MRO BUSINESS TODAY

Jan 15th, 2023

Aventure Aviation to manage teardown of former Air New Zealand A320 for parts sale

The 17-year-old Air New Zealand's Airbus A320 Aircraft under Aventure Aviation will be dismantled at Ascent Aviation in Roswell, New Mexico.

Aventure Aviation, an aftermarket aviation parts supplier, will be managing the teardown and sale of parts for an Airbus A320, MSN 2533 aircraft. The jet was last operated by Air New Zealand and was registered as ZK-OJM. The aircraft is 17 years old and will be dismantled at Ascent Aviation in Roswell, New Mexico.

Aventure Aviation is in active discussions with owners, financial institutions, lessors, and airlines to find such solutions that will help in the revenue-generating process by conducting a teardown for idle Air New Zealand Airbus A320 aircraft.

"This A320 marks our first teardown of 2023," said Ebrahim Zakaria, Senior Director, Business Development, Aventure. "We expect a surge of acquisitions to bolster our A320 portfolio as we look to further diversify our product and customer base," he further added.

Aventure Aviation is an ASA-100 accredited aviation parts and Services Company headquartered near Atlanta's Hartsfield-Jackson International

Airport, U.S. The company has additional offices in Beijing, Delhi, Istanbul, Karachi, London, and Toronto, and representatives in strategic locations worldwide.

"Aventure continues to offer a unique global aviation investment platform for investors, leasing companies, and owners. With our experience with aircraft teardowns and a significant global customer base, we have solutions to deploy capital, provide asset management services, and material consignments for stakeholders, said Talha Faruqi, President, Aventure. "We continue to see inquiries from investors looking for options in diversifying their portfolios," he further added.

Services also include OEM distributorships, component repair & overhaul management, and surplus inventory consignment sales. Aventure's modern facilities include a large, purpose-built warehouse that stocks Airbus, Boeing, Bombardier, Embraer, General Dynamics F-16, and Lockheed Martin Hercules C-130 aircraft parts.

Avolon leases 5 new Airbus A321neo jets to Turkish Airlines

The newly delivered Airbus A321neo aircraft by Avolon takes the current total of aircraft on lease with Turkish Airlines to 8.

Avolon, the international aircraft leasing company, has announced that the company has successfully completed the delivery of 5 new Airbus A321neo aircraft to Turkish Airlines, the national flag carrier airline of Turkey. The newly delivered Airbus A321neo aircraft by Avolon takes the current total of aircraft on lease with Turkish Airlines to 8.

Paul Geaney, President and Chief Commercial Officer, Avolon said, "We are delighted to have worked with Turkish Airlines on this transaction which further strengthens the bond between our two companies. We are proud to support them as they continue the expansion of their network to service the strong recovery, they are experiencing in passenger demand."

Avolon provides lease and lease management services to airlines and airline investors worldwide. Avolon provides airlines with access to attractive delivery slots from its order book, or with the financing to take delivery of aircraft that they have ordered directly from OEMs. Working closely with airlines, Avolon facilitates fleet renewal and growth, assisting customers to enhance their portfolios and improve their performance.

Southeast Aerospace secures FAA certification for Garmin GI 275ESI

SEA has joined Garmin and Peregrine to develop an easy-to-install solution that allows for cost-effective replacements of mechanical and electronic standby instruments in Part 25 aircraft.

Southeast Aerospace, an Aerospace company offering comprehensive aircraft solutions is has announced that the company has received the Federal Aviation Administration (FAA) Supplemental Type Certificate (STC) number ST01985WI for the installation of the Garmin GI 275 3.125-inch round display Electronic Flight Instrument in Part 25 aircraft on an Approved Model List as an Electronic Standby Instrument (ESI).

SEA has joined Garmin and Peregrine to develop an easy-to-install solution that allows for cost-effective replacements of mechanical and electronic standby instruments in Part 25 aircraft. Utilizing the ESI version of the Garmin GI 275 electronic flight instrument, the GI 275 ESI AML STC offers a simple, all-in-one option to replace pre-existing, obsolete, higher-cost ESI and mechanical standby instruments.

"It's been a pleasure to collaborate with Southeast Aerospace to create this STC which includes the remarkable Garmin GI 275 as an ESI replacement in a variety of Part 25 aircraft," said Carl Wolf, Garmin vice president of aviation sales and marketing, Garmin. "The GI 275 redefines the capabilities of a standby flight display and will offer operators a modern and cost-effective replacement solution to avoid the high repair costs and ongoing obsolescence associated with legacy standby systems on these aircraft," he further added.

The GI 275 is Lightweight and compact aircraft, intentionally designed to take advantage of the common 3.125-inch flight instrument size, reducing installation time and preserving the existing aircraft panel. Southeast Aerospace has designed, manufactured, and PMA'd a 3-ATI to 3.125-inch adapter plate to simplify the installation further. The adapter plate is available for purchase with the STC.

Luke Gomoll, SEA Aircraft Modifications Sales Representative, Southeast Aerospace said, "The Garmin GI 275 ESI elevates the cockpit. Display clarity, brightness, data presentation, and data accuracy are all leveled up massively with the GI 275 compared to legacy electronic standby instruments. Obsolescence of older ESIs is really a secondary reason to upgrade to the GI 275, and we think that the GI 275 ESI has enough merit on its own to justify upgrades of non-obsolete equipment as well."

The Federal Aviation Administration (FAA) Supplemental Type Certificate (STC) will allow the Garmin dealer to install the GI 275 ESI on any aircraft on the AML. The STC also allows for the optional interface of GPS Data, Magnetic Heading, and VHF Navigation information from many common sources approved for interface with the GI 275. To help increase situational awareness, the GI 275 can be equipped with optional Garmin synthetic vision technology (SVT).

TJ Spitzmiller, VP of Business Development, Peregrine, noted "Our relationship with Southeast Aerospace continues to bring additional avionics capability to meet market demand. The versatility of Garmin's products such as the GI 275 is yet another exciting addition to their lineup."

Southeast Aerospace's Part 25 AML ESI STC is available for an expansive list of business aviation aircraft, including Hawker 800/1000 Series, Citation 550, 560, 560XL, 650, Falcon 50, Gulfstream G200, GIV, GV, Challenger 300, and Lear 60.

AerCap hands over first of six ordered Airbus A330neo aircraft to Condor

The remaining five of the AerCap Holdings N.V. Airbus A330-900neo aircraft ordered by Condor are scheduled to be delivered in summer 2023 through 2024.

