hydrogen as a primary source. This aircraft could enter commercial service by 2035.

The three different concepts put together by Airbus represents a different approach to achieving zero-emission flight, exploring various technology pathways and aerodynamic configurations in to support the Company's ambi-

tion of leading the way in the decarbonisation of the entire aviation industry.

“This is a historic moment for the commercial aviation sector as a whole and we intend to play a leading role in the most important transition this industry has ever seen. The concepts we unveil today offer the world a glimpse of our ambition to drive a bold vision for the future of zero-emission flight,” said Guillaume Faury, Airbus CEO. “I strongly believe that the use of hydrogen both in synthetic fuels and as a primary power source for commercial aircraft – has the potential to significantly reduce aviation's climate impact.”

The three concepts all codenamed “ZEROe” for a first climate neutral zero-emission commercial aircraft include:

A turbofan design (120-200 passen-

gers) with a range of 2,000+ nautical miles, capable of operating trans continentally and powered by a modified gas-turbine engine running on hydrogen, rather than jet fuel, through combustion. The liquid hydrogen will be stored and distributed via tanks located behind the rear pressure bulkhead.

A turboprop design (up to 100 passengers) using a turboprop engine instead of a turbofan and also powered by hydrogen combustion in modified gas-turbine engines, which would be capable of traveling more than 1,000 nautical miles, making it a perfect option for short-haul trips.

A “blended-wing body” design (up to 200 passengers) concept in which the wings merge with the main body of the aircraft with a range similar to that of the turbofan concept. The exceptionally wide fuselage opens up multiple options for hydrogen storage and distribution, and for cabin layout.

“These concepts will help us explore and mature the design and layout of the world's first climate-neutral, zero-emission commercial aircraft, which we aim to put into service by 2035,” said Guillaume Faury. “The transition to hydrogen, as the primary power source for these concept planes, will require decisive action from the entire aviation ecosystem. Together with the support from government and industrial partners we can rise up to this challenge to scale-up renewable energy and hydrogen for the sustainable future of the aviation industry.”

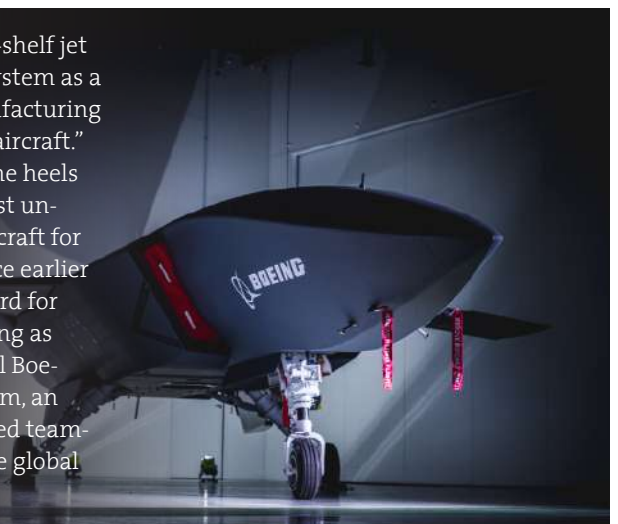
## Unmanned ‘Loyal Wingman’ to take to skies soon

As a part of ground testing and preparation for first flight of Loyal Wingman aircraft, Boeing Australia achieved their latest milestone of powering the commercial turbofan engine. It is a specially selected light, off-the-shelf jet engine for unmanned aircraft.

“This engine run gets us closer toward flying the first aircraft later this year and was successful thanks to the collaboration and dedication of our team,” said Dr. Shane Arnott, program director of the Boeing Airpower Teaming System. “We’ve been able

to select a very light, off-the-shelf jet engine for the unmanned system as a result of the advanced manufacturing technologies applied to the aircraft.”

This milestone comes on the heels of Boeing completing the first unmanned Loyal Wingman aircraft for the Royal Australian Air Force earlier this year, a major step forward for the unmanned vehicle serving as the foundation for the global Boeing Airpower Teaming System, an artificial intelligence-powered teaming aircraft developed for the global defence market.





