Rolls-Royce completes 60 years of pioneering business aviation

Rolls-Royce is celebrating its 60th anniversary in Business aviation. From the beginning in 1958, which was marked by the first flight of the Dart-powered Gulfstream I, through to the recent launch of the Pearl 15-powered Bombardier Global 5500 and Global 6500, Rolls-Royce has followed a pioneering approach to offer its customers astonishing engine technology and services.

Over the last six decades Rolls-Royce has become the world’s leading engine supplier in business aviation, powering some of the largest, fastest and longest range business jets available. Today about 3,000 of these aircraft are in service globally, helping companies to enhance business efficiency, productivity and enabling economic growth. They offer the flexibility and connectivity required in a globalised world, fly heads of states around the globe, support humanitarian efforts or connect families by making the world a smaller place.

Rolls-Royce has already delivered more than 7,000 business aviation engines to power the world’s most successful and finest business aircraft. The latest addition to this market-leading business aviation engine portfolio is the recently unveiled Pearl engine family. Its first member, the Pearl 15, received EASA certification on 28 February 2018 and will power the new Bombardier Global 5500 and Global 6500 jets exclusively.

Dirk Geisinger, Business Aviation Director, Rolls-Royce, said, “Rolls-Royce is a true pioneer of business aviation, always pushing at the very boundaries of technology to underpin our position as the number one engine manufacturer in this market. Our recently launched Pearl family of engines and our IntelligentEngine vision will ensure we retain our leading position for another generation.

“As innovators we can’t stand still. Our team is working hard to stay ahead of the competition by developing innovative products and services that are leading the way and offer substantial benefits to our customers. Whatever the future in business aviation might look like, be it supersonic flight, vertical take-off and landing, electrically driven solutions or hybrid planes, we keep pioneering the power that matters, looking forward to the next 60 years as the leading force in business aviation”, Geisinger added.
Surface Finishing Engineering a UK based supplier of bespoke chemical cleaning lines to the aircraft engine MRO sector, providing turnkey solutions for clients worldwide.

Clean lines are integral for engine MRO prior to FPI. SFE cleaning lines are packed with state-of-the-art features that integrate seamlessly into the MRO shop environment. Our equipment is designed to suit shop throughput and can support the chemical clean of up to 10 engines per week.

### Key Features
- Stainless steel tank construction (316L) to BS EN 12285-2
- Chemically resistant thermoplastics used on LEV extraction systems
- Lids and dampers used to reduce size of extraction systems
- Energy saving features including fitting of inverters to fans and motors
- User operability forefront of design
- Ease of use
- Ease of maintenance
- Clean lines manufactured and fully compliant with the requirements of the EC Machinery Directive in terms of Health & Safety
- UPS for part recovery on power failure
- Automated transporter programable for intelligent sequencing & efficiency
- High pressure wash stations integral to the clean line design
- Ultrasonic cleaning
- Smart work tracking on manual lines to ensure the capture of process information

### Aircraft
The in-service commercial airline fleet is forecast to grow from nearly 25,000 aircraft at the beginning of 2017 to over 35,000 by 2027. Aircraft deliveries to airlines will total about 20,000 over this period, so retirements of older technology will accelerate to about 10,000 during that time. The accelerated rate of new aircraft deliveries will result in a massive technology shift over the period. By 2027, 58% of the fleet will be new-generation aircraft.

Major growth will be seen in Asia, especially China and India, which will become the largest region, doubling in fleet and related MRO demand.

### Engines
Aircraft Engine MRO Market has gained traction around the globe owing to the increased Air Travel rate. According to a recent study report published by the Market Research Future, The Aircraft Engine MRO Market is projected to grow at a rapid pace during the forecast period (2016 - 2023). The Aircraft Engine MRO Market is forecasted to demonstrate an accelerated growth by 2023, surpassing its previous growth records; with 6.43 % CAGR during the forecasted period 2016-2023.