AerCap serves approximately 300 customers around the world with comprehensive fleet solutions.

AerCap Holdings N.V. ("AerCap" or the "Company"), an Irish aircraft leasing company based in Dublin has announced the delivery of the first of six new Airbus A330-900neo aircraft to Condor, a German leisure carrier. The remaining aircraft ordered are scheduled to be delivered in the summer of 2023 through 2024.

"We are delighted to announce the delivery of the first of six new Airbus A330-900neo aircraft to Condor, and to see the aircraft painted in their distinctive new striped livery design," said Peter Anderson, Chief Commercial Officer, AerCap. "The A330neo aircraft is the perfect choice for Condor and will enable them to expand their network using the most modern, fuel-efficient technology while supporting their sustainability commitments. We wish the team every success and we look forward to continuing to build our partnership in the years to come," he further added.

AerCap is the global provider of aviation leasing with one of the most attractive order books in the industry. AerCap serves approximately 300 customers around the world with comprehensive fleet solutions.

"With AerCap as our very experienced and supportive partner, we are looking forward to welcoming the next A330-900neo within the upcoming months" said Björn Walther, Chief Financial Officer, Condor. "Thanks to the great cooperation we are able to take an important step towards a successful future," he further added.

Condor, legally incorporated as Condor Flugdienst GmbH and stylized as a condor, is a German charter airline established in 1955 with Frankfurt Airport being its main base. Condor offers scheduled flights to leisure destinations and operates, from Germany, medium-haul flights to the Mediterranean Basin and the Canary Islands as well as long-haul flights to destinations in Africa, Asia, North America, South America and the Caribbean.

ExecuJet MRO Services Malaysia Concludes 2C-Check on a Falcon 2000 jet

ExecuJet MRO Services Malaysia has successfully completed a 2C heavy maintenance check on a Philippine registered Dassault Falcon 2000 jet at its facility in Subang Airport, Malaysia.

ExecuJet MRO Services Malaysia, a wholly owned subsidiary of Dassault Aviation, has announced the successful completion of a 2C heavy maintenance check on a Dassault Falcon 2000 jet at its facility in Subang Airport, Malaysia. Ivan Lim, Regional VP Asia for ExecuJet MRO Services, said this particular Falcon 2000 was a Philippine registered aircraft.

"Being a member of the Dassault MRO Network brings strategic advantage because of the close collaboration and sharing of expertise at the aircraft manufacturer's level on this project," said Ivan Lim, Regional VP Asia, ExecuJet MRO Services. "I would like to thank our customer for the confidence they placed in us and also to thank Dassault Aviation in France and the US for the great collaborative team work on this significant MRO milestone here in Asia. The Falcon 2000 is Dassault Aviation's most prolific aircraft in Asia. We see enormous potential for this super mid-size aircraft in the Asian markets, especially South-East Asia. Coincidentally, these are markets where we have established a significant presence and reach over the years," he further added.

A 2C, one of the heavy 'C-checks' for the Falcon aircraft, is carried out every 12 years. Work scope included extensive removal and reinstallation of the entire cabin, airframe panels and detailed inspections to detect corrosion. For this project, the landing gear was required to be removed and sent to the workshop for overhaul.

IAC Group takes over Tiger Infrastructure Partners

IAC has a portfolio of 18 aircraft hangars located at seven airports and two customer sites in the U.S. and Europe, providing essential services to customers in the global aviation industry.

International Aerospace Coatings (IAC) Group, which includes Eirtech Aviation Services, has announced that the company has been acquired by Tiger Infrastructure Partners (Tiger), a private equity infrastructure investor. IAC Group is one of the global providers of aviation services headquartered in Shannon, Ireland and Irvine, California. International Aerospace Coatings (IAC) Group, a global provider of aircraft painting, interiors and graphics.

"As a growth-oriented infrastructure investor, we were attracted to IAC because of its compelling growth prospects, leading market position, substantial asset base and stakeholder relationships along with its strong balance sheet," said Emil W. Henry, Jr., CEO, Tiger Infrastructure.

IAC has a portfolio of 18 aircraft hangars that are strategically located at seven airports and two customer sites in the United States and Europe, providing essential services to customers in the global aviation industry. The services offered also include aircraft manufacturers, commercial airlines, aircraft leasing companies, air cargo carriers and governments. IAC Group employs more than 1,000 people worldwide, including more than 250 in Shannon, Ireland.

"With operations in both the United States and Europe, IAC aligns well with Tiger's trans-Atlantic footprint and capabilities, which are a source of competitive advantage for us in the markets in which we operate."

Tiger invests in sectors such as Digital Infrastructure, Energy Transition and Transportation in North America and Europe.

IAC's core business involves aircraft painting, aviation technical services, aircraft interior refurbishment and aircraft graphic solutions. Aircraft are typically painted for corrosion protection and branding purposes every 5-7 years.

The work frequently coincides with Federal Aviation Authority (FAA) and European Union Aviation Safety Agency (EASA) mandated maintenance events to reduce downtime and costs. IAC Group also provides engineering services and asset management solutions to help customers ensure regulatory compliance through its Eirtech Aviation Services (EAS) division.

