MRO BUSINESS TODAY

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Boeing procures the highest ever stock of sustainable aviation fuel from EPIC fuels for commercial operations

Largest SAF purchase to date demonstrates Boeing commitment to SAF as the most immediate way to decarbonize aviation.

SAF is a safe, proven, immediate solution that will help achieve our industry's long-term commitment to net-zero carbon emissions by 2050.

Boeing has purchased two million gallons of blended sustainable aviation fuel or SAF from EPIC Fuels to power their Commercial Airplanes operations in Washington state and South Carolina through 2022. This is by far the largest SAF procurement by OEM and highlights Boeing's commitment to sustainable aviation.

Sheila Remes, Boeing vice president of Environmental Sustainability said, "SAF is a safe, proven, immediate solution that will help achieve our industry's long-term commitment to net-zero carbon emissions by 2050. Boeing has been a pioneer in making sustainable aviation fuels a reality. Through this agreement, we will reduce our carbon footprint and have SAF available for customer deliveries as well as our own operations."

Sustainably produced jet fuel, which reduces CO_2 emissions by as much as 80 percent over the fuel's life cycle with the potential to reach 100 percent in the future, is widely recognized as offering the most immediate and greatest potential to decarbonize aviation over the next 20 to 30 years. Made from several feedstocks, sustainable aviation fuel is certified for commercial use and can be blended with traditional jet fuel without modifications to airplanes, engines, or fuelling infrastructure. Approximately a year ago, Boeing committed to delivering its commercial airplanes capable and certified to fly on 100 percent SAF by 2030.

The purchase agreement with EPIC Fuels includes a SAF product made from inedible agricultural waste, blending 30 percent neat SAF with 70 percent conventional jet fuel. The purchase will enable broader use of SAF for Boeing commercial production, test, ferry, Dreamlifter, and customer flights at facilities in Everett, Renton, and Seattle in Washington state and North Charleston, South Carolina. EPIC Fuels will also continue to supply customized blends from 50-50 percent up to 100 percent SAF for the Boeing ecoDemonstrator program, which accelerates innovation by taking promising technologies out of the lab and testing them in the air to solve real-world challenges for airlines and passengers. SAF is currently approved for a 50/50 blend with conventional jet fuel for commercial flights.

Kyle O'Leary, VP and COO of EPIC Fuels said, "Our focus on environmental stewardship and safety is well known in the industry. EPIC and Boeing have been partners for decades and we are honored to be a part of this procurement. Working together, we are making sustainability more attainable for our customers."

The purchase builds on Boeing's long-term industry leadership and investment to develop SAF around the world, partnering with airlines, fuel companies, governments, and research institutions to expand SAF supply and reduce its cost. Boeing began SAF test flights in 2008, helped gain approval for commercial use in 2011, and enabled airplane delivery flights with SAF starting in 2012.

The 2018 Boeing ecoDemonstrator conducted the industry's first 100 percent SAF commercial airplane test flight on a 777 Freighter in partnership with FedEx. In 2019, Boeing began offering customers the option to power commercial delivery flights with SAF to demonstrate commitment to reducing CO_2 and further spur the use of cleaner fuels.

Milestone – ATR conducts successful test flight using 100 percent Sustainable aviation fuel

These tests are part of the 100 per cent SAF certification process of ATR aircraft.

ATR recently performed a series of ground and flight tests on its ATR 72-600 prototype aircraft, cumulating seven flight hours with 100 per cent Sustainable Aviation Fuel (SAF) in one engine. The aircraft was powered by Neste MY Sustainable Aviation Fuel produced from 100 per cent renewable waste and residues raw materials, such as used cooking oil.

These tests are part of the 100 per cent SAF certification process of ATR aircraft. In September 2021, ATR announced a collaboration with Braathens Regional Airlines and Neste to accelerate this certification. The three companies are working closely together, targeting a demonstration flight in 2022 on a Braathens Regional Airlines' ATR aircraft.

The aim is to complete the certification process of ATR aircraft for 100 per cent SAF by 2025.

Stefano Bortoli, ATR's Chief Executive Officer said, "As the regional market leader, our aim is to lead the change to decarbonisation. Already emitting 40 per cent less CO_2 than similarly-sized regional jets, ATR turboprops are the ideal platform to offer significant advances in the reduction of CO_2 emissions. The achievement of this great milestone shows that we are fully committed to making the use of 100 per cent SAF possible and helping our customers meeting their objectives to provide even more sustainable air links – not in 2035 or 2050 but in the coming years."

Sustainable Aviation Fuels are a key pillar of the aviation industry's decarbonisation strategy, with an immediate impact in reducing CO_2 emissions. It is expected that an ATR flying on a typical regional route with 100 per cent SAF in both engines would reduce CO_2 emissions by 82 per cent.

Spirit Airlines gets delivery of Airbus A320neo

SMBC Aviation Capital has recently announced the delivery of one (1) Airbus A320neo aircraft (MSN 10686) equipped with two (2) PW1127G-JM engines to Spirit Airlines.

The aircraft and associated engines were delivered while located at the Airbus delivery centre in Mobile, Alabama.

This is this third of fourteen aircraft delivering to Spirit between November 2021 and September 2022 as part of a 14x aircraft sale and leaseback transaction.

SMBC Aviation Capital delivers Airbus A320neo.

Fokker Techniek Awarded with its first Airbus ACJ330 VIP completion

Fokker Techniek expands VIP cabin completion capability into widebody market.

Fokker Techniek and a German company, K5-Aviation has signed a contract for its first ever widebody VIP completion. Roland van Dijk, co-CEO of Fokker Techniek, is extremely excited to be awarded with this contract and show the market that Fokker Techniek can handle widebody conversions.

Erik Scheidt, Managing Director and pilot at K5-Aviation said "We appreciate the direct lines with the knowledgeable engineering and production people plus their hands-on way of working. The whole project team is focussed on delivering a great end-result. We have been accustomed to their skills in previous projects and will need same during the ACJ330 outfit."

"It's really the next level and we are honored that K5-Aviation has entrusted us with this prestigious project. We have started preparations and will soon implement more changes to the company in order to keep up with the continuous growth in our Aircraft Completions and Conversions segment. Our orderbook demands additional workforce and an increase of in-house activities" said Roland van Dijk.

Luca Madone of K5-Aviation said "Fokker Techniek and K5-Aviation have a rich history with past projects and this new contract is a continuation of our relation. We fully believe in the strengths of Fokker Techniek; this agile organisation has proven its skills before and we expect the same again on this much larger aircraft."

Exclusive VVIP aircraft cabin ordered by K5-Aviation will have spacious and state-of-the-art cabin interior with a modern, stylish design.

Image Courtesy : Teardown Eirtrade

Aircraft Teardown – Nose to Tail

Just like every other machine an aircraft undergoes extensive wear and tear, given the extreme atmospheric pressure, manual handling, rough weather, and plenty of other factors. Although most of the aircraft undergo regular maintenance checks after each flight, there is a point beyond which an aircraft does not remain airworthy. Every year about 500-600 commercial passenger and freighter aircraft are withdrawn from service. Such aircraft either go into long-term storage or are disassembled. During this process, the aircraft engine and other components are removed and either returned to stock the current fleet or are made available for sale or lease for the owner to cash in on its

asset value. Engines, turbine components, avionics, and landing gear all can be used as spare parts, and fuselage sections include recyclable metals like titanium, copper & aluminum.

The Teardown Market prediction

As per the Oliver Wyman predictions, the aviation aftermarket is slowly showing positive signs of recovery, the growth is expected to pick up steam in the second half of 2022. However, neither the airlines, aerospace nor the MRO sector is expected to catch up with pre-COVID projections by the end of the 10 years.

The early retirement of planes has reduced the sales of new parts because of increased competition from the surge in supply of used components and green-time engines harvested from retired aircraft. According to Oliver Wyman, it can take as much as three years to work through the excess of used serviceable material.

The A B & C of teardown

An aircraft teardown from nose to tail effectively takes about three to five weeks with roughly about 1000 harvested components.

The first stage of any teardown consists of sourcing aircraft whose component assets meet the needs of the marketplace.

The second stage is placing a successful bid for an aircraft followed by documentation and inspection. Certain parts that are to be returned and parts that are to be kept are logged separately. this process is vital for ensuring asset value and acceptability at the point of sale after teardown and recertification/ repair as required. Next, the aircraft is thoroughly inspected along with all the records.

Once the purchase of the aircraft is complete, the fourth and final stage is the actual teardown. Suppliers like AJW will partner with a third-party teardown specialist. Choosing the right partner is vital due to the importance of the disassembly process. The selection is based on location, experience, cost, and a trusted network of teardown partners, mostly 145 approved.