The key players of global aircraft engines MRO market are GE Aviation (U.S.), Rolls-Royce (U.K.), Pratt & Whitney (U.S.), Lufthansa Technik (Germany), Safran Aircraft Engines (Paris), SIA Engineering Company (Singapore), Air France Industries KLM Engineering & Maintenance (France), MTU Aero Engines (Germany), ST Aerospace (Singapore) and Delta TechOps (U.S.).

SFE clean lines are designed bespoke for automatic and manual cleaning of
- High temperature disks
- Frame super alloys
- LPT Cases
- Blisks and rotor parts
- Compressor Spools
- Fan blades
- Booster blades
- Engine hardware

Recent projects include, State-of-art clean lines for Airbus/Boeing wide body jet engines (A380/GP7000, 777/GE90, 777x/GE9X), 787/GEnX.
FlightSafety first to provide Enhanced Flight Vision Systems to touchdown and rollout training for Gulfstream aircraft

FlightSafety International is the first to provide Enhanced Flight Vision Systems to Touchdown and Rollout training for the Gulfstream G500 and other Gulfstream aircraft equipped with the Rockwell Collins HUD II and Kollsman (Elbit) EVS-II and EVS-SP.

“We are pleased to introduce this new EFVS to Touchdown and Rollout course,” said Daniel MacLellan, Senior Vice President, Operations. “Developing this comprehensive programme in conjunction with Gulfstream ensures that pilots will gain the knowledge needed to take full advantage of this technology and operating advantages.”

This stand-alone course is offered on Gulfstream aircraft that have achieved EFVS to Touchdown and Rollout certification. It meets the training requirements established by the FAA for operators who use EFVS in lieu of natural vision to descend below the decision height/altitude (DA/DH) or minimum descent altitude (MDA).

Certification for Gulfstream EFVS operations for landing and rollout is accompanied by an additional approval which enables appropriately authorised Part 135 operators to dispatch and begin instrument approaches when visibilities are lower than the published approach minimums using the Visual Advantage concept. Part 91 operators could also obtain the required letter of authorization from the FAA after completing the course.

GKN Aerospace delivers its 500th Underwater Locator Device

GKN Fokker Services has delivered its 500th Underwater Locator Device (ULD) modification package. The ULD modifications have been supplied to twenty-five customers in twenty countries. The modification package has been developed for a wide range of aircraft including the Airbus A320 Family, A330 & A340, Boeing 737 through 787, Bombardier Q400, Embraer E-Jets and the Fokker 70 and Fokker 100. The GKN Fokker Services’ solution offers a complete package including the engineering bulletin, aircraft documentation, the ULD hardware, installation kit and a tester.

Controlling the location of aircraft flying a long-range over oceanic areas has become increasingly important to air traffic control authorities. This has led to new requirements, including the introduction of a stand-alone, long-range ULD. Multiple countries mandate fitting the ULD on aircraft for long-range over-water flights.

Erik Louis, Product Manager ULD at GKN Fokker Services said, “We are happy to reach this milestone of delivering 500 ULD modification kits, only one year after supplying the first unit in October 2017”

SR Technics Spain SA, Honeywell sign channel partner agreement

SR Technics’ Spanish subsidiary has signed a channel partner agreement for wheels and brakes with Honeywell International Inc. The new agreement, which is in effect until 2023, builds on over twenty years of collaboration between the two companies.

The channel partnership will allow SR Technics to offer competitive lead times and pricing on all Wheels & Brakes Honeywell products. SR Technics will also obtain full access to the Honeywell component maintenance manuals and other key IP documentation under the deal. By forming agreements with channel partners, Honeywell is enabled to ensure seamless quality services of their brand products. Therefore, becoming a channel partner to one of the top three wheels and brakes Original Equipment Manufacturers gives SR Technics a competitive edge, benefiting the MRO’s existing customer base and increasing its appeal for other carriers in the region.

“We are very excited about consolidating our relationship with Honeywell,” says SR Technics’ Chief Operating Officer, Jean-Marc Lenz. “Our partnerships with the industry’s most renowned OEMs not only further build the SR Technics brand but also put us in an advantageous position to continue growing our wheel and brake business.”