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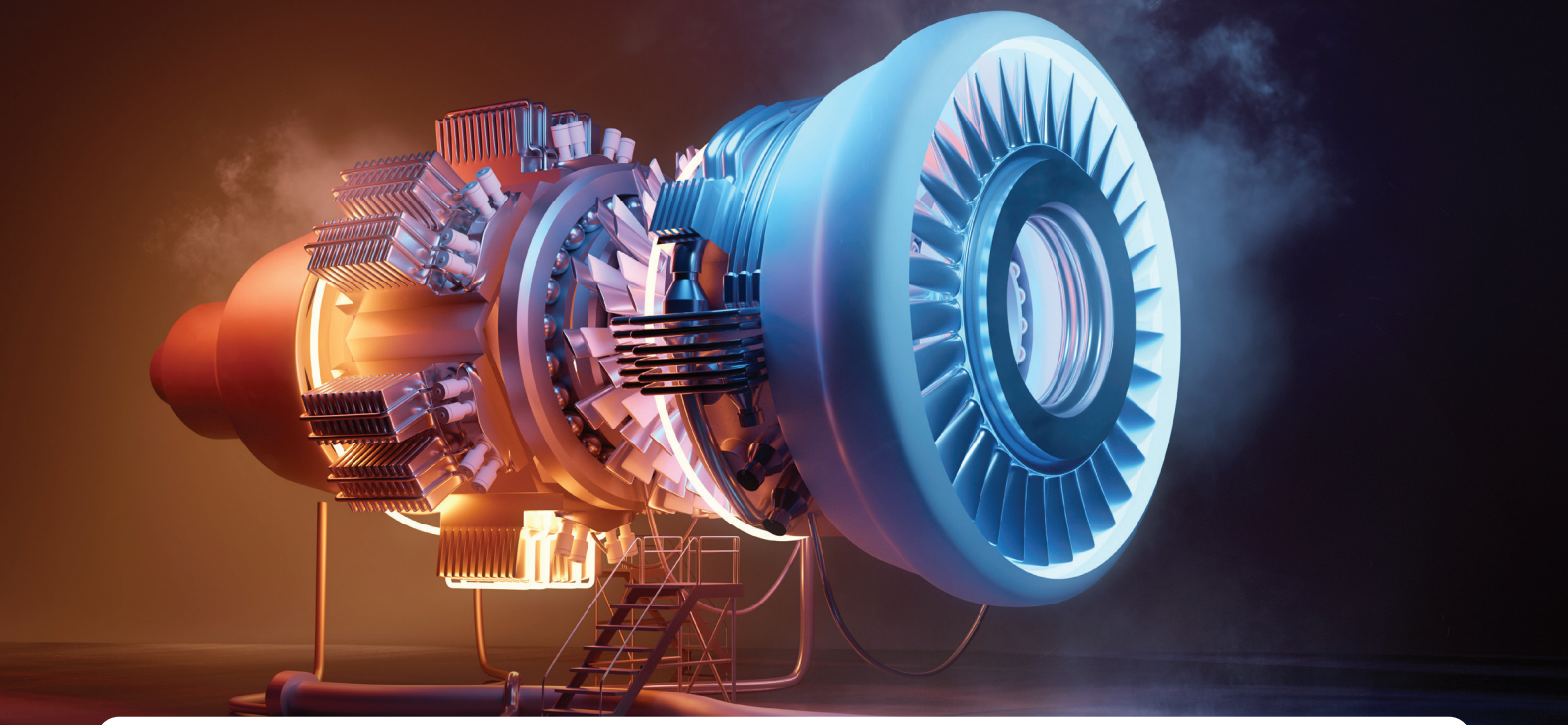

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OPTIMIZING LANDING GEAR MAINTENANCE

Optimizing landing gear maintenance is a given, and there can be no compromises made other than keeping a landing gear in top-notch condition. Despite this crucial part's heavy duty 'workload', its vulnerability to corrosion and stress damage cannot be underscored enough. Sufficient care can support an increased lifespan as per manufacturer's specifications, thus keeping check the cost of overhaul or even a higher financial burden like a landing gear replacement.

While OEMs and aircraft manufacturers strive towards constructing landing gears that are increasingly lighter in weight (and more expensive), this complex part's structural integrity is built to withstand loads without deforming or developing cracks, thereby underperforming as per safety norms.

Landing Gear maintenance schedules or requirements are set according to Flight Cycles (FC) or Years in Service. Maintenance optimization involves very minute inspections and documenting the findings of landing gear in use, including routine maintenance, importantly lubrication as a protective measure, repairing non-routine (NR) defects, and shop visits (SVs) for overhaul activities.

Watchpoints while Optimizing Landing Gear Maintenance

For commercial aircraft, a safe component life threshold is set as high as 60,000 landing cycles. Therefore, the prevention of failure of each component by assessing signs of fatigue and loading cycles needs to be thorough and timely. Requiring attention and regularly so, are Wheels and Brakes, to ensure superior performance.

While maintaining an inventory of Landing Gear is a must, entering into contracts with OEMs or third-party specialists can trim significant expenditure and logistical requirements for airlines. A burden or two is reduced here, and an airline company has the comfort and ease of access to inventory as and when required.

Given the above conditions for Landing Gear optimization, several areas of concern need to be kept in mind. These are:-

1. Accidents during installation or maintenance can cause 'premature component failure' – These needs to be identified and taken into account along with other preventive measures.
2. Minimising 'Stress Exertion', by avoiding impacts that occur due to the force with which an aircraft hits the runway and stresses the entire Landing Gear system. Similarly, stress is exerted when an aircraft applies brakes during landing or accelerates during take-off. The shock absorbers exert stress on their metal housings. Requiring a closer look are the pressurized shock-absorbing struts that are vulnerable to nicks and dents. Changes in the shape of the struts or any other related part of the gear can cause failure due to metal fatigue
3. Strains may be caused while roughly towing the forward landing

gear, or impacts from collisions with other objects on the tarmac can bend or even crack a landing gear. Exercising caution while working around landing gears can prevent not only material or financial loss.

4. Improper jacking inside the hangar can damage landing gear. While pressure washing, water may be forced to enter the bushings and joints causing erosion.

5. Solvents like paint strippers can cause 'hydrogen embrittlement' when they interact with high-tensile steel used in the gear. Protection from these chemicals and corrosive agents helps to safeguard the landing gear from developing cracks, as also from the expenditure that follows for costly repair/replacement jobs.

Maintenance Best Practices to keep Landing Gears in Optimal Condition

For the protection of the Landing Gear, lubrication is the critical first step towards doing away with wear and tear to many of its parts and components, caused by friction, and corrosion. Moreover, lubrication helps to keep out water, de-icing fluid, and other harmful substances that cause chemical reactions leading to embrittlement. It is important first to check the aircraft's manual for the substances that can be used for lubrication.

Best practices include recoding accurately and analyzing every performance of the landing gear system – ground events and loads experienced. For this, a fair transparent, non-reprisal manner of reporting events and accidents, must be in place. The objective is then to achieve flight safety, and at the same time keep overhaul expenses at a minimum, achievable by following maintenance optimization protocols.

Components that need to be sent for a check-up like non-destructive testing and repairs, have to have their findings recorded. Therefore, documentation of each serialized part of the landing gear is vital. Each of those parts has specified operational lifespans and must be replaced automatically when required. Manuals must be constantly referred to and kept updated. Without a proper historical record of any part, the same would need to be replaced entirely.

For every piece of gear that is serviced, even the smallest of gaps found in the records, or any item that remains undocumented – must be changed. Going over the documentation with a fine-tooth comb and keeping historical data and records complete and updated will help avoid hefty expenditures.

Moving wheels to prevent the rubber material from cracking is one more step toward maintenance optimization.