## Aerion Supersonic signs BAE Systems for flight control of Supersonic Jet



Aerion Supersonic recently signed an agreement with BAE Systems to design, develop and integrate fly-by-wire flight control system including active inceptors. The new flight control system adds to BAE Systems' more than 40 years of experience developing and integrating fly-by-wire systems. The system builds on the company's proven core technology, but uses smaller and lighter components to allow for integration on the AS2 aircraft. The system will comprise active inceptors, primary flight control computers, actuator control units, and remote electronics units.

"We are leveraging decades of ex-

pertise and advanced technologies to architect a flight control system that will enable the future of flight," said Ehtisham Siddiqui, vice president and general manager of Controls and Avionics Solutions for BAE Systems. "We are proud to be collaborating with Aerion Supersonic on this next-generation flight control system for the AS2 aircraft."

BAE Systems' active inceptors will provide AS2 pilots with static and dynamic tactile force feedback in the palm of their hand. Unlike a passive system, the active inceptor includes electronic controlled actuators that send tactile feedback to the pilot through the flight stick.

The feedback warns pilots of structural or aerodynamic operating limits – giving them improved situational awareness to maintain a safer, more stable flight.

"BAE Systems' extensive industry experience and innovative product portfolio enable us to create a technologically advanced and reliable flight control system tailored to the unique needs of the AS2 supersonic business jet," said Tom Vice, Chairman, President and Chief Executive Officer at Aerion. "We are delighted to expand our long-standing relationship with BAE Systems and for them to join our growing team of globally-renowned technical partners who will support bringing the AS2 to production."

Aerion's AS2 private jet is the first supersonic aircraft to use only synthetic fuel and reach supersonic speeds without the need for an afterburner. The business jet will enhance point-to-point travel with a maximum speed of Mach 1.4 – approx. 1,000 miles per hour – at 57,000 feet. The AS2 will commence production from the company's new global headquarters and manufacturing and research campus – Aerion Park – in Melbourne, Florida, in 2023.

The flight control system development will be conducted at BAE Systems facilities in Endicott, New York, and Rochester, U.K.

## Sparrowhawk – a true gamechanger in Unmanned Aerial System

General Atomics Aeronautical Systems (GA-ASI) conducted captive carry Sparrowhawk Small Unmanned Aircraft Systems (sUAS) flight demonstrations on September 16-17, 2020. The Sparrowhawk aircraft is designed as an airborne launch and recovery demonstrator aircraft tailored to fit GA-ASI platforms, and is focused on Advanced Battle Management System's attritableONE technologies. Sparrowhawk iterates on the DARPA Gremlins Program to further airborne recovery of sUAS, reducing the cost of operation and enabling new mission capabilities to GA-ASI's MQ-9 Remotely Piloted Aircraft.

"Sparrowhawk extends and multiplies MQ-9-based sensors, reduces manpower and increases ISR coverage," said GA-ASI President David R. Alexander. "With attritableONE technology that is surviv-

able and precise, Sparrowhawk is a true game changer."

The test flights build on the capabilities demonstrated when Gray Eagle carried two Area-I Altius-600 Air Launched Effects (ALEs) during Multi-Domain Operations (MDO) demonstrations, underscoring GA-ASI's commitment to expanding the capabilities of its aircraft. Sparrowhawk and airborne recovery also enable these benefits:

- Allows below-the-weather ISR, and enables reduced visual and acoustic ISR
- Enables attritable ISR/EW in the contested environment, allowing the MQ-9 to stand off at safe ranges
- Employs larger and more expensive payloads at greater transit ranges compared to ground-launched aircraft and air-launched expendables

- Maintains the chain of custody, through adverse weather, MQ-9 rotations, or with multiple targets

The Sparrowhawk sUAS was carried on a MQ-9A and controlled exclusively using GA-ASI's Metis Software Defined Control Station hosted on a laptop computer, which drastically reduced the system's logistical footprint and supports the vision for interfaces to the aircraft from across the battlefield without the need for a Ground Control Station shelter or vehicle. Communications were achieved using a fielded meshONE datalink, enabling collaborative autonomy capabilities among the platforms. The Cooperation in Denied Environments (CODE) autonomy engine was implemented to further understand cognitive Artificial Intelligence (AI) processing for unmanned systems.