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Ministry of Civil Aviation

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CEO
Air India Engineering Services Ltd

Dr. R.K. Tyagi
President
Aeronautical Society of India

Ravi S Menon
Executive Director
Air Works India

Erik Goedhart
SVP, Global Head of Aerospace & Industrials
Kuehne+Nagel

Gagan Jacobs
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Jet Airways

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Bell launches Certified Training Facilities to expand global training offering

Bell Helicopter, a Textron Inc. company, has launched Certified Training Facilities (CTFs) to expand its global training offering. CTFs such as Helideal, a Bell Independent Representative based in southern France, will provide the highest standard of initial and recurrent pilot training under the umbrella of the renowned Bell Training Academy.

“The Bell 505 has been a global success story for Bell,” said Patrick Moulay, Senior Vice President, Commercial Business – International. “With a rapidly growing Bell 505 international footprint, we are focused on providing local support solutions to our international customer base for the entire lifecycle of their aircraft, and CTFs will play a key role.”

“Training has been an integral part of Bell’s aftermarket programme for more than 65 years,” said Chad Oakley, Manager, Flight Training, Bell. “We have trained over 140,000 customers in more than 135 countries throughout the world, and we are looking forward to our global training solution expansion through strategically located CTFs.”

“We are excited to be the launch Bell CTF,” said Jean-Francois Giron, Helideal President and Chairman. “We have been operating a variety of Bell aircraft, including the Bell 505, and have been training pilots for more than 25 years. We will be offering pilot training on the Bell 505 beginning in January 2019.”
Pratt & Whitney GTF engine MRO network continues to grow capacity, capabilities

The global network of maintenance, repair and overhaul (MRO) facilities that service Pratt & Whitney’s GTF engines is rapidly growing capacity and capabilities across the network to provide the best value and highest quality maintenance support for GTF engine customers.

“The GTF MRO network is laser focused on adding capacity and experience to best service our customers as we see shop visits increasing over the next several years,” said Joe Sylvestro, vice president, Aftermarket Operations, Pratt & Whitney. “Through the first half of the year, we saw GTF MRO output double over last year, a significant milestone across the network. At Pratt & Whitney, we’re continuing to invest in our facilities and state-of-the-art technologies, especially for assembly and inspection, to deliver products quicker with the highest quality.”

The GTF MRO network, comprising engine centres from the industry’s leading MRO companies, includes Pratt & Whitney, MTU Aero Engines (MTU), Japanese Aero Engines Corporation (JAEC), Lufthansa Technik (LHT) and most recently, Delta TechOps. As engine volume grows, the network will continue to expand to include other worldwide airline, MRO and repair facilities.

“Today, the growing GTF MRO network spans three continents, and we expect the network to expand to eight engine centres by 2020,” said Eva Azoulay, vice president, Engine Services, Pratt & Whitney. “We’re excited to see the network continue to grow, increase output and be able to support airlines with a variety of aftermarket services.”

The GTF MRO network is part of Pratt & Whitney’s EngineWise service portfolio, which provides engine operators with a variety of aftermarket services to maximise engine performance and fleet availability.

Embraer, Western Air sign flight hour pool programme agreement for ERJ-145s

Embraer has signed a flight hour pool programme agreement with Western Air, the largest privately owned airline in The Bahamas, to provide repairable component support for the carrier’s fleet of ERJ-145 aircraft at MRO Europe 2018. Western Air recently purchased three ERJ-145s from Embraer, becoming the first operator of the aircraft in the country, and the operator plans to purchase additional aircraft by the end of the fourth quarter of 2018.

The multiyear flight hour pool programme for the carrier’s fleet of Embraer jets includes material services engineering and advanced component exchanges from Embraer’s spare parts warehouse in Fort Lauderdale, Florida.