Aircraft maintenance optimization also includes work on landing gear doors, retraction systems, hydraulic control valves and components as well as steering and indication systems.

Watch Points for Overhaul of Landing Gear

Typically landing gears are up for overhaul every 10 years, and can be done any number of times provided the total life of the gear is within the limits set by the OEM – 60,000 to 70,000 Flight Cycles. Landing Gear removal is done as per the guidelines of the operator's Aircraft Maintenance Programme (AMP), be it a repair job, an overhaul, or a gear swap.

An airline company can incur a huge cost for even routine landing gear repair work, maybe a routine overhaul. Therefore it is only prudent to follow the scope of work which requires a thorough inspection of all components according to the component maintenance manual (CMM) or OEM guidelines.

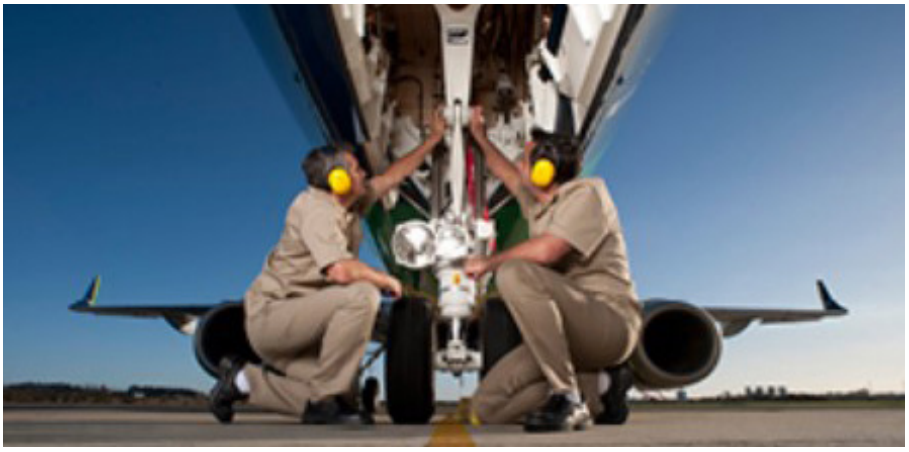
Image Courtesy : AviationPros

Advanced technologies for Optimizing Maintenance

For critical operations like aircraft/landing gear maintenance, many airlines have opted for and invested in advanced technologies, such as Artificial Intelligence, Machine Learning and Algorithms. Today's technology enables companies to manage unforeseen and unplanned work contingencies better and facilitate the most efficient, cost-effective aircraft maintenance activities. This trend will continue to grow, and so will several virtual or digital products be developed, to cater to the industry's operational requirements and improvements.

Overcoming Optimization challenges with Advanced Technologies

Lifting of travel restrictions post-pandemic saw large numbers of parked aircraft worldwide being readied for operations. This comes as a sizeable burden to maintenance staff. This challenge is compounded further by an existing shortfall of maintenance workers, as aircraft mechanics' retirements outpaced new entries. With the aviation industry in a state of disarray during and post-pandemic, aviation aspirants opted for different career paths, and understandably so.



Although dealing with a reduced number of flights did somewhat mitigate this criticality of the situation, however, aircraft maintenance schedules remained impacted by supply chain and spare parts disruptions.

The way forward for airlines and aviation MRO companies then has been to adopt newer tools and technologies to manage their resources, and maintenance processes better. To keep up with unplanned maintenance, sudden demands made on relocating technicians, need for better coordination amongst key stakeholders like line maintenance staff, cockpit crew and flight operations all need looking into.

Digitalization brought about optimized staff rosters with skill sets clearly drawn, leave and time-off requests and all factors impacting maintenance schedules were taken into consideration. The data is made available in a fully transparent manner with web and mobile access on a 24/7 basis. Staff experience ease of gaining access to vital information and can manage and control their schedules effectively.

Adapting the maintenance optimization software into their systems allows airlines and aviation MROs quick addressing of tasks on the day of operations, flight disruptions and maintenance requirements. Software solutions can monitor the status of a particular job, and suggest if additional training and improvements are required for optimized staff performance.

Advanced Technologies and Measurable Improvements

Advanced maintenance optimization solutions are measurable and show improvements across metrics, such as a reduction in outstanding minimum equipment list orders, reduction in maintenance costs, increase in productivity using the same number of staff, and reduction in verbal communications – all of this for going digital. The results generated are much more - like optimization of aircraft utilization, improved punctuality, and reduced technical delays.

Advanced solutions help alleviate pain points caused to airline companies in our new normal and can make a huge difference to a crucial and comprehensive part of the MRO business process.

Conclusion

Optimizing landing gear maintenance requires a proper understanding of when a landing gear requires a shop visit versus scheduled maintenance based on flight cycles (FC). Keeping maintenance costs low, protection from corrosion using lubricants, minimising wear and tear, proper handling while towing and jacking, recording and maintaining every historical data, and inspecting the gear over and over again for the smallest of repair work required can help achieve the main objective. A landing gear's rugged look belies its fragility in any environment it operates in or even while it's stationary.

Reference Credit:
www.sassofia.com
Aviationpros.com

Image Courtesy : www.emirates.com

Emirates commences flight of first renovated Airbus A380

The new refreshed Airbus A380 features Emirates' latest products and interiors across all cabins, including 56 Premium Economy class seats on the main deck.

Emirates has commenced flying the first A380 to be completely refurbished under the airline's US$ 2 billion retrofit program deployed on the Dubai-London Heathrow. The fully refreshed A380 features Emirates' latest products and interiors across all cabins, including 56 Premium Economy class seats on the main deck, and new color palettes evident in the carpeting and wall panels.

On the upper deck, First and Business Class seats sport Emirates' latest cream-colored leather upholstery and lighter-toned wood finishing, similar to the airline's 'game changer' product. Emirates' signature ghaf tree motif also features prominently throughout the interiors, including hand-stenciled panels in the First Class Shower Spa. The next Emirates A380 aircraft lined up for its make-over is A6-EUW, and work is expected to be completed by the end of January 2023.

Sir Tim Clark, President, Emirates Airline said, "Customers will notice the difference the moment they step onboard – the spacious A380 will look and feel even more impressive and comfortable. With our latest interiors and products, this newly refurbished aircraft elevates our inflight experience in all classes of travel, and enables us to offer more Premium Economy seats to meet customer demand. I'm particularly proud that this refurbishment work was designed, conducted and completed inhouse at our facilities in Dubai, to the highest standards of quality and safety. It reflects the world-class aviation capabilities and infrastructure that exists within Emirates, and here in the UAE."