The actual teardown of the aircraft starts with easily accessible components such as avionics (flight deck and avionics bay), safety equipment including slides, and lights as they are quick and easy to remove. Next comes the removal of APU and nacelle components due to the ease of removal and value to start the marketing and saleability of units as quickly as possible

Next comes the removal of hydraulic systems, LRU's along with the brakes, and replacing the wheels to move the airframe.

Once the aircraft is stripped of all required LRU's then the landing gear and wheels are removed.

The recycling process aids in the recovery of residual value from discarded aircraft components like carbon fibers. Carbon fiber has been more widely used in airplane components as a result of technological advances. The recycled material has a reduced-price tag. As a result, commercial airlines are emphasizing the use of recycled materials for different components and systems.

Aircraft might belong to either airline, leasing companies, banks, specialist investment funds, or parts trading companies once they are parted out. Mostly airlines account for only a small percentage of global part-out demand. Major operators will directly part out aircraft, typically when they are in the process of phasing out a particular type and are trying to minimize further spares investment in these aircraft. Banks and leasing companies may occasionally be customers in the part-out process. Parts trading companies probably own about 25% of the aircraft that are parted out. They also manage a large percentage of part-out projects on a consignment basis from third-party owners, which in most cases are specialist investment funds

Touchdown Aviation (TDA) is a parts trading specialist with experience in the part-out market. AJW Aviation is another parts trading specialist with experience in the part-out market.

AFRA or Aircraft Fleet Recycling Association

Established in 2006, AFRA is a membership-based global collaboration to elevate industry performance and increase commercial value for end-of-service aircraft. AFRA represents companies from across the globe and throughout the supply chain – from manufacturers to material recyclers. Through the collective experience of its members, AFRA's BMP Guide has significantly improved the management of end-of-life aircraft in terms of environmental and sustainable performance. The AFRA

Image Courtesy : CLAviation-Aircraft Teardown

Image Courtesy : EirTrade-AFRA

accreditation contains a very clear set of recommendations and best practices for aircraft recycling.

The Narrowbody popularity

Currently, the popularity of narrowbody is on the rise mainly due to improved range capability and attractive seat mile efficiency making the narrowbodies choice of aircraft for LCCs. Since the opening of international borders for air travel, this trend is showing a steady rise. Anticipating this, many part-out companies started their preparations in 2021. APOC purchased four Boeing 737 airframes that have single operator traceability and were fully active until the COVID-19 pandemic.

Jasper van den Boogaard, VP Airframe Acquisition & Trading at APOC says that they will continue to secure investment for the right assets. APOC was quick to seize this multi-million-dollar opportunity last year as we had secure financing in place to close the deal. Despite the constraints of COVID-19, we are very pleased to have closed this important deal. As airlines seek to right-size their fleets to balance demand with new inductions, opportunities will emerge to divest certain assets. When multiple airframe deals are under discussion it is important for airlines and lessors to co-operate with like-minded partners, such as APOC, who understand the dynamics in today's changeable marketplace. As airlines worldwide rebuild their operations narrowbodies will be the first to fly again continues Van den Boogaard. We will support our customers through the sale of parts but also exchange, loan, and consignment – whatever is best for them. Our proactive teardown program is designed to increase our stock of high-quality commercial parts, not just replenish, he concludes

Apart from this, APOC also opened a new warehouse facility in Miami to meet the expansion of its narrowbody inventory and consignment program as a part of its strategic plan to expand its global footprint.

Thus, if the part-out company had liquidity, they grabbed the opportunity with both hands and increased their stock of commercial parts.

AJW too was not far behind, they too predicted that with the re-opening of the market the demand for spares will rise by leaps, and hence they purchased three Airbus A330-200 aircraft for teardown.

C&L Aerospace, a C&L Aviation Group company, recently signed a multi-year agreement with Legends Airways to provide power-by-the-hour services for its fleet of Saab 340 B+ cargo aircraft. Along with the PBH, Legends committed to a supply agreement that includes rotables, engine LRUs, and expendables.

C&L Aerospace also heavily invested in additional inventory to meet customer demands last year with the purchase and teardown of 15 aircraft. The aircraft included are 2 E170, 9 ERJ 145, 2 Saab 340B+, 1 ATR72, and 1 Challenger 604. They also purchased a multi-million-dollar ATR spare parts purchase which consists of many consumables and expendables. Following this C&L build a 27,000 square foot warehouse on their Bangor campus to store parts from the above teardown projects.

Despite the market uncertainty over the past year, we are committed to continuing investing in the regional and corporate aircraft we support says Chris Kilgour, CEO of C&L Aviation Group. These inventories allow us to be preferred partners for our customers who rely on us to support their needs, he adds.

KGAR has a system called the 'Smart teardown' in which they outsource the teardown of aircraft at one of the teardown providers, and locate the stock where it is needed globally. Thus, they provide the customers with several options for readily available inventory.

In the COVID-19 recovery, USM is going to play a huge part in helping operators manage their cash flow more effectively. USM parts can typically cost only 60% – 80 percent of that charged by the aircraft OEM. In addition, supply chain impacts felt within the OEM are not felt within the USM market, the main barriers to USM parts are traced along with release certification. In the ongoing recovery from COVID-19 we see a number of aircraft being retired at a very young age – this lends itself to ensuring an ever-reliable supply of components to the market.

USM can assure timely and cost-effective running of an airline, supply chain integration is one part of a larger process which is key to giving access to inventory and managing all aspects of material supply, quickly & cost-effectively, all whilst reducing aircraft downtime as far as possible

Who are the leading players in the market?

- AAR Corporation
- AerSale Inc.
- Aircraft End-of-Life Solutions (AELS) BV
- AJW Group
- Apollo Aviation Group (Carlyle Group)
- Aircraft Recycling International Ltd.
- Air Salvage International
- Bombardier Inc.
- CAVU Aerospace
- China Aircraft Leasing Group Holdings Limited
- GA Telesis LLC
- GE CAPITAL AVIATION SERVICES (GECAS)
- KLM UK Engineering
- Magellan Aviation Group
- Marana Aerospace Solutions (ASCENT AVIATION SERVICES LLC)
- Tarmac Aerosave
- Vallair Aviation Group

United Airlines Boeing 767 painting underway at HAECO's newly added capability in Florida

This project will be more rewarding given HAECO's long-standing maintenance and repair partnership with United Airlines.

HAECO Americas recently launched aircraft paint capability at its airframe maintenance, repair, and overhaul (MRO) facility in Lake City, Florida. HAECO has completed the upgrades to Hangar number 9 taking care to ensure space optimization and efficiency.

Mark Easton, General Manager of HAECO Americas' Lake City facility, said, "We are delighted to inaugurate our new renovated paint facility with United. This project will be even more rewarding, given our long-standing maintenance and repair partnership with United Airlines."

This newly added capability will focus on the installation of new divider curtains, climate-controlled paint storage, and upgraded heating and fire suppression systems.

Meanwhile, HAECO has welcomed its first customer in the new capability. They have signed a contract with United Airlines with the painting of the first United Airlines Boeing 767 aircraft is now in process.

Currently, the painting of the first United Airlines Boeing 767 aircraft is in process at the upgraded facility.

Safety – More than a culture, it's a way of life at Boeing

Safety Management system or SMS in organisations is the buzzword in the corporate world these days. Aviation, as an industry, has a strong safety record, and the SMS journey is intended to enhance that safety across the entire industry further. So, where does one of the biggest OEMs globally, Boeing stand on SMS grounds? Let us find out from aerospace engineer Michael P. Delaney, Boeing's Chief Aerospace Safety Officer. In this role, he is responsible for strengthening Boeing's safety practices and culture and developing the company's comprehensive Global Aviation Safety strategy.

What is Positive Safety Culture?

The Positive Safety culture in an organisation has several underlying factors. It is essentially a top-down, organization-wide approach to managing safety risk, and it ensures you have adequate risk controls that you can take action on. The organisation needs to the flexible in dealing with the issues as they come along the way, thereby making substantive decisions and taking action accordingly. The organisation also needs to be open-minded to learn, unlearn and re-learn new things to create compelling and informed choices that conclude safety that affect the outcome. Besides, the organisation also needs to be informed and knowledgeable about the technical factors, the environmental factors, the changes going on. As Mike Delaney correctly states, SMS came out of the airline part of the business for Boeing. Boeing follows what they call the reporting piece or in-house "speak up." Under this, People can voluntarily raise safety issues to respond and learn from them.