“We are extremely excited to welcome Western Air, our newest ERJ-145 operator in the Caribbean, to the Embraer Family!”, said Paulo McCluskey, Vice President, Embraer Customer Support and Services, Commuter/On Demand Aviation. "The support of the OEM is a natural fit for the customer. Embraer’s Pool Programme will allow Western Air to concentrate on their daily operations, while Embraer manages the supply-chain for rotatable components.”

“We are looking forward to working with Embraer as we transition into our new fleet of ERJ-145s. The support of the pool programme will be instrumental in the upkeep of our daily operations,” said Rexy Rolle, VP of Operations and General Counsel at Western Air.

EPCOR signs APU support contract with NEOS for its Boeing 787 aircraft fleet

EPCOR, a subsidiary of AFI KLM E&M and NEOS have officially signed a maintenance agreement covering the APUs of the Italian carrier’s fleet of Boeing 787s. The contract covers repairs for the APUs equipping NEOS’s 787s, two of which it currently operates, with two others awaiting delivery.

Ivan Albini, NEOS Continuous Airworthiness Post Holder, said, “EPCOR’s experience in the field of APU maintenance in general and the APS5000 in particular, is for NEOS a precious guarantee of trust. In signing up with EPCOR, we feel assured of benefitting from high-level services that integrate our needs as an airline.”

EPCOR Managing Director Martijn de Vries added, “We are delighted to welcome NEOS among our customers and that the airline has expressed its trust in us. EPCOR is a world leader on the APS5000 in terms of service quality, and we will make sure we offer NEOS the best possible support.”
Volotea to receive full-colour Airbus liTeMood LED cabin lighting system from STG Aerospace

STG Aerospace’s full-colour Airbus liTeMood LED cabin lighting system has been selected by Volotea, a Spanish low-cost airline. Currently operating a mixed fleet of Airbus A319s and Boeing 717s, the airline plans to move to an all-Airbus fleet over the next five years, resulting in this current order with STG Aerospace for no fewer than 45 full-colour liTeMood systems. Installation on the first batch of aircraft has already begun. Having begun operations in 2012, Volotea currently flies to some 78 European destinations from bases in Spain, France, Italy and Greece.

Marcus Williams, Global Sales Director commented, “We are delighted to add Volotea to the growing list of airlines that have chosen our latest liTeMood LED lighting system after a rigorous technical and competitive evaluation of the available systems. After completing an on-wing demonstration on their aircraft earlier this year, the Volotea team subsequently made a visit to the STG Aerospace Innovation & Engineering Centre in Wales where we finalised the ideal colour configuration to suit the Volotea brand identity.”

Isidre Porqueras, Volotea’s Chief of Cost and Operations Performance, commented, “Having made the decision to transition to an all-Airbus fleet, our next task was to ensure that our passengers would enjoy the most enjoyable and memorable journey we could offer them. Having experienced the impact of the full-colour liTeMood® system at AIX Hamburg, we were convinced that STG Aerospace had what we needed.”

STG Aerospace introduced its dynamic, configurable, full colour version of liTeMood earlier this year for both single and twin aisle Airbus aircraft. The system provides a choice of over 16 million colours and can be used to create bespoke scenes (from northern lights to sunrises and sunsets to settings specifically designed to celebrate national holidays) in just minutes using a unique and patented wireless programming tool.

Truly plug-and-play, liTeMood works with both classic and improved CIDS and can be installed in under 6 hours on a typical A320 with no changes required to the aircraft’s wiring or control panels. Approved by EASA and the FAA, it also delivers a range of operational benefits, including an MTBF in excess of 55,000 operating hours, a weight saving of up to 20kg on an A320 and 45kg on an A330, and a reduction in power usage of 55 percent compared to incumbent systems.

Airbus presents its new Skywise Reliability analysis solution at MRO Europe 2018

Airbus has presented its latest reliability analysis software named “Skywise Reliability” at MRO Europe 2018. This new solution has been developed by Airbus and is offered with Skywise Core. The application integrates all relevant fleet-wide data such as part replacements, flight plans and delays and historical maintenance actions and fully automates reliability reporting, saving airlines hours per week. Moreover, it allows users to ‘drill down’ into trends to truly diagnose root causes so they can allocate resources to mitigate recurring operational interruptions (OIs).