As the program progresses, engineers will work simultaneously on 2 aircraft. This means that one aircraft in the fleet will be withdrawn from service every eight days and transferred to Emirates Engineering facilities. By 2024, all 67 A380s assigned for refurbishment will have returned to service. Emirates will then begin work on its 53 Boeing 777s earmarked for this project. The airline expects to complete the program in 2025.

To deliver the largest known aircraft refurbishment program in aviation history, Emirates recruited 190 new project personnel and is working with 48 major partners and suppliers who have also hired hundreds of skilled workers. Teams of engineers and technicians have worked round the clock, taking apart the entire interior of the A380 and refitting the parts again in a carefully planned and tested sequence.

HAECO Xiamen to construct world's largest single-span aircraft maintenance hangar

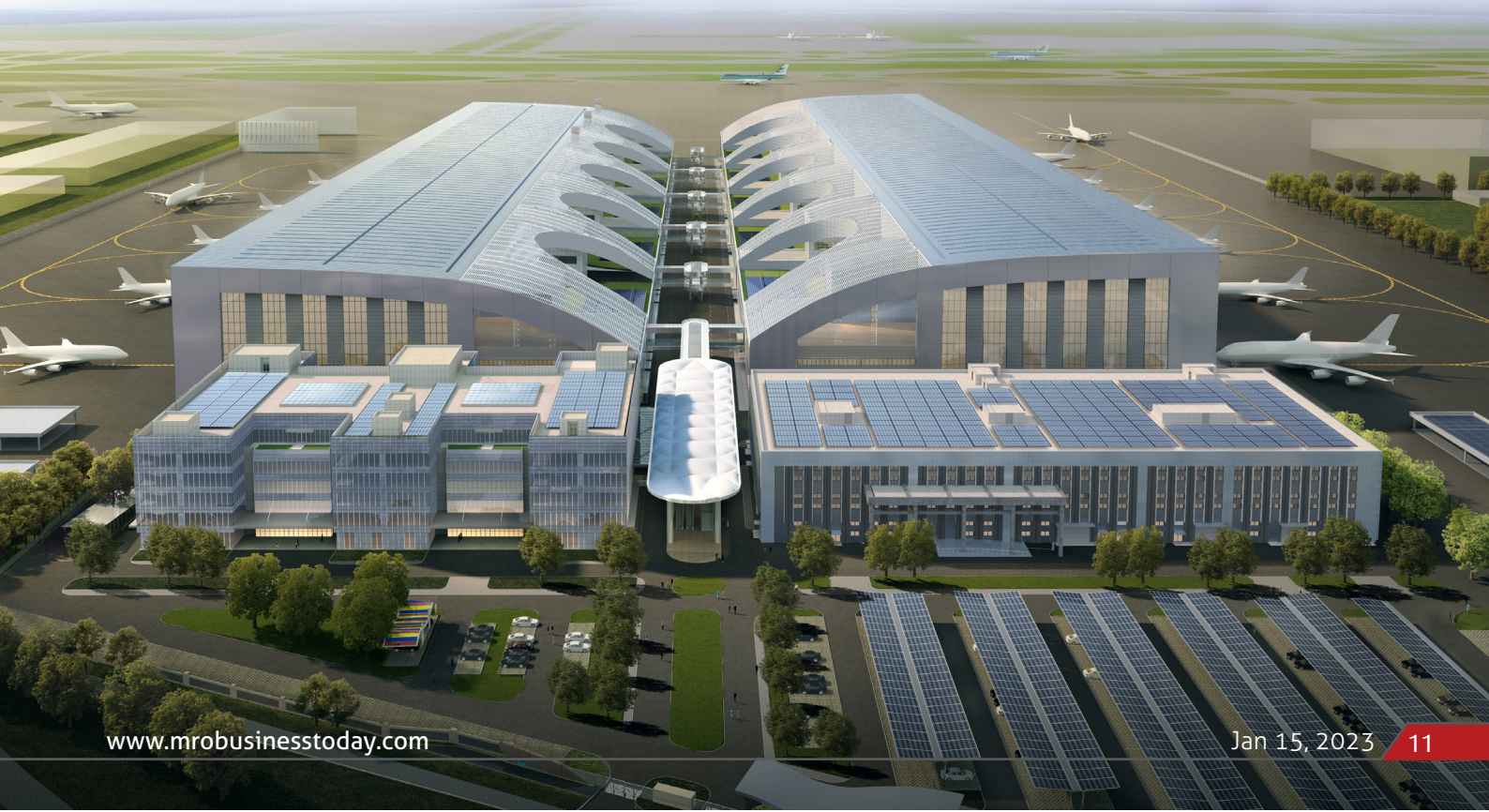
The new HAECO Xiamen maintenance facility will combine innovation, green design and advanced technology to achieve optimum energy utilization and operational efficiency.

HAECO Xiamen, a member of the HAECO Group, conducted a groundbreaking ceremony to commence the construction of its new aircraft maintenance facility at Xiamen Xiang'an International Airport. HAECO's comprehensive suite of aircraft engineering services includes airframe services, line services, parts manufacturing, design engineering, certification, and technical training.

The new under-construction maintenance facility will combine innovation, green design and advanced technology to achieve optimum energy utilization and operational efficiency. The hanger will have 12 wide-body and six narrow-body maintenance bays as well as two separate painting bays to provide flexible parking for multiple aircraft types and different maintenance needs. Once the construction is completed, HAECO Xiamen will be the largest single-span aircraft maintenance hangar in the world.

The construction project has been designed from the outset to optimize operational efficiency and maximize space utilization, helping to reduce aircraft maintenance turnaround times and improve punctuality to meet its customers' maintenance schedules. The innovative 'center-axle' design connects the hangars and ancillary buildings, facilitating logistics management and resource sharing.

The new maintenance facility will also feature innovative design and state-of-the-art green measures including solar power, intelligent building management systems, intelligent lighting controls, water storage and air conditioning systems, as well as advanced wastewater and air treatment, to achieve gold certification under the LEED-NC (Leadership in Energy and Environmental Design for New Construction) rating system.



Stellantis joins Archer to develop flagship electric aircraft

Stellantis N.V. and Archer Aviation Inc. have reached an agreement to manufacture Archer's flagship electric vertical take-off and landing (eVTOL) aircraft, Midnight.