One of the most critical aspects of the concept is culture. It's a balance between, on one extreme, a highly punitive culture and, on the other extreme, a culture that has no consequences. And what you want to do is define where the line is. When you're on the one side of the line, the organisation's response is to learn, adapt, get better, stronger, and safer. And if you cross the line, then there is a consistent behaviour of taking action. And you don't want to blend those because that becomes critical to enable people to speak up, learn, understand the risks, and make flexible responses, Mike adds.

As a commitment to this positive safety culture, Boeing has voluntarily stepped up the SMS. Apart from the compliance- and a conformance-based requirement of their regulation, Boeing has also added the Safety Management System piece, which goes with the quality management and compliance systems to enable Boeing to unlock further safety in the operator. Mike continues, we're starting to see these relationships through this common language and behaviour that will allow us to talk with our airlines and take action that will improve the flying public's safety in the commercial space-based on actions we take in the OEM space.

Image courtesy: Mike Delaney

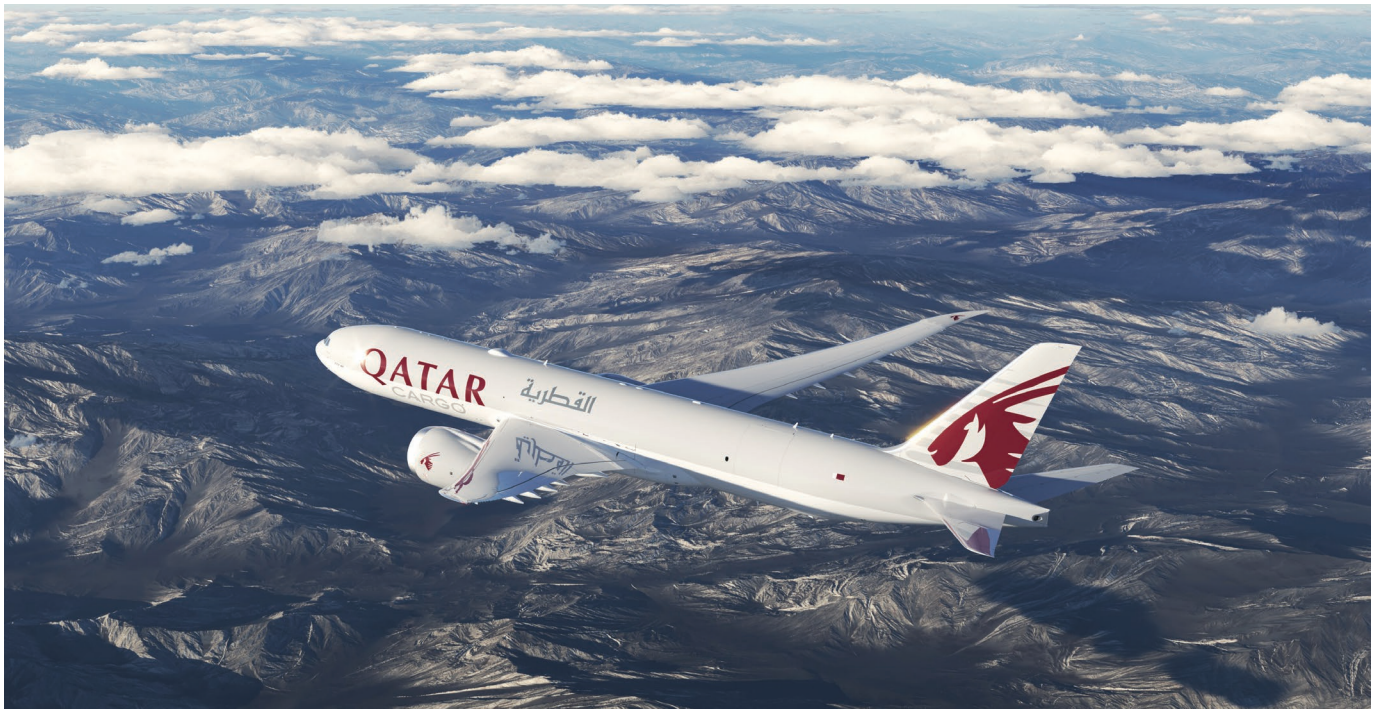
The Challenge - Imbibing the positive safety culture in employees

When asked about how do the employees embody this positive safety culture and work together to make it happen, Mike responded by saying that it is a collective effort by our team to understand this positive safety culture and to think about the actions and controls we have that can impact the safety of the fleet. When we say employees, every individual is working for the Boeing company. He further adds, today, we're leading through commercial. But this has implications for our defence and services sides. Having our employees understand this is something we get to do to make the flying public better, to create The Boeing Company better. These are not things we're doing to our employees. We are doing these things to improve the safety of the people who fly and use our products.

Where does Boeing stand on the SMS front?

Historically, the aviation industry has a strong safety record. And the SMS journey is intended to enhance that safety across the entire industry further. But the OEMs are just starting this journey. Mike emphasises the good news aspect; Boeing has people we can look at. Externally, the airlines have been on this journey for quite some time. Some of our customers use the same language around culture, SMS, and positive safety culture. Adding further good news, he says we have a couple of locations in Boeing that have mature SMS, positive safety cultures, and just cultures. And those look very similar to some of our big customers.

One of them is in Boeing Defence UK. We have been working with them, benchmarking them, and using them as an example. We are going to learn from our team. We will steal shamelessly from our customers that are already down the line on this journey and try to leverage it and connect it — connect our SMS and our risk register to our customers and the industries and ideally to the other prominent players in the industrial space. That's how we will move the needle on safety, Mike concludes.



The GE9X offers up to 10 percent lower specific fuel consumption compared to the engine it replaces.

Qatar Airways sign GE9X engines for whooping 6.8 billion to power Boeing 777

The GE9X offers the lowest NOx emissions in its class, and is the quietest GE engine ever produced.

Qatar Airways signed an agreement with GE for USD 6.8 billion for 30GE9X engines and four GE90-115B engines, plus GE TrueChoice services coupled with an additional new order for GE9X engines. This agreement is a part of a global launch by Qatar Airways of 50 Boeing 777-8 Freighters. This order is in coordination of Qatar Airways' agreement for 34 firm 777-8 orders with an additional 16 purchase right options, and an additional order of two Boeing 777 Freighters.

The agreement includes spare engines and a TrueChoice services agreement to cover the maintenance, repair and overhaul (MRO) of the engines.

Qatar Airways Group Chief Executive, His Excellency Mr. Akbar Al Baker, said: "With our status as the world's largest air freight carrier, Qatar Airways has ambitious plans for the future of its cargo operations. As operators of the Boeing 777 family, including the global launch customer of Boeing's 777-8 Freighter aircraft, we are delighted to have GE as our partners and these contracts for GE engines further cement the strong relationship between Qatar Airways and GE. We are confident that Qatar Airways' focus to drive towards a sustainable future will be very much supported by the efficiency of the GE9X engines."

GE Aviation CEO John Slattery said, "GE Aviation has great history and proven track record of powering freighter-dedicated aircraft. We are proud to continue building our relationship with Qatar Airways and play a significant role in their growth with this order of Boeing 777-8 Freighter and 777 Freighter aircraft."

The GE9X engine helps meet GE Aviation's commitment to a more sustainable aviation industry by introducing the latest generations of heat-resistant Ceramic Matrix Composites materials, additively-manufactured parts and lean burn combustion that help improve fuel efficiency. It is the world's most powerful and most fuel-efficient turbofan. The GE9X offers the lowest NOx emissions in its class, and is the quietest GE engine ever produced. Like all GE commercial engines, both the GE9X and GE90 are compatible with any approved Sustainable Aviation Fuel (SAF).

Incorporating a suite of propulsion technologies unique to GE, the GE9X offers up to 10 percent lower specific fuel consumption compared to the engine it replaces. It builds on the heritage of the pioneering GE90 engine and offers a combination of power and efficiency unmatched in the freighter market. GE Aviation has powered essential cargo operations worldwide for decades, including Boeing's line of dedicated freighters. This legacy continues with Boeing's newest, the 777-8 Freighter, powered exclusively by the GE9X engine.

The GE90 engine family is the exclusive powerplant on Boeing's 777-300ER, 777-200LR, and 777 Freighter aircraft. Since its entry into service in 1995, the GE90 engine has accumulated more than 108 million flight hours and has been among the most reliable in the industry with a world class dispatch reliability rate of 99.98 percent.

Another feather in the cap for FL Technics Engine Services

The FL technics Engine Services team has proven excellence and expertise in aircraft engines' maintenance during 2021 and has been awarded with ISO EN 9110:2018 certification.

Lithuania-based FL Technics Engine Services has recently received ISO EN 9110:2018 approval, certifying teams' operations to serve CFM family engines at full scale, including repair, replacement, installation, rectification, and preservation services. This service will create a unique value for aviation operators and lessors to leverage benefits, with an opportunity to align business interests, be it full-scale aircraft remarketing project, or a partial asset management case.