Skywise Reliability also complements internal data with global anonymised fleet data so that airlines can proactively assess reliability performance against industry benchmarks and understand whether a recurring issue is unique or a more systematic issue. Thanks to Skywise Reliability, airlines have already reported that they can typically reduce the reliability process time from one week to one day saving significant time in collecting/sorting/processing the data and producing reports.

Since its launch in June 2018, 28 airlines have been connected to Skywise Reliability. The service provides interactive and ready-to-use dashboards to simplify the reliability process and increase its efficiency. It allows users to measure in-service fleet performance, explore operational data and benchmark fleet data with other operators and the worldwide Airbus fleet.
Embraer, Trans States Airlines sign parts support contract for ERJ 145s

Embraer and Trans States Airlines have signed a contract to implement the Embraer Collaborative Inventory Planning (ECIP) programme, a supply chain solution for expendable parts. Under the agreement, Embraer will assume the planning and guaranteed replenishment of a portion of Trans States Airlines’ spare parts stock for its fleet of ERJ 145 aircraft.

ECIP is part of a suite of services offered by TechCare, the new Embraer platform that assembles the entire portfolio of products and solutions to deliver the best experience of services and support throughout the world.

“We are delighted to provide efficient services and support solutions to our long-time friends of over 20 years at Trans State Airlines with the ECIP programme”, says Johann Bordais, President and CEO at Embraer Services & Support. “This platform will serve them well by reducing costs and streamlining processes.”

“The ECIP programme is a natural fit for Trans States Airlines as it will optimise our inventory and increase the availability of spare parts for our fleet of ERJ 145 aircraft with, at the same time, the security of being able to count on the support of the OEM with a competitive value,” said Brian Randow, Trans States Airlines Chief Operating Officer.

Introduced in 2002, the ECIP programme takes advantage of Embraer’s large expendables inventory, global purchasing power, and sophisticated software to accurately plan and stock contracted expendables at the best possible pricing.

DAES Group, Flame Spray Technologies sign partnership agreement during the MRO Europe

The DAES Group and Flame Spray Technologies (FST) have signed a partnership agreement at MRO Europe 2018. With immediate effect, the DAES Group will be the distributor and service provider of FST thermal spray products and solutions for the aerospace market globally.

“Adding a complementary product line to our wide range of existing solutions is always good news. We are proud to announce that FST, a renowned company in the thermal spray world, is now part of our network. Accurate process control, system integration, and remote diagnosis are just some of their state-of-the-art capabilities. Nowadays, when organizations are constantly looking to improve their performance with flexible resources, FST’s turnkey and fully automated systems are the correct answer,” said Juerg Bartlome, DAES Group CEO.

“I am confident that the DAES Group network will expand our presence in the aerospace industry and will widen our frontiers. Our commitment to quality matches with the demands of the aerospace industry, and our experience and long list of satisfied customers are our best reference, said Menno Zwetsloot, Managing Director.

Corsair extends its Airbus A330 component support contract with AFI KLM E&M

Corsair, a French scheduled airline operating intercontinental long-haul services has signed an extension of its Airbus A330 component support contract with AFI KLM E&M binding the two companies for several years of extension. The scope of the services provided is unchanged, ranging from component repairs to provision of a Main Base Kit and pool access.

Jean-Luc Moine, Technical Director, Corsair, and Stefano Sciotto, Corsair Head of Procurement, said, “The services delivered by AFI KLM E&M have always given us complete satisfaction in technical and assistance terms. Consequently, it was natural for Corsair to extend the contract with the MRO group, which has been able to put together a range of services combining professionalism, quality and price performance right from the start of our cooperation.”