Stellantis N.V., a multinational automotive manufacturing corporation and Archer Aviation Inc, an American company commercializing have announced that the companies have agreed to significantly expand their partnership in electric aircraft development. The two companies have reached an agreement to manufacture Archer's flagship electric vertical take-off and landing (eVTOL) aircraft, Midnight.

"We've been working closely with Archer for the past two years, and I am continually impressed by their ingenuity and unwavering commitment to deliver," said Carlos Tavares, CEO, Stellantis. "Deepening our partnership with Archer as a strategic investor with plans for growing our shareholding demonstrates how Stellantis is pushing the boundaries to provide sustainable freedom of mobility, from the road to the sky. Supporting Archer with our manufacturing expertise is another example of how Stellantis will lead the way the world moves," he further added.

Stellantis will work with Archer to construct Archer's recently announced manufacturing facility in Covington, Georgia, U.S. at which the companies plan to begin manufacturing the Midnight aircraft in 2024. Midnight is designed to be safe, sustainable, and quiet and, with its expected payload of over 1,000 pounds, can carry four passengers plus a pilot. With a range of 100 miles, Midnight is optimized for back-to-back short-distance trips of around 20 miles. The aircraft has a charging time of approximately 10 minutes in-between.

This unique partnership in the urban air mobility industry will leverage each company's respective strengths and competencies to bring the Midnight aircraft to market. Archer brings its world-class team of eVTOL, electric powertrain and certification experts while Stellantis will contribute advanced manufacturing technology and expertise, experienced personnel and capital to the partnership.

This combination is intended to enable the rapid scaling of aircraft production to meet Archer's commercialization plans while allowing Archer to strengthen its path to commercialization by helping it avoid hundreds of millions of dollars of spending during the manufacturing ramp-up phase. The goal is for Stellantis to mass produce Archer's eVTOL aircraft as its exclusive contract manufacturer.

"Stellantis' continued recognition of Archer's progress toward commercialization, and today's commitment of significant resources to build the Midnight aircraft with us, places Archer in a strong position to be first to market," said Adam Goldstein, founder and CEO, Archer. "Our two companies are taking these important steps together to realize a once-in-a-generation opportunity to redefine urban transportation," he further added.

Stellantis has been a strategic partner to Archer since 2020 through various collaboration initiatives, and as an investor since 2021. During this time, Archer has leveraged Stellantis' deep manufacturing, supply chain, and design expertise in connection with Archer's efforts to design, develop, and commercialize its eVTOL aircraft.

Air bp strengthens regional footprint with expansion of safe2go fuel data platform to 18 airports in Greece

The Air bp safe2go fuel data platform consists of several digital solutions that provide efficiencies to the refueling process, both on the ground and at the back office.

Air bp, the international aviation fuel products and services supplier, is expanding the reach of its innovative safe2go fuel data platform (previously known as Airfield Automation) by marketing it to fuel operators at non-Air bp operated locations. The safe2go fuel data platform consists of several digital solutions that provide efficiencies to the refueling process, both on the ground and at the back office. The platform includes a safe2go fuelling app, and a bp patented misfuel prevention technology to help significantly reduce the risk of in-plane misfuelling.

Air bp's proprietary safe2go fuel data platform has been deployed at 18 airports in Greece via Greek into-plane service and storage company, GISSCO. GISSCO was founded in 2004 and is a JV including bp Hellenic and Shell – Motor Oil Aviation. GISSCO also represents the largest fuel ground handling company in Greece and refuels more than 60,000 flights to destinations worldwide per year.

This challenging but successful deployment took less than six months, and close collaboration with GISSCO supported it in record time. Air bp will continue to progress its expansion with new customers around the globe.

Elida Cavic, vice president aviation, South Europe, Middle East & Africa, Air bp said, "We are pleased to be expanding the reach of our technology and are delighted to announce GISSCO as our new customer joining the growing number of locations who are able to benefit from the solution. The safe2go fuel data platform, and safe2go fuelling app – provides both an engineering barrier to actively help prevent misfuelling and enhanced efficiency and reliability in refuelling operations. Any fuel operator can use this technology as a cost-effective solution when digitising their fuelling operations and we would be delighted to work with them."

The Air bp safe2go fuel data platform has been developed by the company with its expertise and understanding of the needs of fuel operators and their customers. The platform works via a 'safe2go' app on a handheld device in fuelling vehicles. The app consolidates data on airport fuelling operations, verifies fuelling requirements and captures an acknowledging signature from the pilot or airline representative. Aside from the enhanced safety barrier, operators benefit from faster, more comprehensive, and more accurate fuelling as well as data delivery.

In October 2022, Air bp surpassed its 630,000th overwing fuelling through its sfe2go fuelling app misfuel prevention technology. The safe2go fuel data platform was first rolled out in 2018 and is currently deployed at more than 592 locations in 44 countries around the world. Since launching, over 3.7 million fuelling does in total have been processed using the technology.

Neste supplies MY Sustainable Aviation Fuel to Brussels Airlines via CEPS pipeline

Brussels Airlines is the first airline to receive the Neste MY SAF at the Brussels Airport using the NATO Central European Pipeline System (CEPS).

Neste has commenced the delivery of Neste MY Sustainable Aviation Fuel to Brussels Airlines, the flag carrier of Belgium and part of the Lufthansa Group. Brussels Airlines is the first airline to receive the Neste MY SAF at the Brussels Airport using the NATO Central European Pipeline System (CEPS). Aviation fuel is supplied by CEPS to commercial airports in Europe, and from 1 January 2023, these airports will also be able to receive sustainable aviation fuel (SAF) via the pipeline system.

Brussels Airlines has ambitious sustainability goals which include an aim to emit 50% less CO2 by 2030 compared to 2019 and to become carbon neutral by 2050. The airline has plans to operate its first flight using SAF by 2023. The delivery of Neste's SAF via the CEPS pipeline will contribute to Brussels Airlines' sustainability goals by enabling the airline to operate its first flight using SAF already at the start of 2023.

"To achieve our climate goals, we will have to drastically increase the use of alternatives to fossil fuels in the coming years. Together with the Lufthansa Group, we have already invested in the production and use of SAF for several years. The fact that sustainable aviation fuel can now be transported from the blending facility all the way to our aircraft in a fast and environmentally friendly way is an important step to increase the use of this type of fuel in the near future," said Peter Gerber, CEO, Brussels Airlines.

The first batch of Neste's SAF for Brussels Airlines was loaded into the pipeline system as a ready-to-use blend with conventional jet fuel at Neste's blending facilities in Ghent, Belgium at the turn of 2022. From there, the fuel was transported by Brussels Airlines via the pipeline to the general fuel storage at Brussels Airport, making SAF available for use by Brussels Airlines.