## Lufthansa Technik Shenzhen and CASC sign a long-term Total Component Maintenance



China Aviation Supplies Co. Ltd. (CASC) and Lufthansa Technik Shenzhen recently signed a long-term Total Component Maintenance contract for component maintenance and material support of over 40 Airbus A320 aircraft

operated by Qingdao Airlines. CASC will provide component management while Lufthansa Technik will provide Total Component Maintenance (TCM). TCM includes comprehensive closed-loop component repair and overhaul service

for selected parts or the entire aircraft – with the cost benefits of a per-flight-hour payment. Especially during the current COVID crisis, this component support concept ensures that the fleets of participating airlines remain highly reliable while helping operators avoid cash outlays for material. This latest addition of the Airbus A320 fleet to the comprehensive cooperation makes both parties the biggest component support provider on a power-by-the-hour basis in mainland China.

During the signing ceremony, both parties reviewed previous project collaborations on Boeing 777 and Airbus A350 and A320 fleets, and held in-depth discussions on their future cooperation in aviation material support. CASC is a long-standing partner of Lufthansa Technik.

## Lufthansa Technik to provide component support to AeroLogic's entire fleet for a decade



AeroLogic has signed a multi-year agreement with Lufthansa Technik to cover the extensive component services (Total Component Support – TCS) for the entire fleet of currently 16 Boeing 777F aircraft over a period of ten years. In conjunction with component supply, Lufthansa Technik is also providing AeroLogic with predictors via its digital platform AVIATAR to optimize both component supply and AeroLogic's operational planning.

Dr. Georg Fanta, Vice President Aircraft Component Services at Lufthansa Technik, said "We're proud to continue our partnership with AeroLogic for a contractual period of a further ten years. Our operational experience enables us to provide optimal support for AeroLogic's fleet in the fiercely contested air freight market."

AeroLogic considers stable, smooth component supply to be the foundation of reliable operations for its customers. With this Total Component Support TCS agreement, AeroLogic benefits from an individual supply concept that enables short and rapid transport paths. The services covered by the contract are customized to fulfill the requirements of AeroLogic, which operates two hubs in Leipzig and Frankfurt



## 'Ameco joins Pratt & Whitney' – A model for OEM-MRO cooperation

Ameco, a joint venture between Air China Limited and Lufthansa German Airlines will now provide engine maintenance for the PW1100G-JM by building state-of-the-art capability at its Beijing-based facility.

"We, along with our colleagues at International Aero Engines, LLC, are focused on adding world-class capacity to continue to service our GTF customers as the engine fleet continues to grow and we emerge from the COVID-19 crisis," said Dave Emmerling, vice president, Commercial Aftermarket at Pratt & Whitney. "With Ameco, we welcome an experienced and capable provider that is willing to invest and grow with the network. Ameco's facility will become the first GTF MRO network shop in China, marking a significant milestone as we continue to support our growing fleet and customers in the region."

"Ameco has a long-term and stable relationship with Pratt & Whitney for many years," said Ni Jiliang, Chairman of the BoD at Ameco. "Pratt



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& Whitney's high-quality products are highly matched with Ameco's brand core value that is professional, exquisite and efficient. Pratt & Whitney's game-changing technology of the GTF engine is perfectly in line with Ameco's corporate concept. All of these will lay a strong foundation for our long-term cooperation. We look forward to expanding the relationship with Pratt & Whitney and further setting a model of MRO and OEM cooperation."

The Ameco shop will become the fourth facility in Asia supporting GTF MRO work, alongside Pratt & Whitney's Eagle Services Asia (ESA) in Singapore, as well as IHI and MHIAEL in Japan. China is home to one of the

largest GTF fleets, powering 11 airlines with 140 A320neo family aircraft in operation. Pratt & Whitney has a long history in China, dating back more than 90 years. The relationship with Ameco traces back to the JT3D, JT8D and JT9D engine types in the 1980s. Ameco later began providing PW4000 engine MRO service in 1994, and came on as an approved repair station in 2015 to provide V2500 engine services.

"We value our long standing relationships with Air China and Ameco," said Rick Deurloo, chief commercial officer at Pratt & Whitney. "Our relationship with Air China extends back to the JT3D-powered 707. The airline currently operates a fleet of 35 GTF-powered A320neo family aircraft. Together, we are committed to continuing this expansion of support offerings in the region."