Commenting on the achievement Valerij Deveikis, CEO at FL Technics Engine Services said, "Business development is based on resilience and ability to focus on prospects, despite the circumstances. That is the case demonstrated by our team at FL Technics Engine Services, who has proven excellence and expertise in aircraft engines' maintenance during 2021 and has been awarded with ISO EN 9110:2018 certification. This is a solid proof of capacity and capabilities we possess for future development in 2022 and beyond."

This certification is an indicator of FL Technics proven capacity to grow, in terms of operations and quality. They deliver projects, ranging from minor repairs to through-out inspections and overhaul work packs, at a global level, both in terms of quality and capacity. With flexible and exquisite support from FL Technics, including services of asset management, trading, and logistics, the team at FL Technics Engine Services is ready to tackle projects of any size.

PTS signs first Engine Lease agreement since StandardAero take-over

PTS Aviation, LLC, a StandardAero company, has signed a comprehensive 3-year General Terms and Aircraft Engine Lease Agreement (GTA/ELA) with a major North American Part 121 carrier, effectively on an immediate basis. The initial ELA establishes the lease of one serviceable CFM56-5A1F engine for a 36-month term during a crucial period of projected air traffic recovery and growth.

This lease agreement represents PTS Aviation's first publicly announced transaction since StandardAero signed a definitive agreement to takeover the company last month, a deal which marked StandardAero's tenth acquisition since March 2015. Established in 1995, PTS has more than 150 years of combined aviation management experience and significant expertise buying, leasing and selling engines, modules and used serviceable material (USM).

Aircraft Engine Lease Agreement with a major North American Part 121 carrier.

David Blackburn, Senior Vice President – Asset Leasing & Trading for PTS Aviation, said "The team here at PTS Aviation continues to offer creative engine leasing solutions tailored to specific airlines and A320/B737 operators worldwide, as we work to support the efficient and effective recovery in air travel. We look forward to offering our customers additional solutions by leveraging our USM capabilities in support of the comprehensive CFM56-7B maintenance repair and overhaul services offered by StandardAero."

PTS Aviation, headquartered in Miramar, FL, is a worldwide supplier of used serviceable material for the CFM56-3, -5 and -7B. StandardAero is an OEM authorized independent MRO provider and GE Designated Fulfillment Center for the CFM56-7B from its 162,000 square foot facility in Winnipeg, MB, Canada.

NATO extends maintenance contract with AAR for a decade

AAR's Amsterdam facility proves to be a reliable partner and a strong pillar of the E3A DLM component maintenance program.

International Aerospace Management Company (IAMCO) extended its component maintenance, repair, and overhaul contract with AAR for the next 10 years. Under the terms of the contract AAR will be responsible for depot-level maintenance for North Atlantic Treaty Organization's (NATO) E-3A AWACS aircraft flee at their Component Repair facility in Amsterdam.

Eric Bron, AAR General Manager, Component Repair – Amsterdam said, "AAR is honored to announce the extension of this long-term service contract. We look forward to continuing a partnership with NATO and providing outstanding service."

Bernard Masuy, IAMCO Branch Manager, Components said, "IAMCO is very pleased to confirm AAR as one of its sources of repair for component MRO in this extension of the E3A program. AAR's Amsterdam facility proves to be a reliable partner and a strong pillar of the E3A DLM component maintenance program."

AAR's Amsterdam facility has served IAMCO for two decades and has been ranked an "Outstanding Source of Repair" on numerous occasions.

PT6A selected by Diamond Aircraft to power their new DART750 for pilot training

The selection of the PT6A-25C for the Austrian-designed and manufactured DART-750 acrobatic trainer, further asserts the dependability, versatility and flexibility of this engine family.

Diamond Aircraft has selected the PT6A-25C engine to power its new DART-750 aircraft, an all-carbon fiber tandem turboprop trainer equipped with state-of-the-art avionics. The PT6A-25C engine is known for its broad power range, dependability and proven performance in all flying conditions and environments. It has in a class of its own having flown more than 425 million hours, building upon the experience gained within the entire Pratt & Whitney Canada fleet at over 900 million flying hours.

Nicholas Kanellias, Vice President, General Aviation, Pratt & Whitney Canada said, "We are pleased that Diamond Aircraft has selected the PT6 turboprop, the most popular engine in its class, to pursue its DART program. The selection of the PT6A-25C for the Austrian-designed and manufactured DART-750 acrobatic trainer, further asserts the dependability, versatility and flexibility of this engine family."

Liqun (Frank) Zhang, Chief Executive Officer, Diamond Aircraft said, "The PT6A-25C is a proven engine that is already certified, allowing us to target 2023 for the basic EASA civil certification of the DART-750. We see huge potential for the aircraft in the government training market and we believe the DART-750 is the perfect choice for the future basic training of pilots."

Anthony Rossi, Vice President, Business Development, Pratt & Whitney Canada said, "Diamond Aircraft has been a dynamic player in the General Aviation market for more than 40 years and we welcome the company as the latest airframe manufacturer to realize the tremendous capabilities of our PT6A engine. We worked closely with Diamond Aircraft to determine the best powerplant for the DART-750 and believe the PT6A-25C will provide the exceptional pairing our customer is looking for."

The PT6A has seen 120 enhancements made in the past 10 years alone, and more than 50,000 engines have been produced; 25,000 of them still fly. The PT6 turboprop is the benchmark in reliability and is considered to be the most versatile turboprop engine in General Aviation, which speaks to its dependable performance in single- and twin-engine aircraft.

Southwest Airlines selects iAero Thrust for engine maintenance of Boeing 737 fleet

iAero Thrust will provide CFM56-7 engine hospital repair, on-wing support, and test services.

Southwest Airlines recently signed iAero Thrust for the maintenance of the engine operations of their Boeing 737-700NG fleet across the network. The agreement includes iAero Thrust providing on-demand hospital repair, on-wing support, and test services over the next three years.

Robert Caputo, Chief Executive Officer of iAero Group said, "We are honored to be chosen by Southwest Airlines to support their fleet engine maintenance programs and overall continued growth. Serving this leading airline is a testament to our team building out and executing our CFM56 MRO and test capabilities over the past year."

iAero Thrust is a leading engine maintenance, repair, and overhaul (MRO) and test provider focused on the CFM56 engine line.

Going beyond cabin interiors – Epsilon Aerospace

"Epsilon Aerospace is a leading aircraft cabin interior solutions provider for airlines. We believe in Safety First, Quality Always." – Naveen Chawla, Ceo, Epsilon Aerospace Private Limited.

Cabin Interiors is one of the most critical maintenance elements in an aircraft. It comprises of design of aircraft interior systems and components like aircraft lighting, seats, galley, lavatory, IFE, storage bins, etc. A soiled, battered, or torn seat cover on an aircraft is more than an eyesore. It could also lead to a safety hazard. Hence, it is a highly specialized job that needs a sharp eye with pinpoint perfection. Also, attention to details and quality and deep understanding of the material, air safety, regulations, design, engineering, and delicate artistry.

'Epsilon Aerospace Private Limited' is one such MRO built on a strong ethos of safety & quality, encompassing all of the above. Recently, Epsilon Aerospace achieved its ISO 9001:2015 accreditation from TUV SUD for 'Manufacturing and repair of aircraft cabin furnishing parts.' This indicates a robust Quality Monitoring System implemented by Epsilon Aerospace.

"This certification is a testimonial to the highest quality standards deployed by Epsilon Aerospace team in terms of repair & manufacturing for our aviation customers,' says Naveen.

A Step beyond cabin refurbishments ...

Epsilon Aerospace provides a turn-key solution to airlines for aircraft interiors. This ranges from industrial design to engineering, manufacturing, and retrofit or refurbishment services. Epsilon Aerospace has expertise in materials for passenger seat covers like leather, fabric, e-leather, Ultraleather & Enduralite. They also successfully delivered covers for crew seats. Epsilon Aerospace offers nose-to-tail solutions to the aircraft cabin in collaboration with EASA DOA partners.

Epsilon Aerospace is one of the first facilities in India to produce Passenger and Crew seat covers with DGCA 21G certification in India. The approval is as per the 21G of the Civil Aviation Requirements, or CAR, which lays down guidelines and procedures for the aviation sector. CAR 21G covers an aircraft cabin and its parts. Until recently, MRO players in India only had the CAR 145 approval. This allowed them to repair a seat cover instead of replacing it with a new one. Apart from seat covers, the approval covers carpets, curtains, and other parts used in the seats or the cabin.