“We are proud that Corsair, a very long-standing AFI KLM E&M customer, has renewed its trust in us”, said Fabrice DeFrance, Senior Vice President Commercial AFI KLM E&M. “Long-haul partnerships such as this are the best testimony to our know-how and to the quality our Group offers in terms not only of maintenance, naturally, but also of attentiveness and service support for our customers.”
Kellstrom Aerospace appointed by AMETEK Thermal Management Systems as authorised global distributor for FMH Aerospace products

Kellstrom Aerospace has been selected by Thermal Management Systems (TMS) of AMETEK Aerospace & Defense as its authorised distributor for FMH Aerospace products. With the signing of this agreement, Kellstrom Aerospace is approved to solicit business for FMH commercial spares globally. AMETEK acquired FMH Aerospace, based in Irvine, CA, earlier in 2018. It is a leader in products used by the aerospace, defense and space industries to transfer fluids and gases at extreme temperatures and pressures in highly demanding applications.

"AMETEK is pleased to add to our partnership with Kellstrom Aerospace," states Bob Vogel, Vice President and General Manager, Thermal Management Systems. "Kellstrom is considered an industry leader in the commercial aerospace aftermarket spare parts business. It provides AMETEK with a worldwide network of sales professionals and distribution channels that further enhances our global reach."

"AMETEK Thermal Management Systems has a strong suite of technologies deployed across many platforms. Adding FMH Aerospace to our AMETEK portfolio represents a significant milestone for Kellstrom Aerospace," comments Kellstrom Aerospace Executive Vice President - Distribution Daniel Adamski.

"We view the addition of FMH Aerospace products to the AMETEK Thermal Management Systems (TMS) Global Distribution Agreement as the next logical step in the long-term aftermarket channel partnership between AMETEK TMS and Kellstrom Aerospace, and it facilitates yet another logistical solution offered by Kellstrom Aerospace to our global customer base of nearly 1,200 customers in 86 countries."

DTi is partnering with EDMO to facilitate FAA-mandated ADS-B aircraft upgrades

With the FAA-mandated 2020 ADS-B upgrade fast approaching, Device Technologies, Inc (DTi), a leading manufacturer of wire protection grommet edging, announces the availability of a NEW ADS-B Wire Protection Install Kit that includes its industry-preferred and FAA approved snap-on Spring-Fast M22529/2 grommet.

The Spring-Fast product line provides Best-in-Class EWIS Anti-Chafe Protection at half the cost of legacy systems. Spring-Fast grommets save 49% of total install costs by applying with finger pressure. No glue. No clean up. No curing.

DTi developed this install kit to facilitate the ADS-B upgrade and help MRO service centers and aircraft owners alike protect critical wires, their overall equipment investment and reduce AOG time due to its quick installation. This helps MROs lower cycle time and take on more ADS-B refit work.

FAA’s ADS-B (Automatic Dependent Surveillance-Broadcast) uses satellites instead of ground-based radar to determine aircraft location and is a key technology behind the FAA’s Next Generation Air Transportation System. The FAA has mandated installation of ADS-B OUT for flights after January 1, 2020, in airspace where a transponder is required today.

According to DTi President and frequent flier, Nick Petri, ”ADS-B is clearly a game changer with regards to CRM (cockpit resource management) and situation awareness. Our kit reduces ADS-B install time and ensures that wires are properly protected for years to come.”

The DTi Wire Protection Install Kit includes:

12 feet- Spring-Fast® M22529/2 grommet
12 feet- FFA-PPW-1 braided wrap wire sleeving
1 pair- 830 PS Full Bypass Shears
1 each- 860 GSB Cut to length bench mount measuring scale

Device Technologies, Inc is partnering with leading aircraft aftermarket distributor, EDMO for sale of DTi’s Wire Protection Install Kit. The kits are available in four standard sizes and can be customised for larger aircraft and length as required.

WestJet, Lufthansa Technik sign Total Technical Support contract for the airline’s new Boeing 787 fleet

WestJet has signed a comprehensive Total Technical Support (TTS) contract with Lufthansa Technik AG for the technical support of its future Boeing 787 fleet. WestJet also becomes the first customer for Lufthansa Technik’s digital platform AVIATAR in the Americas. The agreement includes integrated component supply, aircraft production inspections and line maintenance. The Canadian airline has ordered ten Boeing 787-9 Dreamliners and has options for another ten jets, with the first aircraft to be delivered to WestJet at the beginning of 2019.