The expanding GTF MRO network is comprised of the industry's leading MRO companies. By the end of 2020, there will be 10 active GTF MRO engine centres. The GTF MRO network is part of Pratt & Whitney's EngineWise service solutions, which provides engine operators with a variety of aftermarket services resulting in long-term, sustainable value.

## groWING.aero takes over the design engineering department of SR Technics

In response to the current COVID-19 crises and changing market environment SR Technics has announced the sale of its design engineering solutions department to groWING.aero effective October 1st 2020. With this SR Technics primary focus will be engine services and maintenance in Switzerland.

All SR Technics staff dedicated to design engineering solutions at the Belgrade, Dublin and Zurich locations will continue to be employed at groWING engineering partners GmbH under the umbrella of the Swiss company groWING (holding) AG, based in Hünenberg, canton of Zug.

Jakob Straub, Senior Vice President Aircraft Services at SR Technics said, "With groWING.aero, we are pleased to have found a reliable Swiss partner who will

take over all existing projects and incorporate the SR Technics employees. This seamless business transfer guarantees business as usual for ongoing projects and existing customers."

Many valuable relationships have been established over the many years that SR Technics has provided its customers with sophisticated design engineering. groWING.aero is committed to maintaining these relationships during and after the transition.

Patrik Kobler, Accountable Manager and Managing Partner at groWING.aero said, "We are proud to have the opportunity to acquire an established organization with the excellent reputation of SR Technics. We are looking forward to new encounters with customers, employees, and our two new managing partners Randolph Odi and Oladimeji Olukolu

and the coming joint successes."

The new groWING.aero design organization will continue to provide services under approval reference EASA.21J.770, and customers will continue to receive support from the former SR Technics team led by Randolph Odi as the previous and new operational lead, and in sales and customer support by Oladimeji Olukolu, also part of the current SR Technics team. Together with Patrik Kobler and Manfred Brunner from groWING.aero, the four managing partners will support the integration of the organization into the groWING.aero network. Jointly they will support the existing clients and design solutions and ensure the continuity into the future, while developing new services and products for its valued customer base.

## Cathay Pacific and GE Aviation bond in digital partnership



Cathay Pacific has signed a five-year agreement with GE Aviation to implement GE's Event Measurement System (EMS) for flight analytics and the FlightPulse pilot app. The digital technologies will be deployed across various fleet types in Cathay Pacific Group in September as well as the pilot community later in 2020. The agreement includes Cathay

Pacific, Cathay Dragon and Air Hong Kong.

"Cathay Pacific has established our own efficiency best practices for years", said Capt Mark Hoey, GM Operations with Cathay Pacific. "It is vital to have a flight analytics system that can easily adapt to our policies and procedures instead of the other way around. The good connectivity of

the GE EMS system reduces the system migration effort, enables interaction with our corporate BI tool and maintains continuity to our users. The system flexibility and extensive library of measurements, parameters and events reduce the efforts in measuring and monitoring new best practices. After a substantial trial period with EMS, we concluded that it was the best fit for our requirements."

FlightPulse is a mobile app that uses aircraft data and advanced flight data analytics to enable pilots to securely access their own flying metrics and trends. FlightPulse can be used to optimize efficiency, reduce operational risk and improve pilot awareness.

Capt Hoey noted that the FlightPulse tailored information for individual crew members enables Cathay's pilots to conduct their own analyses and compare themselves with their peers. "The interactive report allows them to review their fuel planning, collaborate on focus areas and drive behavior changes. The ability to include safety-related analytics is another added advantage that enhances SOP implementation and improves safety. We believe FlightPulse will be welcome and supported by our crew", said Capt Hoey.

## Neste and Shell Aviation sign sustainable aviation fuel supply agreement

The aerospace industry aims to achieve sustainable aviation by 2050 and Neste has been striving hard to help airlines achieve the goal of sustainable aviation fuel. Recently Neste signed a contract with Shell Aviation to increase the supply and availability of SAF for the aviation industry next month onwards.

"To tackle climate change and reach net zero emissions, the aviation industry must act fast. Shell Aviation aims to reduce the carbon intensity of the fuels we sell which includes selling more lower-carbon fuels like sustainable aviation fuel, over time. Today's agreement with Neste will help Shell Aviation customers to lower their emissions and demonstrates the kind

of progress we can deliver by working in collaboration with others," said Anna Mascolo, President, Shell Aviation.