"Sustainable aviation fuel is the most effective tool currently available to reduce the emissions of air travel. Neste is working with partners like Brussel Airlines and the Lufthansa Group, airports and logistics providers to make SAF available across Europe and globally. Following permission by NATO to transport SAF on the CEPS system, we are proud to be the first to deliver SAF into the pipeline to Brussels airport. We look forward to using the largest pipeline system in Europe to supply other airports in the near future. Pipelines are the most efficient way to supply as Neste is scaling up SAF production capacity to 1.5 million tons annually in 2023," said Jonathan Wood, Vice President Europe, Renewable Aviation, Neste.

Using Neste MY Sustainable Aviation Fuel reduces greenhouse gas emissions by up to 80% over the fuel's life cycle compared to using fossil jet fuel. Neste MY Sustainable Aviation Fuel is produced from sustainably sourced, 100% renewable waste and residue raw materials, including used cooking oil and animal fat waste. SAF is blended with conventional jet fuel and works seamlessly with existing fueling infrastructure and aircraft engines.

The Central Europe Pipeline System (CEPS) is the largest petroleum pipeline system in NATO and is used to deliver fuel for air vehicles around Europe. Comprising some 5,300 km of pipeline running through Belgium, France, Germany, Luxemburg and the Netherlands, it is one of the most complex and extensive networks of refined product pipelines in the world also connecting to civil airports.

Brussels Airlines has ambitious sustainability goals which include an aim to emit 50% less CO2 by 2030 compared to 2019 and to become carbon neutral by 2050.

AvAir awarded exclusive worldwide C130 and P3 APUs distributor contract by Honeywell

The exclusive AvAir 85- and 95-series auxiliary power units (APU) distribution contract also includes spares for all commercial and defense applications by Honeywell.

AvAir, an inventory solutions provider for the aviation aftermarket, has been selected as the exclusive worldwide distributor of 85- and 95-series auxiliary power units (APUs) by Honeywell Aerospace. The exclusive APU distribution also includes spares for all commercial and defense applications by Honeywell.

The Honeywell auxiliary power units (APU) models are currently in service on over 1,400 aircraft worldwide, including the C130 and P3 aircraft in the defense sector, and the Boeing 737-CL in the commercial sector.

"We're excited to announce this new partnership with Honeywell and create a unique distribution channel for these APUs," said Moe El-Khatib, vice president – defense, AvAir. "This opportunity will allow us to continue to provide our existing and new customers improved access and more solutions to critical parts," he further added.

AvAir, currently in its 22nd year in business, offers customized solutions for customers and suppliers to purchase, sell, exchange, loan, lease, or consign inventories with more than 26 million components in stock. The company is ISO 9001, AS9120, and ASA 100 certified.

"Aligning with AvAir made sense as both companies will provide the best service, innovative technologies and aftermarket solutions in a world that continues to evolve," said Tim Van Luven, senior director of sales, Honeywell Aerospace. "We look forward to a long partnership with AvAir to improve both market reach and customer service," he further added.

Honeywell Aerospace products and services are found on virtually every commercial, defense and space aircraft. The Aerospace business unit builds aircraft engines, cockpit and cabin electronics, wireless connectivity systems, mechanical components and more.

Royal Canadian Air Force to receive 85 F-35 Lightning II fighter jets

The Canadian Air Force will receive 88 F-35A multirole stealth jets as a sustainment solution for Canada's sovereign requirements and strengthen a comprehensive training program.

Lockheed Martin has announced that the company will deliver the 5th Generation F-35 Lightning II aircraft to the Government of Canada as a result of the Future Fighter Capability Project competition. The Royal Canadian Air Force will receive 88 F-35A multirole stealth fighter jets as a sustainment solution tailored to Canada's sovereign requirements and assist in strengthening a comprehensive training program.

"Canada is our friend and a close ally. Their decision to procure almost 90 jets underscores the value of the incredible F-35 Lightning II," said Lt. Gen. Mike Schmidt, program executive officer, F-35 Joint Program Office, U.S. Air Force. "The F-35 is the best in the world, providing unmatched interoperability to America, Canada and the additional 15 nations that have selected the fighter. It is a global game-changer. Through power-projection, the F-35 is at the tip of the spear for deterrence. Its forward presence will continue to ensure that potential adversaries choose diplomacy over armed conflict," he further added.

The F-35 fighter jet strengthens Canada's operational capability with its allies as a cornerstone for interoperability with NORAD and NATO. As a critical node in 21st Century Security mission space, the F-35 gives pilots an advantage against any adversary and enables them to execute their mission and come home safe.

"We are honored the Government of Canada has selected the F-35, and we look forward to continuing our partnership with the Royal Canadian Air Force and the Canadian defence industry to deliver and sustain the aircraft," said Bridget Lauderdale, Lockheed Martin's vice president and general manager of the F-35 program. "The selection of F-35 strengthens allied airpower in Canada, North America and around the world," she further added.

Currently, the F-35 operates from 27 bases worldwide, with nine nations operating F-35s on their home soil. There are more than 890 F-35s in service, with more than 1,870 pilots and 13,500 maintainers trained on the aircraft.

"Together with our Canadian industry partners, we are honoured by this selection and the sustainment of critical jobs that will continue to equip Canadian workforces with advanced skills," said Lorraine Ben, chief executive, Lockheed Martin Canada. "The F-35 program yields tremendous economic benefits for Canada's aerospace and defence industry, and we look forward to continued growth," she further added.

Lockheed Martin is a global aerospace company that employs approximately 114,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services.

Aero awarded overhaul and modernization contract for Bulgarian Air Force L-39 aircraft

An order has been placed with Aero Vodochody for the overhaul of the first two Bulgarian L-39ZA aircraft which will also include two engines and the Safir auxiliary launch unit.

Aero Vodochody has secured a contract for the overhaul of L-39 fighter aircraft belonging to the Bulgarian Ministry of Defence. The first two L-39 aircraft which are to be overhauled and modernized will be transferred to Aero by the end of January 2023. The newly signed contract also includes a partial upgrade of the machines. The framework contract is valid for four years. The L-39 fighter jets are scheduled to be delivered back in 2024 after the contract is fully completed.

According to the contract, an order has been placed for the overhaul of the first two L-39ZA aircraft which will also include two engines and the Safir auxiliary launch unit. LOM Praha, a strategic partner of Aero Vodochody, will also work on the contract and will overhaul the AI-25TL engines.