Commenting on this milestone certification, Naveen adds, "We are extremely thankful to the DGCA India for this certification. The entire journey of getting a Part 21G approval has been a great learning experience. I sincerely appreciate the efforts put in by all the DCGA India officials to support our team and us for implementing it within the current DGCA regulations."

"The challenge, however, lies with the operators understanding the difference between a Part 21G organization versus a Part 145 organization. As the operators in India are still more focussed on cost-

savings, they are a bit slow in adapting to the quality standards of Part 21G organization," he further adds.

This approval also enables the manufacturing of plastic parts used in an aircraft cabin like the seat trays and armrests.

Epsilon Aerospace is a DGCA approved facility to repair seat plastic components. It is one of the few companies to have a dedicated paint-booth to paint rebuilt parts. Besides, they provide aircraft operators with serge carpet along with engineering solutions to change the original carpet for a more lightweight or as per the customer's preference.

The future of the aircraft interior market is glazed and shiny. As aircraft interiors evolved, they have become more sophisticated with bright galley, re-configurable cabin seating, autonomous business aircraft, electric propulsion, urban air mobility, etc. When asked about the market competition and how Epsilon deals with challenges, Naveen says, "We take the competition in a positive stride. The aviation market is on a growth trajectory in India and the Indian Sub-continent region. All Indian MRO service providers will therefore play a key role to support the industry's growth, region-wide."

Currently, a large part of MRO work is outsourced out of India. This is primarily because of the supply chain and regulations. "However, we see it as a huge opportunity at Epsilon, as we are the pioneers in this industry. Epsilon Aerospace is firmly positioned to provide global standards with regards to the material used along with the designs and the fabrication," he further adds.

Cabin Interiors Markets

The Global aircraft cabin interiors market is projected to grow USD 32.7 billion by 2025, at a CAGR of 13.2per cent as per the aircraft cabin interior report published in 2020.

Commenting on the history of the Indian aircraft interiors segment, Naveen says, "The aircraft cabin market in India is bifurcated into two major segments. The first segment comprises operators that have identified a safe and clean cabin as a hallmark for brand positioning. At the same time, there might be other operators that identify aircraft cabins as the first element where a significant amount of cost reductions occur. This might sometimes lead them to use sub-standard, non-approved material for repairs, local fabrications, or simply allowing broken cabins to be cannibalized. In those scenarios, it might present a challenge for such aircraft operators."

However, the airlines slowly and steadily recognize the impact of a clean and airworthy aircraft cabin. Regulators have realized the importance of safety measures, designs, and challenging aspects of an aircraft cabin.

"We believe that regulatory developments will lead to a renewed focus on the safety parameters of the aircraft cabin. This will only standardize the industry in terms of performance requirements. Unlike in other areas of maintenance where a high level of standardization exists, currently, there is a lack of standardization in aircraft cabin repair & maintenance. We expect improvement in the standardization in the aircraft cabin arena as well. We foresee Indian aircraft interior companies gaining the capability of manufacturing cabin parts locally and providing them at a comparative rate," comments Naveen on evolving Indian markets.

The COVID-19 impact

Post COVID-19 pandemic business people, politicians, celebrities, and even tourists opt to travel by private charters and air taxis as a safer, more comfortable, and convenient option for travel. Due to this, the demand for luxury and comfortable seating, healthy and hygienic lavatories, and efficient in-flight connectivity is steadily rising. This has pushed the aircraft interior markets towards greener pastures. But is the picture rosier for all interior aircraft companies as it looks?

When asked about the impact of the pandemic on Epsilon Aerospace, Naveen thoughtfully comments, "The current events have been both positive and otherwise, for us. The positive effect was that with many aircraft being re-delivered, the requirements from lessors to standardize the cabin at the EASA level created significant opportunities. It led to business improvement for us as component MRO and other Indian MRO's. The downside is the operating uncertainty that affects the aviation industry worldwide. However, Epsilon Aerospace Team continued to work tirelessly with the aircraft operators in maintaining their cabin-standards, at all times."

Increasing demand for in-flight entertainment systems, rise in premium economy seats, emerging markets in the aviation industry are key factors driving the market growth.

Expansion plans

Commenting on the expansion plans for Epsilon, Naveen says, "We will continue to focus on maintaining our niche. Our expertise lies in aircraft cabin design, engineering, and refurbishment. We will continue to provide full cabin management solutions to the airlines, with the highest standards of safety and quality, always." Naveen signs off....

Epsilon Aerospace launched aircraft cabin solution services that were limited to seat covers. However, they have come a long way since then in positioning themselves as one of the leading Aviation MRO in aircraft cabin refurbishment.

Business Jet cabin for Bombardier Challenger 3500 developed by FACC

FACC is responsible for the development and production of portions of the cabin interior of the business jet.

With its successful Challenger family of aircraft, the Canadian aircraft manufacturer Bombardier holds a pioneering crucial strategic position in the market segment of super mid-size jets. Recently, Bombardier launched the newest member of its business jet platform: the Challenger 3500. As a long-standing technology partner, FACC is responsible for the development and production of portions of the cabin interior of the business jet. This represents a major large-scale project for the Austrian aerospace group, which is now also successfully participating in the third Challenger generation with its tailor-made solutions.

Long-standing expertise, highest quality, reliability and only the very best premium materials: FACC has been elevating the interior of business jets to the highest level for decades. It therefore comes as no surprise that leading international aviation companies trust in FACC's innovative strength. With Bombardier's recent launch of the Challenger 3500 super mid-size business jet, the latest evolution of the successful Challenger 350, FACC was able to secure a major project from Bombardier by introducing innovative and inventive techniques. Having been on board since the first Challenger series, FACC will produce the cabinets, sidewalls, headliners, bulkheads and passenger service units for this new business jet.

"The new Challenger 3500 aircraft stands for the ultimate cabin experience, to which we will be making a significant contribution. As a long-standing development and manufacturing partner, we are very proud to be able to stand by Bombardier as a strong partner for the Challenger 3500 – that will feature impressive performance, consistent reliability, an exceptional smooth ride, and an elevated cabin experience. Building on our many years of know-how and our innovative strength with regard to complex, high-quality interior systems, our teams of FACC experts have joined forces to create a completely new business travel experience," said Robert Machtlinger, CEO of FACC AG.

FACC is responsible for the development, production and certification of portions of the cabin, from the interior lining and PSU to the wardrobe, galley, various cabinets, tables, baggage compartments, partitions, cabling and lavatory. Each cabin is custom-made, the components are painted, veneered or covered with leather on request and delivered fully assembled to the Bombardier end line in Montreal (Canada).

For the coming years, FACC will be providing Challenger 3500 jets with cabin elements of the highest quality and customized solutions. The first aircraft will be delivered in the second half of 2022. "The redesigned cabin components combine high-quality, sustainable materials and state-of-the-art technologies with the highest standards in terms of aesthetics, comfort and functionality. Passengers can look forward to an exceptional cabin experience in the new Challenger 3500. What is particularly pleasing is that FACC is once again on board as a proven and trusted partner of the latest member of the Challenger family", comments Machtlinger.

FACC will be providing Challenger 3500 jets with cabin elements of the highest quality and customized solutions.

Aerospace companies singing the decarbonization tone!

Airbus, Air Liquide Korea, Korean Air partner to use hydrogen at Seoul's Incheon Airport.

Airbus, Air Liquide Korea, Korean Air, and Incheon International Airport Corporation signed a Memorandum of Understanding (MOU) to explore the use of hydrogen at Seoul's Incheon Airport.

The collaboration will also study the development of Korean domestic airport infrastructure to support the deployment of hydrogen-powered commercial aircraft. This partnership reflects a shared ambition to drive the emergence of an innovative aviation sector dedicated to supporting the Korean government's goal of carbon neutrality by 2050.

Anand Stanley, Airbus President Asia-Pacific said, "In the coming years, the Korean aerospace ecosystem will have to adapt to new fuels and new distribution channels. Airbus and its partners need to be coordinated to ensure we will be ready. Under the MOU Airbus will provide characteristics of hydrogen-

The partnership will also focus on carrying out studies aimed at defining and developing the required liquid infrastructure at Incheon Airport to prepare the arrival of the first hydrogen-powered aircraft.

powered aircraft ground operations, as well as aircraft characteristics and fleet energy usage. Together we will prepare a roadmap to first develop hydrogen usages at and around Incheon Airport and then build scenarios to support the deployment of hydrogen ecosystems connected to other Korean airports."

The partnership will also focus on carrying out studies aimed at defining and developing the required liquid infrastructure at Incheon Airport to prepare the arrival of the first hydrogen-powered aircraft.