"The aviation industry is essential for global business, generating growth and facilitating economic recovery. It also enables people to travel and goods to be transported rapidly across the globe. But if we are to address aviation-related emissions, we need to utilize all the available solutions. SAF offers the only viable alternative to fossil liquid fuels for powering commercial aircraft with an immediate potential to reduce aviation's greenhouse gas emissions. We are fully committed to supporting the aviation industry, its customers and

corporates with their emission reduction targets," said Thorsten Lange, Executive Vice President for Renewable Aviation at Neste.

The agreement called the sustainable aviation fuel (SAF) supply agreement will bring together Neste's expertise in the production and supply of renewable diesel and SAF with Shell Aviation's world-class credentials in supplying and managing fuel around the world. The agreement called the sustainable aviation fuel (SAF) supply agreement will bring together Neste's expertise in the production and supply of renewable diesel and SAF with Shell Aviation's world-class credentials in supplying and managing fuel around the world.

## Emirates resumes Dubai-Moscow flights with iconic A380

With an aim to offer more travel options to customers and to serve the increasing market demand, Emirates has resumed its A380 service to Moscow Domodedovo Airport (DME). The Dubai-Moscow flights will begin operations from 18th September 2020.

The iconic Emirates A380, known for its spacious and comfortable cabins is highly sought after by passengers. It is currently serving five cities – Cairo, Paris, London Heathrow, Guangzhou and Toronto. With increasing demand and operational approval, we will see more A380s in the skies in times to come.

Flights to Moscow will operate every Friday and Saturday. On Fridays, Emirates flight EK 133 will depart Dubai at 10:10hrs and arrive in Moscow at 14:25hrs local time. The return flight, EK



134 will depart Moscow at 17:35hrs and arrive in Dubai at 23:35hrs local time. On Saturdays, Emirates flight EK 131 will depart Dubai at 16:15hrs and arrive in Moscow at 20:30hrs local time. The return flight, EK 132 will depart Moscow at 23:20hrs and arrive in Dubai at 05:30hrs local time, the following day.

Flights can be booked on emirates.

com or via travel agents. Travellers can also enjoy enhanced connectivity via Emirates' codeshare partner in Russia, S7 Airlines – providing greater access to a range of regional destination.

Customers can stop over or travel to Dubai as the city has re-opened for international business and leisure visitors. Ensuring the safety of travellers, visitors, and the community, COVID-19 PCR tests are mandatory for all inbound and transit passengers arriving to Dubai (and the UAE), including UAE citizens, residents and tourists, irrespective of the country they are coming from.

Emirates customers, who require a COVID-19 PCR test certificate prior to departure from Dubai, can avail of special rates at the American Hospital and their satellite clinics across Dubai by simply presenting their ticket or boarding pass. Home or office testing is also available, with results in 48 hours.

## Qatar rolls out 100th aircraft offering Super Wi-Fi with GX aviation technology



Qatar Airways is celebrating the launch of its 100th aircraft to feature high-speed 'Super Wi-Fi' connectivity, enabling passengers to stay in touch with families, friends and colleagues while on board using the fastest broadband service available in the sky. With its 100th Super Wi-Fi enabled aircraft, Qatar Airways now offers the largest number of aircraft equipped with the most superior high-speed broadband on board in Asia, the Middle East and North Africa.

Qatar Airways Group Chief Executive, His Excellency Mr. Akbar Al Baker, said, "As a leader of innovation within the global aviation industry, Qatar Airways

already operates one of the youngest and most technologically-advanced fleet in the skies. Where other airlines are reducing their wi-fi offering, Qatar Airways is expanding it."

Airbus A350-900 aircraft number A7-ALC became the 100th member of the Qatar Airways fleet to feature the high-speed Super Wi-Fi service using the award-winning GX Aviation technology from global mobile satellite communications provider, Inmarsat. The service is being rolled out across the airline's fleet and since its launch in 2018 and has enabled millions of passengers to browse the internet, check social media, stream videos and more

whilst relaxing on board.

"With connection to our loved ones and friends now more important than ever during these challenging times, we are delighted to work with Inmarsat and its GX Aviation technology to bring high-speed Super Wi-Fi broadband to passengers on board our fleet as part of Qatar Airways' exceptional five-star service," added Al Baker.