Aero will begin extensive overhaul and partial modernization work by the end of January 2023 when the L-39 fighter jets will be delivered to the Vodokhod factory. According to the contract, the completion of the first overhauled and modernized aircraft is expected in 2024. Both parties are committed to the plan to fly the fighter jets back to Bulgaria on their own. Other suppliers from the Czech Republic, who cooperate with Aero Vodochody, will also participate in the contract.

"I am delighted with the successful completion of the tender and the opportunity to support another of the users of our legendary L-39 Albatros aircraft. We are systematically working to strengthen and develop relationships with the current users of our aircraft. Thus, Bulgaria joins the ranks of customers who have opted for overhaul and partial modernization of their aircraft," says Filip Kulštrunk, Vice President of Sales, Aero Vodochody.

The contract also includes a partial modernization, mainly replacing the original Russian avionics with Western ones, thus modernizing navigation, communication, identification, and recording equipment. The overhaul itself will restore the aircraft to 7.5 years or 1,500 flight hours between overhauls.

Aero has produced some 2,900 L-39 Albatros aircraft, hundreds of which are still flying around the world. The Albatros is historically considered the most successful jet trainer aircraft. But many countries also use them for other missions, such as reconnaissance missions or border protection. In recent years, Aero Vodochody has completed maintenance, repair, and upgrade orders for L-39C and L-39ZA aircraft from four foreign customers in Africa and Central Asia. The L39 Albatros aircraft are expected to be replaced in the future by the new L-39NG aircraft, which is enjoying great interest from users worldwide due to its successful certification.

Boeing to deliver 12 CH-47F Chinook helicopters to the Egyptian Air Force

The new Boeing foreign military sale contract has been valued at $426 million and the Egyptian Air Force will replace its fleet of CH-47D aircraft with the modern F model.

Boeing has been awarded an exclusive contract by the U.S. Army to produce 12 new CH-47F Chinook helicopters for the Egyptian Air Force. The new foreign military sale contract has been valued at $426 million. The Egyptian Air Force will replace its fleet of CH-47D aircraft with the modern F model. Egypt's defence will benefit from the new helicopter's advanced multi-mission capabilities. Team Chinook is led by the U.S. Army, which with 19 allied international customers, collectively operating a fleet of more than 950 aircraft.

"The F-model aircraft will enhance Egypt's Chinook capabilities and help effectively accomplish its heavy-lift objectives," said Ken Eland, vice president and H-47 program manager, Boeing. "Boeing's partnership with the Egyptian Air Force remains strong as we continue to work together to modernize their fleet," he further added.

The CH-47F is an advanced multi-mission helicopter for the U.S. Army and international defense forces. The aircraft contains a fully integrated, digital cockpit management system, Common Avionics Architecture System cockpit and advanced cargo-handling capabilities complementing the aircraft's mission performance and handling characteristics.

"Boeing is committed to supporting the defense modernization mission of the Egyptian armed forces and ensuring the best capability for Egypt's national defense and security," added Vince Logsdon, vice president International Business Development, Boeing.

As a global aerospace company, Boeing develops, manufactures and services commercial airplanes, defense products and space systems for customers in more than 150 countries. As a top U.S. exporter, the company leverages the talents of a global supplier base to advance economic opportunity, sustainability and community impact.

Safran Landing Systems delegates Stewart Odurny as Executive Vice-President Customers and Strategy

Stewart Odurny in his new role will be in charge of programs, sales and will focus on the development of new markets in conjunction with the aircraft manufacturers.

Safran Landing Systems has announced the appointment of Stewart Odurny as the new Executive Vice-President Customers and Strategy for the company. Stewart's appointment in his new role will come into effect as of January 2, 2023. Odurny will be in charge of programs, sales and will focus on the development of new markets in conjunction with the aircraft manufacturers. Stewart Odurny, is a graduate from Gloucester College of Arts & Technology and the University of Gloucestershire, England.

Stewart Odurny started his career in 2002 with Messier-Dowty (today Safran Landing Systems) as Purchasing Manager and then became Purchasing Director in 2004. He was appointed Landing Gear Products Director in the Supply Chain directorate in 2007. Stewart joined the Program Management team in 2009 and was appointed 787-9 Program Manager in charge of cost optimization. He was then appointed as Safran Landing Systems' Director of North America Sales and Marketing in 2012. Since 2016, Stewart has held the position of Vice President Sales and Marketing for North America.

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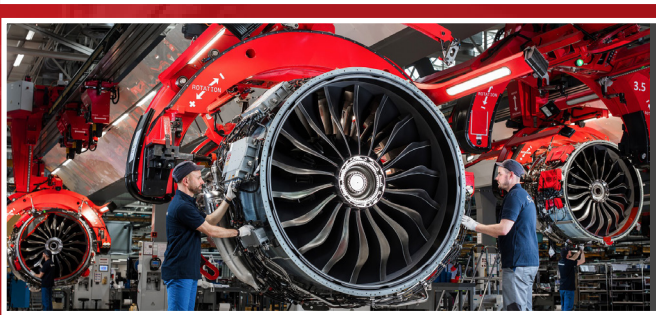

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2023

Date	Event	Venue
07-09 Feb 2023	AERO-ENGINES & ELTF AMERICAS	Dallas, TX, USA
22-23 Feb 2023	MRO LATIN AMERICA	Buenos Aires, Argentina
28 Feb to 01 March 2023	Aviation Festival	Singapore
28 Feb to 01 March 2023	MRO SouthAsia 2023	New Delhi, India
01-02 March 2023	MRO MIDDLE EAST	Dubai, UAE
01-03 March 2023	IASEA 2023	Marina Bay Sands, Singapore
18-20 April 2023	MRO AMERICAS	Atlanta, GA, USA
03-05 May 2023	Rotorcraft Asia and Unmanned Systems Asia 2023	Singapore
16-18 May 2023	IATA Ground Handling Conference	Abu Dhabi
17-18 May 2023	MRO AUSTRALASIA	Brisbane, Australia
07-08 June 2023	ELTF EUROPE	London, UK
13-14 Sept 2023	AERO-ENGINES EUROPE	Madrid, Spain
26-27 Sept 2023	Helitech Expo	London
26-28 Sept 2023	World Aviation Festival	Portugal
26-28 Sept 2023	MRO ASIA-PACIFIC	Singapore
22 - 24 Nov 2023	Air Expo India	Indira Gandhi Intl Airport-New Delhi

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