"WestJet’s addition of the Boeing 787 plays an important role in growing our global presence," said John Kelly, WestJet Vice President, Technical Operations. "In Lufthansa Technik we have found the ideal partner to support this growth. Their technical support in combination with their digital fleet solution will ensure high aircraft availability from the first day of operation and onward."

Lufthansa Technik will ensure the global and fast supply of components to WestJet’s Boeing 787 fleet as part of Total Component Support (TCS). The contract covers the global availability of 787 components. In addition to a spare parts pooling concept, Lufthansa Technik will also stock inventories at the airline’s bases in Calgary and Toronto.

Furthermore, Lufthansa Technik will support WestJet’s Dreamliners with line maintenance services at up to ten stations globally and support the airline with engineering services such as maintenance planning and troubleshooting. Lufthansa Technik’s proprietary Cyclean system will be used for regular engine washes. Lufthansa Technik experts will also be monitoring and assuring the production quality of the airline’s new 787s at the manufacturer’s assembly site within the framework of an Aircraft Production Inspection Programme (APIP).
CAE Medallion MR e-Series Visual System launched for military fighter and fast-jet training

CAE has launched the CAE Medallion MR e-Series Visual System, a complete and turnkey visual solution designed exclusively for military fighter and fast-jet training.

The CAE Medallion MR e-Series Visual System is a cost-effective, fully-integrated visual solution that includes a back-projection 360-degree dome display system, laser projectors and CAE’s proven CAE Medallion image generators. The CAE Medallion MR e-Series is available for new training systems as well as for updates to existing systems. It has been designed to deliver the industry’s most realistic and immersive virtual environment critical for training military fighter and fast-jet pilots.

“CAE has always been at the forefront of technology leadership and innovation in the training and simulation industry, as evidenced by our recent commitment to invest in new technologies to revolutionize pilot and aircrew training,” said Gene Colabatistto, CAE’s Group President, Defence & Security. “The launch of our CAE Medallion MR e-Series Visual System is yet another example of CAE listening to the needs and requirements of our customers, and then investing in internal research and development to produce a product that will set the industry benchmark for fighter and fast-jet virtual training.”

The CAE Medallion MR e-Series Visual System offers an ideal visual solution for a range of fighter and fast-jet training tasks, such as formation and low-level flying, air-to-air refueling, and target identification. The system can also be used for tactical/attack helicopter training requirements.

“The CAE Medallion MR e-Series Visual System is a purpose-built product that will deliver the industry’s most immersive and realistic visual system for fast-jet training at a competitive price point,” said Marc St-Hilaire, CAE’s Chief Technology Officer. “Our military customers operating 4th and 5th generation fighters as well as advanced trainer aircraft all recognize the need to download a range of training tasks to simulation-based training. We have developed a fully-integrated product that will enable them to cost-effectively address their demanding training requirements, and optimize the value, effectiveness and success of live training exercises.”

The Royal Thai Air Force takes delivery of two new H225Ms

The Royal Thai Air Force (RTAF) has received its seventh and eighth H225M (previously known as EC725) multirole utility helicopters.

Since 2012, the RTAF has ordered for a total of 12 H225Ms under its fleet modernisation programme. Belonging to a contract signed in 2016, these new additions will join the air force’s existing fleet of six H225Ms for combat search and rescue, search and rescue flights and troop transport missions.

The 11-ton-category twin-turbine H225M is relied upon as a force multiplier by many air forces. Featuring state-of-the-art electronic instruments and the renowned 4-axis autopilot system, the multirole helicopter may be fitted with various equipment to suit any role. Close to 90 units are currently in service in six countries across the globe, surpassing the 100,000 flight hour milestone.
Gripen E has successfully completed the first tests to verify the ability to release and launch external payloads. The tests took place at Vidsel Test Range in the north of Sweden.