Inmarsat Aviation President, Mr. Philip Balaam said, "Qatar Airways is world renowned for offering a superior on-board experience, which is enjoyed by millions of loyal passengers across the world. We are pleased that our GX Aviation inflight broadband has become such an important component of that experience on the airline's extensive fleet. Feedback from passengers has been hugely positive and now, with the service being available on 100 aircraft, even more can enjoy the best connectivity in the skies."

Qatar Airways passengers on flights fitted with GX Aviation can receive up to one hour free access to the Super Wi-Fi service, with the ability to purchase full-flight access if more online time is needed.



## Airbus celebrates five years of single-aisle production facility in Alabama



Airbus recently celebrated the five year anniversary of its US based commercial aircraft manufacturing facility in Mobile, Alabama. In the last five years, this facility have delivered over 180 A320 aircraft to eight customers and flown over 60 million passengers for 500 million miles. The facility has grown from an initial workforce of 250 staff in 2015 to about a 1000 staff in just 5 years. This facility truly cemented Airbus' posi-

tion as a global aircraft company.

"When we announced our intent to build A320 Family aircraft in the United States, and to locate that facility in Mobile, Alabama, we also stated our intent to be a good neighbour, to create jobs and opportunities, and to help strengthen the US aerospace industry. Five years later, we have become a major economic driver in creating an aerospace hub on the Gulf Coast," said C. Jeffrey Knittel,

President and CEO of Airbus Americas

In 2017, Airbus introduced the A220 programme to the site adjacent to the original A320 plant. Currently the first US build A220 is already in its final stages of manufacture for the Delta Airlines. The new plant added an additional 70 acres to the original 116 acre facility.

Knittel added, "The achievements of the Airbus US manufacturing team over these past five years are just the beginning. We are proud to call Mobile our American aircraft manufacturing home and we look forward to many more years of partnership with the community, our customers and suppliers."

The new plant includes two new final phase/flight-line hangars (four bays); an enlarged delivery centre with four new aircraft parking spaces; a 'pre-transshipment' hangar and of course the new 'flow-line' final assembly line (FAL) building itself. Once complete, Airbus investment in the project is nearly USD 1 billion doubling it US footprint in five years.

## Hexcel's advanced composites, efficient solutions for UAV's



Composites are one of the most essential elements of an Unmanned Aerial Vehicle about 50 per cent of UAVs comprise of carbon fibre. Of lately their use has grown tremendously, not only for military applications such as surveillance and reconnaissance but also for recreational and commercial use. Hexcel's HexTow carbon fibres are lightweight and pro-

vide the required stiffness-to-weight ratio needed for UAVs. They make sure that the aircraft reaches the desired heights and distances with minimal engine power.

In addition, Hexcel's advanced materials can contribute to the electromagnetic properties of UAV systems. Since these systems are unmanned, they require efficient and reliable communica-

tion with ground stations or other UAVs through wireless or satellite communications. Hexcel materials can be tuned to absorb certain electromagnetic frequencies and pass other frequencies. They are used for the vehicle's structure and the radomes, which protect the antennas. The radome materials and structure can be engineered to allow for efficient communication while blocking out signals that are coming from other sources.

Hexcel's lightweight, reliable, and affordable materials will help to enable this industry to move forward. Carbon fiber composite materials, honeycomb core structures, additive manufacturing, and dielectric tuned materials are key parts of this industry today. They will continue to enhance the functionality and efficiency of these vehicles in the future.

## NATO order another Airbus A330 MRTT for in-flight refuelling, passenger transport and medical evac ops



OCAR, Europe's organisation for the management of cooperative armament programmes has placed an order for Airbus A330 MRTT Multi-Role Tanker Transport on behalf of NATO's Support & Procurement Agency (NSPA). This new order comes after the successful delivery of the first two aircraft, with training and operational activities already in place. The aircraft is part of the three

additional options originally included in the contract and will increase the MMF fleet to nine aircraft. The additional aircraft will provide greater availability of the MMF fleet, enabling other NATO nations to cover their needs in air-to-air refuelling, strategic transport and medical evacuation.