Each partner will leverage their complementary expertise to help define the potential opportunities that hydrogen offers, and support the decarbonization of the aviation industry. Air Liquide will bring its extensive expertise in mastering the entire hydrogen value chain (production, liquefaction, storage, and distribution), in particular, liquid hydrogen supply while Korean Air will provide expertise on-ground aircraft operations and aviation management and operations.

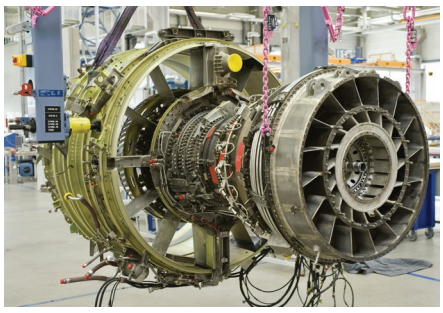
Finally, Incheon International Airport Corporation will provide an airport development plan outlook, along with air traffic characteristics and distribution among terminals.

Lufthansa Technik to provide engine overhaul for WestJet CFM56-7B engines

The agreement also includes access to CFM56 modules and materials to support the maintenance program.

Lufthansa Technik will be conducting the CFM56-7B engine maintenance program for WestJet for another seven years starting January 2023. This agreement provides WestJet with access to a wide range of services including overhaul capabilities and on-site maintenance support. Under a separate agreement, Lufthansa Technik has collaborated with FTAI Aviation to provide access to CFM56 modules and materials to support this maintenance program.

Gandeephan Ganeshalingam, Vice President of Technical Operations, WestJet said, "WestJet is excited to move forward in this new agreement with Lufthansa Technik in a dynamic new program to support our fleet. We are looking forward to working with this expanded relationship with Lufthansa Technik to provide excellent support and engine life cycle management. Further, working with a support organization that understands the airline's perspective and needs, serves to enhance the value of support brought to the table. This is the result of a very competitive process started in January 2021 that resulted in Lufthansa Technik's team being awarded a contract that provides leading value and support through a team approach offering creative solutions."



Georgios Ouzounidis, VP Corporate Sales North America at Lufthansa Technik said, "Lufthansa Technik is excited to be partnering with WestJet on one of their largest maintenance programs. We look forward to continuing our strong relationship with them. Similarly, in subcontracting a third-party supplier like FTAI, we are confident that we will be able to provide a high-quality and reliable product at a competitive cost. One major pillar in our collaboration is that we will be able to, where appropriate, further optimize an engine's life. This results in high engine reliability and stable operations for WestJet."

Joe Adams, FTAI's Chairman, and Chief Executive Officer said, "We are proud to support our partner Lufthansa Technik on this unique CFM56 maintenance program for WestJet. As the CFM56 engine matures, we believe this program serves as a new blueprint for providing the most creative and cost-effective aftermarket maintenance solution to the largest engine fleet in the world."

An important principle of this maintenance approach is the replacement of modules, which optimizes engine life and delivers a more environmentally sustainable program.

Order Requirement of 20 Embraer E2 Aircraft by Azorra for its operations

Azorra places order for 20 Embraer next-generation E2 Aircraft, the most quiet and fuel-efficient aircraft.

Azorra, a Florida-based aircraft leasing company has signed an agreement with Embraer to buy 20 new E2 family aircraft, plus a further 30 purchase rights. This flexible deal enables Azorra to procure E190-E2 or E195-E2 aircraft. At list prices, the order is valued at USD 3.9 billion.

John Evans, Azorra's CEO said "Our team has a long and productive history with Embraer. At Jetscape, we were the first independent lessor to commit to Embraer's E-Jet program in December 2007, which saw E-Jets establish a global customer base of more than 80 operators. Azorra's first new aircraft was a Phenom 300 acquired from Embraer in December 2016. We are excited about this new chapter in our long-standing partnership with Embraer. This commitment underscores our belief in the E2; a modern aircraft family with superior economics and environmental performance, providing Azorra with a compelling opportunity to build a position of leader-

Deliveries will begin in 2023, adding a further 20 Embraer aircraft.

ship in the markets we serve."

Arjan Meijer, CEO of Embraer Commercial Aviation, said, "We thank Azorra again for their selection of the E2, after recently completing a sale leaseback transaction with Porter Airlines for five new E195-E2 aircraft. Azorra offers an exciting and innovative approach to the market, with a fierce focus on customer needs that align solidly with Embraer's deserved reputation for outstanding customer care. With this order for 20 E2 aircraft, Azorra have further endorsed the exceptional value that the next-generation E2 family brings to the market as the most quiet and fuel-efficient aircraft in the segment." Azorra is a Florida-based aircraft leasing company specialising in executive, regional and crossover aircraft. Deliveries will begin in 2023, adding a further 20 Embraer aircraft to the 21 already in Azorra's existing and committed portfolio.

Surplus spare parts inventory Agreement signed between Embraer and AVIAN

AVIAN will consolidate entire Embraer's worldwide surplus spare part inventory in their new facility in Orlando, FL.

AVIAN Inventory Management, LLC ("AVIAN"), along with York Aerospace Solutions III ("YAS") as the sole capital partner, has signed an agreement with Embraer for purchasing, marketing and distribution rights of surplus Embraer commercial and business jet airplane parts.

Designed to promote accessibility and speed to market, AVIAN's focused distribution center will deliver unparalleled product availability to all aircraft operators and maintenance and repair stations around the world providing a one-stop, go-to access point.

Established from the ground up specifically to accommodate Embraer's long-term spare parts strategy, AVIAN will consolidate all of Embraer's worldwide surplus spare part inventory in their new facility in Orlando, FL. Operations and sales are expected to commence in 1Q 2022.

In addition to Embraer, AVIAN has physically embedded Sales Channel Partners ("SCPs") into its operation to act as the customer-facing entities. DASI, UNICAL Aviation and Regional Airline Support Group (RASG) have been named from a wide range of interested parties as each brought extensive market reach, years of product experience, and most importantly a demonstrated desire to support Embraer customers.

"With this long-term agreement with AVIAN we will be able to increase our reach and accessibility in parts distribution, at the same time allowing us to increase performance and efficiency with focus on customer needs", said Johann Bordais, President and CEO of Embraer Services and Support.

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Ian Gurekian, CEO of AVIAN Inventory Management said "This partnership is an example of Embraer's ability to adjust its long-term strategy while keeping complete focus on its customers. AVIAN was able to work together with Embraer to design a solution that meets both their financial and operational goals while creating a platform that keeps Embraer close to and integrated with its customer base."

End-users will have access to all AVIAN's inventory through the regular Embraer sales channels in addition to each of the three selected SCPs. Operators will continue to be able to check parts availability through Embraer's channels for ordering spare parts.

C&L Aerospace Signs Exclusive Supply Chain Support Agreement with ExpressJet

Parts procurement, managed repairs and inventory management are included in this contract.

C&L Aerospace, a C&L Aviation Group company, has signed a five-year agreement with ExpressJet, operating as aha! to provide full supply chain support for its fleet of ERJ 145 aircraft. The contract includes parts procurement, managed repairs, inventory management, shipping and logistics, on-site staff support, and a sizeable consignment inventory.

Martin Cooper, Senior Vice President of Sales for C&L Aerospace said "We at C&L are honored that ExpressJet selected our experienced team to provide them with this all-inclusive level of support. Our past performance supporting the ERJ 145 aircraft make us an ideal partner for the airline as they continue to ramp up their operations and fleet size. We look forward to supporting ExpressJet in every step of this process as they continue to grow."

C&L Offers a wide variety of aircraft parts support programs all customizable to meet the needs of the individual operator. Programs range in size from initial provisioning and rotable repair management, to hourly support and exclusive supply chain management programs like this one.

Textron's legendary, state-of-art Cessna SkyCourier with cabin flexibility, low operating costs rolls out

The SkyCourier brings an impressive combination of cabin flexibility, payload capability, performance, and low operating costs to the twin-engine utility segment.

Textron Aviation rolled out the first production unit of twin-engine, large-utility turboprop, the Cessna SkyCourier at their Wichita facility. The latest Cessna SkyCourier has the latest state-of-the-art assembly and fabrication processes and techniques with a new, clean-sheet design. The aircraft is expected to undergo the certification process by next month. Post-certification first production unit will be delivered to the launch customer, FedEx Express with an order of 100 aircraft.

Ron Draper, president, and CEO, Textron Aviation said, "Today is a rewarding day for our employees who have worked to design and build what I believe will become a legendary airplane for our company. The SkyCourier brings an impressive combination of cabin flexibility, payload capability, performance, and low operating costs to the twin-engine utility segment. We look forward to this highly versatile aircraft entering the market very soon."