The tests, conducted by the first Gripen E test aircraft (designated 39-8), comprised jettisoning one external fuel drop tank and one firing of an IRIS-T air-to-air missile.

“As a pilot, flying with external stores such as drop tank and missiles is important to allow for evaluation of how the aircraft behaves with the stores attached. This test was also used to evaluate the effect on the aircraft when releasing and launching the stores. The highlight was of course to pull the trigger and watch the missile fire away. It also brings us closer to making the aircraft ready for its operational use”, says Marcus Wandt, Experimental Gripen Test Pilot at Saab.

“I am pleased to see the aircraft behaving and performing according to our expectations, which is proof of its smart design and world-class engineering by Saab. The programme is on track, and we are making good progress in the programme towards delivery to our Swedish and Brazilian customers”, says Jonas Hjelm, Senior Vice President and Head of Saab business area Aeronautics.

These tests are the most recent steps in the Gripen E flight test programme preceded by the carriage trials in July and forms part of the weapon integration work. Gripen E has weapons for all types of missions, such as stand-off precision strike using guided glide bombs, heavy anti-ship and deep strike missiles, to long-range and agile air-to-air missiles such as Meteor. Gripen E can also carry pods and sensors for reconnaissance and special missions. To give air forces a wide choice of operational capabilities, Gripen E is designed to enable quick integration of various weapons. This is partly made possible by Gripen E’s flexible avionic architecture.

Israel Aerospace Industries, Airbus Maritime Heron Remotely Piloted Aircraft System successfully completed 200 flight hours in Civilian European Airspace for FRONTEX

Israel Aerospace Industries (IAI) in partnership with Airbus DS Airborne Solutions, a subsidiary of Airbus DS has successfully completed 200 flight hours with the maritime Heron Remotely Piloted Aircraft Systems as part of marine patrol and coastal guard missions on Crete, Greece. The Heron flew in European civilian airspace under a civilian code.

Flying for FRONTEX, the European Border and Coast Guard Agency, the maritime Heron performed a series of flights equipped with an electro-optical payload for day and night vision, a marine radar made by IAI and an automatic identification receiver. Each mission lasted 14 hours on average. The surveillance platform Heron 1 used a direct link when flying within Line of Sight (LOS), switching seamlessly to a satellite link when flying Beyond Line of Sight (BLOS) to transmit real time information to multiple users in real time.

IAI and Airbus were selected by FRONTEX in a contract that includes operating the RPAS in daily security and coastal guard missions, maintenance and more. IAI and Airbus will provide the service for pre-planned assignments as well as for ad-hoc calls. The current contract covers 600 flight hours and may be extended into a longer-term agreement.

The Maritime Heron RPAS serves a range of customers globally, and is a part of the well-known “Heron” family which has accumulated over 300,000 flight hours, day/night missions, under all weather conditions. The Heron can fly 24 hours in full operational configuration. It carries versatile dedicated payloads to provide a clear, real-time intelligence picture to the marine vessels’ commanders and teams. The only RPAS directly controlled by a ship’s command system since 2010, the maritime Heron is in service with the Israel Navy as its key patrolling tool, successfully performing reconnaissance and security assignments formany years.

Avi Bleser, Vice President of Marketing of IAI’s MALAT Division said, “We welcome the contract with Frontex and the cooperation with Airbus. Flying in European airspace is a breakthrough for IAI. The Heron successfully completed all its missions and exceeded expectations, proving that it can fly civilian routes without any problems. We believe this is a significant step forward for IAI into other commercial markets for the Heron RPAS.”

Thomas Wehrhahn, CEO of Airbus DS Airborne Solutions (ADAS) said, “This long endurance maritime surveillance contract marks a new milestone in our ability to extend our successful unmanned operational services from military customers to civilian stakeholders such as FRONTEX and eventually other EU agencies. It also further demonstrates our capacity in selecting the right tools and collaborations for our teams to provide the best possible service to our European customers.”
## International Events

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