The MMF programme is funded by the Netherlands, Luxembourg, Norway,

Germany, Belgium and Czech Republic who have the exclusive right to operate the NATO-owned aircraft in a pooling arrangement, a prime example of European operational defence collaboration. The aircraft will be configured for in-flight refuelling, the transport of passengers and cargo, and medical evacuation operations.

The European Defence Agency (EDA) initiated the MMF programme in 2012. OC-CAR manages the MMF acquisition phase as Contract Executing Agent on behalf of NSPA. Following the acquisition phase, NSPA will be responsible for the complete life-cycle management of the fleet.

The A330 MRTT combines the advanced technology of a new generation tanker with the operational experience recorded during more than 200,000 FH in service. The A330 MRTT is interoperable with receivers worldwide and delivers true multi-role capabilities as proven during the recent MEDEVAC and strategic transport missions related to the COVID-19 pandemic.

## Elbit Systems selected by Lockheed Martin for additional structural assemblies of F-35



Lockheed Martin has awarded a contract for manufacture of assemblies for Forward Equipment Bay made from composite materials and the associated

structures for all the variants of F-35 to Elbit Systems-Cyclone Ltd for four years. As per the contract, Elbit Systems will deliver more than 1,400 components to

Lockheed Martin.

Yoram Shmueli, General Manager of Elbit Systems Aerospace Division, said, "We are proud to have been selected by Lockheed Martin to provide additional structural assemblies for the F-35 aircraft. This contract reflects the recognition and trust we have established with Lockheed Martin in our many years of collaborative work".

With this contract, Elbit Systems will further expand their work on F-35 which includes the helmet mounted display systems, the development of the panoramic cockpit display, power amplifiers and 22 different structural assemblies. The decision by Lockheed Martin comes as a result of Elbit Systems successful performance on the production of other composite structures for the F-35 program.



## Lockheed Martin continue key partnership with BAE Systems for F-35 electronic warfare system production



**B**AE Systems' exceptional record of production and delivery of more than 500 EW systems for F-35 as key partner, Lockheed Martin have extended their

contract with BAE Systems for Lot 15, Lot 16 long lead, sustainment spares and retro fit kits for the 5th Generation F-35 Lightning II, providing advanced situ-

ational awareness and threat response capabilities that support critical missions in contested airspace.

"Our goal is to deliver capabilities that provide war fighters with a distinct advantage on the battlefield," said Deborah Norton, vice president of F-35 Solutions at BAE Systems. "This contract underscores our partnership with Lockheed Martin and our collective commitment to deliver affordable, sustainable, and world-class electronic warfare systems to combat evolving threats."

BAE Systems supports all stages of the F-35 aircrafts lifecycle, from development and production to sustainment. The company is actively designing and developing new capabilities to enhance the system's offensive and defensive capabilities, and maintains its readiness for war fighters under a performance-based logistics sustainability contract.

## US Navy awards RUAG Australia first MRO contract for F/A-18 Hornet under ADAC program



**U**S Navy, under AUSMIN Defence Acquisition Committee (ADAC) awarded RUAG Australia with the first contract to cover the maintenance, repair and overhaul (MRO) of selected components for the F/A-18 Hornet fleet. RUAG Australia is now a designated and

approved source of repair for Navy Supply (NAVSUP) within the APAC Region under this program.

"RUAG Australia appreciates the trust that the US Navy has placed in their ability to support their regional activities. RUAG's MRO capabilities and track

record of success with the Royal Australian Airforce (RAAF), will form the basis of a partnership with the US Navy to support the fleet readiness of the F/A-18 fleet in APAC and other Foreign Military Sales (FMS) customers moving forward," said Terry Miles, General Manager RUAG Australia.

"We are pleased and proud to be recognized as an essential contributor to defence industry capability. We are looking forward to applying our technical expertise to other fleets in the APAC region and globally. It confirms our good reputation and our vast experience and know-how on the life-cycle support of F/A-18 fleets" said Stephan Jezler, Senior Vice President Aviation International, RUAG MRO International.

ADAC is a senior bilateral forum for cooperation between the US and Australian Military aiming to facilitate closer defence and industry collaboration related to the acquisition, logistics and follow-on support of defence equipment.