FedEx Express and other members of Textron Aviation's Customer Advisory Board were instrumental in shaping the aircraft's design, from manufacturing methods and materials to product features and serviceability. Textron Aviation's highly skilled employees incorporated this feedback and found opportunities to maximize quality and precision while meeting and exceeding customer expectations.

Production of the SkyCourier incorporates many of the latest advancements in aircraft manufacturing, including the use of monolithic machining throughout the airframe. With this technique, major assemblies are milled from a single piece of metal rather than assembled from smaller pieces, reducing the overall number of parts and resulting in more precise tolerances for easier assembly.

Designed with serviceability at the forefront, the SkyCourier features quick access points throughout the aircraft for inspection and repairs. The team also developed innovative patent-pending quick-release seats and overhead bins that can be installed quickly by a single operator.

Rusada's latest app focusing on mobility, designed for pilots and flight crew members

Flight crew can view all the information they need in one place, which removes the need for time-consuming phone calls, or updates.

Rusada recently revealed a new mobile application for their Airworthiness, MRO and flight operations solutions. The app is call ENVISION Flights and it is specifically designed for pilots and other members of flight crew. This app works closely alongside ENVISION's Flight Operations module to provide users with live flight details including departure/arrival location, ETD/ETA, flight type and aircraft registration as well as expected passengers, baggage, and freight.

Julian Stourton, CEO, Rusada said, "We are very excited to be releasing yet another new application to the market. What I like most about this app is that flight crew can view all the information they need in one place, which removes the need for time-consuming phone calls, or updates from various third-party agents. This should make their lives much easier and allow for everyone in the organization to be on the same page."

ENVISION Flights becomes the third new app released in the last 10 months after ENVISION Tasks and ENVISION Stock were launched in 2021, highlighting Rusada's current focus on mobility.

Several key actions can also be carried out directly from the cockpit using this app. Actuals and oil & fuel uplift can be recorded, existing flights diverted or cancelled, new flights added, crew assigned, and defects reported.

The fully native app is available on iOS and Android devices and is fully approved by both Apple and Google.

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STS Aviation Opens New line maintenance station

Line maintenance station will offer a full range of support services, FAA / DER engineering assistance.

STS Line Maintenance (STS), a division of STS Aviation Group and one of the world's leading aircraft maintenance providers, opens a new line maintenance station at SYR Airport in Syracuse, New York.

Mark Smith, President of STS Aviation Group said "The scheduled opening of our new line maintenance station at Syracuse Airport will bring our total U.S. station count to 38. As is the case with most new stations that we open, our clients reached out and requested our award-winning aircraft maintenance services in Syracuse, and after careful consideration and months of planning, the new station is slated to begin full operations on February 15th of this year."

"This is another exciting step for us at STS Line Maintenance. As our company continues to expand its global reach, we will continue to provide the aerospace industry with cost-effective aircraft maintenance solutions at every turn," said Robby Bush, Sr. Vice President and General Manager of STS Line Maintenance.

STS Line Maintenance's new station in Syracuse will create more than a dozen new jobs in the area.

New station - Syracuse, New York.

STS Line Maintenance operates 38 line maintenance stations throughout the United States, Bahamas, United Kingdom and France. At each of these stations, they offer a full range of support services, FAA / DER engineering assistance, AOG response teams and enhanced reliability through rapid response times.

A shining 'Beacon' of hope for maintenance co-ordination and building knowledge base

Beacon is one of the best alternatives for improving coordination during maintenance operations.

EmbraerX and Jet Flight Service signed a service agreement for the use of one-of-its-kind – 'Beacon'. It is one of the best alternatives for improving coordination during maintenance operations and it is amply evident by studying the market adoption of Beacon in Central and Eastern Europe. This partnership will support Jet Flight Service (JFS) in gaining efficiencies by onboarding their teams into Beacon's multi-sided platform.

Some of the advantages/uses of Beacon are

- To streamline maintenance cases
- To reduce out-of-service time
- To eliminate redundant communications
- To leverage data insights for improved operations.

Kirill Trushkovskiy, General Director of Jet Flight Service said, "Beacon is easy to use and adopt as it does not replace any systems for us. First, it is a communication solution and second, it is a machine learning engine that builds knowledge bases for the technicians of the future. You can't find that combination anywhere else."

Beacon it is a communication solution and a machine learning engine that builds knowledge bases for the technicians of the future.

Jet Flight Services has steadily increased their productivity by expediting communication more efficiently to their customer base and improving coordination among all stakeholders working on interruptions with the adoption of Beacon. Teams are benefiting by getting back time and energy that today is wasted due to scattered communication and the use of outdated technologies.

Marco Cesarino, Head of Beacon "As an early adopter of Beacon, Jet Flight Service is a great example of a company recognizing the new technology trends. We are thrilled to welcome an organization that understands that success is dependent on coordination and reliability. JFS demands this of us to continually deliver excellence to their customers."

With this agreement, Beacon is bringing more players of the ecosystem into its platform so they can collaborate better and smarter while accelerating return-to-service. Beacon is continuing to serve all types of aircraft and leveraging the benefits of technology as a means to cut through complexity and facilitate collaboration in an industry that is ripe for digital transformation.

Jet Flight Service (JFS) is a global MRO service provider headquartered in Russia certified by the European Union Aviation Safety Agency (EASA) and Russian Federal Agency for Air Transport (FATA).

KF Aerospace becomes the first Canadian MRO to implement dentCHECK

Implementation of dentCHECK has allowed KF to improve accuracy, accelerate the damage mapping processes, and produce a digital record.

KF Aerospace has recently implemented dentCHECK at its Kelowna headquarters maintenance facility for better inspection quality and time-savings. dentCHECK is a tool to enhance the efficiency and quality of dent-mapping activities.

Gregg Evjen, Chief Operating Officer said, "KF performs hundreds of structural repairs annually on a wide variety of commercial aircraft. Implementation of dentCHECK has allowed KF to improve accuracy, accelerate the damage mapping processes, and produce a digital record for our Engineers to utilize as they develop the repairs."

Arun Chhabra, CEO, 8tree said, "We are absolutely thrilled that KF Aero decided on dentCHECK, when they embraced the tool after a rigorous evaluation a couple years ago. They joined the global community of dentCHECK users as the first Canadian firm to do so. Several other Canadian operators have since followed in their footsteps. KF Aero joins the ranks of more than three dozen MROs, airlines and OEMs that use dentCHECK daily to disposition dent-damage on aircraft across the cargo, commercial, business and defense aviation sectors. We look forward to continuing to support KF Aero's maintenance operations and having them experience 8tree's exceptional customer service."

dentCHECK is used on a daily basis to disposition dent-damage on aircraft across the cargo, commercial, business and defense aviation sectors.

OEM-acceptance has led to widespread adoption of dentCHECK amongst airlines and MROs.

Vertical to scale-up VX4 fuselage production to meet market demand, stepping towards advanced air mobility

Vertical has what it believes is the largest conditional pre-order book (by value) in the eVTOL industry, of up to 1,350 aircraft worth USD5.4 billion.

The collaboration is for an initial six certification aircraft but may scale up to mass production of 2,000 VX4s per year, to meet Vertical's market-leading pre-order book.

Vertical Aerospace and Leonardo will be working together in a joint development program that aims to scale fuselage production of VX4 electric aircraft to 2,000 aircraft a year to meet Vertical's existing market-leading order book demand. Vertical has what it believes is the largest conditional pre-order book (by value) in the eVTOL industry, of up to 1,350 aircraft worth USD 5.4 billion from American Airlines, Avolon, Bristow, and Iberojet, including pre-order options from Virgin Atlantic and Marubeni, and through Avolon's placements, airlines JAL and Gol. The program will also design, test, manufacture, and supply of the carbon composite fuselage for Vertical's VX4 electric aircraft.

Michael Cervenka, President of Vertical said, "Vertical is pioneering electric aviation and is on a mission to transform the way people travel. I have been hugely impressed by Leonardo's highly innovative and industry-leading technical and manufacturing capabilities and our partnership has gotten off to a flying start. I'm thrilled that Leonardo will be joining us on this journey. We have a market-leading pre-order book for our VX4, and this partnership will ensure that we can scale the program to meet demand."

Vertical and Leonardo will work together on optimizing lightweight composite structures, modular design, systems installation, and structural testing for the co-development of the aircraft's fuselage. This is currently in place for at least six certification aircraft, up to the successful certification of the VX4.

Lucio Valerio Cioffi, Leonardo's General Manager, said, "Advanced air mobility is part of Leonardo's mandate to innovate using our cutting edge, human-centered technology, and industrialization expertise. We're proud to collaborate with Vertical as part of our strategic vision in this brand-new sector."