## Rolls Royce presents 'Advanced Virtual Training' programme for US Air Force



In today's COVID-19 times when the almost every company is focusing on virtual training for upgrading their employees and clients, Rolls Royce has come up with new virtual reality maintenance training software for the US Air Force engineers servicing the AE 2100 engines powering C-130J aircraft. This program will allow them to learn and practice their skills in an immersive visual environment, increasing efficiency and reducing cost. The software enables students and instructors to practice on a virtual AE 2100 engine, replicated in form and function. This creates an environment for students to 'learn by doing,' increasing their recall by completing multiple repetitions. Kinesthetic active learning has been shown to dramatically enhance knowledge retention.

Paul Craig, Rolls-Royce, President – Defence Services, said, "Rolls-Royce offers many cutting-edge digital services to our military customers, and the new Virtual Reality Maintenance Training Software for C-130J engines is the latest example. The new VR software will reduce training and travel costs for maintenance crews, while enhancing their learning skills and retention. We are excited to launch this new VR training system with the US Air Force's 58th Maintenance Group at Kirtland Air Force Base."

The C-130J aircraft with the first training system will enter services with the US Air Force at Kirtland Air Force Base in New Mexico, US. The 58th Maintenance Group (MXG) is part of the 58th Special

Operations Wing at Kirtland. The wing flies HC-130J and MC-130J aircraft, and operates within the Air Force Air Education and Training Command.

US Air Force Col. JB Baquet, the 58th MXG Commander said, "The innovation would enhance the evolution of training. We must transform the way we learn," Baquet explained. "The VR maintenance system will enhance training efficiency, shorten the learning curve, accelerate skill levels, and improve fleet readiness."

Air Force Master Sgt Joe Muscarella, 58th MXG Lead Production Superintendent, said, "The system allows maintainers to virtually remove, examine and replace AE 2100 engine components without risk of damage to the equipment, an engine, or personnel injuries. Maintainers can safely train and practice anytime, anywhere, and gain hands-on experience without any mission disruption. We can also gain a better understanding of engine operations, performance parameters and component removal, as well as installation practices and procedures."

The training improves student engagement and enhances troubleshooting skills, while featuring networked learning to enable multiple individuals to train simultaneously from around the world. The VR system was developed by Rolls-Royce in Indianapolis, the primary defence business location in the US with fully integrated capabilities in digital design, development, engineering, manufacturing and services in one location.

## CAE to train pilots for Cebu Pacific Air's brand new ATR 72-600

In a recent announcement by Cebu Pacific Air, they have added ATR 72-600 pilot training to an exclusive 15-year training agreement with the CAE-Cebu joint venture. Under the terms of the agreement, CAE instructors will deliver initial and recurrent training to Cebu's pilots on a brand-new CAE-built ATR 72-600 full-flight simulators (FFS). The device is deployed to CAE Clark training centre in the Philippines and is the first ATR 72-600 full-flight simulator to join CAE's network in Asia.

"Cebu Pacific Air and CAE share a partnership that spans almost 10 years, and CAE is thrilled to continue supporting the airline while it begins to resume travel schedules under new guidelines," said Nick Leontidis, CAE's Group President, Civil Aviation Training Solutions. "To date, CAE has trained more than 1,000 pilots for Cebu Pacific Air and we look forward to training many more pilots with the most innovative training equipment, best instructors and through COVID-19 safe operational measures. We have a strong commitment to training for safety, and we thank Cebu for their trust."

"We are thrilled to begin training our pilots closer to home," said Mike Szucs, Chief Executive Advisor, Cebu Pacific Air. "The new training agreement and deployment of brand-new CAE ATR 72-600 FFS in the region remain instrumental in supporting the development of Cebu's pilots, and it is a testament to our commitment to delivering the highest level of safety and passenger experience."

The ATR 72-600 FFS comes with the most recent Standard from the Original Equipment Manufacturer (OEM) and includes the extended motion envelope allowing trainees to perform Upset Prevention Recovery Training (UPRT). The ATR 72-600 FFS is a great addition complementing the three Airbus A320 FFS that are already installed and servicing the market.

# International CALENDAR

## 2021

**16-18  
FEB**

**Saudi International Airshow**

Thumamah Airport, Riyadh,  
Saudi Arabia

**22-24  
FEB**

**The MEBAA Show**

DWC, Dubai Airshow Site, UAE

**22-23  
JUN**

**Aviation Festival Asia 2020**

Suntec Convention Centre,  
Singapore

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