Leonardo has long-established expertise in composite aerostructures development and manufacturing on civil and defense programs. They also have a close relationship with Vertical's strategic composite materials supplier, Solvay. Vertical and Solvay are jointly developing advanced materials and manufacturing technologies that will enable the high-volume manufacture of the VX4.

Vertical's partnership with Leonardo builds on its unparalleled ecosystem of

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partners, including Rolls-Royce, Honeywell, Solvay, GKN, and Microsoft. Vertical continues to grow its team of experienced engineers and aviation executives and expects to begin the VX4's test flight program later in 2022.

Giancarlo Schisano, Managing Director of Leonardo's Aerostructures Division said, "Leonardo, as a partner to the world's leading commercial aircraft manufacturers, is specialized in the production and assembly of major structural composite and metallic components for commercial aircraft. Leonardo strives to bring new technologies, materials, and processes into our established practices in our production sites. This will be the case at our Grottaglie plant in Southern Italy, where we will focus our VX4 activities; the plant is one of the most advanced facilities in Europe to produce composite aerostructures."

Vertical's VX4 is paving the way for advanced air mobility and is expected to revolutionize the way we travel. The near-silent, entirely electric, piloted aircraft is expected to have a range of over 100 miles and to reach top speeds of up to 200mph. With a four-passenger capacity, the zero operating emissions VX4 will also have a low cost per passenger mile, similar to that of a taxi. The continuous development and integration of cutting-edge solutions across all domains, such as Advanced Air Mobility, is a key element of Leonardo's BeTomorrow2030 Strategic Plan.

DEFENCE

Boeing's P-8A Poseidon to replace Royal Canadian Air Force fleet of CP-140 Aurora aircraft

The P-8A has executed more than 400,000 mishap-free flight hours around the globe and has 140 aircraft in service.

The range, speed, and endurance of the P-8 make it the perfect platform to monitor Canada's northern and maritime approaches and the P-8 will ensure allied interoperability to meet Canada's security commitments.

In response to the Royal Canadian Air Force Request for Information on long-term maritime patrol aircraft Boeing has offered its best, the P- 8A Poseidon. The P-8 has executed more than 400,000 mishap-free flight hours around the globe and has 140 aircraft in service. So far, the U.S Navy, the United Kingdom's Royal Air Force, Royal Australian Air Force, Royal New Zealand Air Force, Indian Navy, Royal Norwegian Air Force, Republic of Korea Navy, and German Navy have selected the P-8A Poseidon.

Tim Flood, International Business Development Director, Europe and Americas said, "The P-8A Poseidon has demonstrated that it is the world's most capable multi-mission aircraft currently in production and offers a complete solution for Canada's CMMA requirements. The range, speed, and endurance of the P-8 make it the perfect platform to monitor Canada's northern and maritime approaches and the P-8 will ensure allied interoperability to meet Canada's security commitments. Coupled with a robust industrial partnership plan, Boeing's offer will build on its successful record of contributing to Canada's economic growth throughout the life of the CMMA program."

The Canadian Multi-Mission Aircraft (CMMA) project will replace the Royal Canadian Air Force fleet of CP-140 Aurora aircraft and enhance its anti-submarine warfare (ASW) and intelligence, surveillance, and reconnaissance (ISR) capabilities.

The P-8A's multi-mission capability has delivered mission success in ASW, ISR, humanitarian assistance and disaster relief, and search and rescue missions. These multi-mission capabilities are enhanced through secure, interoperable, net-ready systems that will provide Canada with the ability to engage/control and to fully integrate with other ASW and ISR assets.

In addition, the P-8 shares extensive commonality with Boeing's 737NG, which has support infrastructure around the globe. The commonality in spares and training for aircrews and maintainers reduces costs substantially and enables military operators to leverage support throughout the world. This proven aircraft and support infrastructure is the basis for delivering a rapid, low-risk, low-cost capability for Canada.

U.S Marine Corps transition to CH-53K with Integrated Vehicle Health Management leading to low maintenance crew hours

CH-5K crew is smarter, equipped to make faster decisions with increased reliability, and improved readiness.

Sikorsky, a Lockheed Martin company, is set to build nine additional CH-53k aircraft for US Marine Corps as a part of 200 aircraft Program of Record at a lower unit price than previous lot buyers. This will result in significant savings for the U.S. government and taxpayers. The deliveries of the nine helicopters will start by 2025.The aircraft will be built at Sikorsky headquarters in Stratford, Connecticut, leveraging their digital build and advanced technology production processes.

The CH-53K will further support the U.S. Marine Corps in its mission to conduct expeditionary heavy-lift assault transport of armored vehicles, equipment, and personnel to support distributed operations deep inland from a sea-based center of operations critical in the Indo-Pacific region.

Bill Falk, Sikorsky Director, CH-53K programs, said, "By embracing resilient, predictive logistics and sustainment,

After 50 years of supporting the CH-53E, Sikorsky has a deep understanding of the heavy-lift mission and an enduring partnership with the U.S. Marines Corps.

we are enabling CH-5K crews to make smarter, faster decisions, to increase reliability, and improve readiness and material availability at a reduced burden to the fleet. After 50 years of supporting the CH-53E, Sikorsky has a deep understanding of the heavy-lift mission and an enduring partnership with the U.S. Marines Corps enabling our team and our proven supply chain to offer tailored solutions resulting in more efficient missions."

Sikorsky has made significant investments in workforce training, tooling, and machinery to increase the number of aircraft built and delivered year over year. In total, Sikorsky has delivered five operational CH-53K King Stallion heavy-lift helicopters to the U.S. Marine Corps in Jacksonville, North Carolina, with four more planned for delivery this year.

The CH-53K aircraft is equipped with Integrated Vehicle Health Management System (IVHMS), which will transition the U.S. Marines from fixed interval to on-condition maintenance resulting in lower maintenance crew hours, reduced life cycle costs, and increased aircraft readiness.

Lockheed Martin is working with the U.S. Navy on a performance-based logistics contract that expands from the CH-53E to add the CH-53K with a contract award expected this year.

US Air Force continue to trust Boeing for aircraft guidance and navigation repair solution

The work will be carried out at the Boeing Guidance Repair Center in Heath, Ohio.

Air Force Awards Boeing 5-year contract.

Boeing will continue to provide the U.S. Air Force with guidance and navigation repair work for different types of aircrafts under a 5-year, $91 million sole-source contract.

The company has serviced components for aircraft including the B-2 Spirit, B-52 Stratofortress, E-3 Sentry and F-15 Eagle at the Boeing Guidance Repair Center in Heath, Ohio, since 1996.

Mike Murarsky, Site leader for the Boeing Guidance Repair Center said "We've partnered with the Air Force for 25 years, and we're happy to continue working alongside them for this critical repair work. We're committed to continuing to provide the customer with the same level of service they've come to expect from us – high-quality products, on schedule and on cost, while remaining flexible to meet their needs."

The Boeing Guidance Repair Center takes responsibility for maintaining the readiness and modernization of guidance and navigation systems for U.S. nuclear-capable platforms, and also non-nuclear capable guidance and control systems, electronics and radio frequency systems, and platform processors. In addition, the center is home to assembly, integration and test activities for several Boeing production programs, including the KC-46 tanker, T-7A Red Hawk and the MQ-25 unmanned aircraft system.

Spanish Army to modernize Chinook fleet with latest CH-46F for increased operational capacity

Most of the European nations have recently upgraded their fleet with the F-model configuration, Spain is the latest to join the fray.

Boeing recently delivered the first remanufactured CH-47 Chinook helicopter to Spanish Army. The remanufactured Chinook is the upgraded version of CH-47D model aircraft. This aircraft is the first of the 17 CH-46F model aircraft that will modernize the Spanish Chinook fleet.

The CH-47F features a digital automatic flight control system, common avionics architecture system and advanced cargo handling to meet the Spanish Army's modernization needs for increased operational capacity, while ensuring interoperability with allied nations.

Heather McBryan, director of Business Development for Boeing Cargo Helicopters and Future Vertical Lift programs said, "We are pleased to celebrate this major milestone with the Spanish Army. The Chinook continues to exceed our customers' expectations and the F-model will provide Spain with an advanced and reliable aircraft from delivery through sustainment."

The Spanish modernization effort coincides with its European counterparts across the region. The Netherlands recently retired its last CH-47D Chinook in favor of the F-model configuration, while the United Kingdom purchased additional aircraft to upgrade its fleet.

With more than 950 aircraft in service with 20 international operators, including eight NATO nations, the Chinook brings the right mix of current and future capabilities to meet customers' needs, including a global supply base for around-the-clock part availability, immediate international interoperability and streamlined maintenance procedures.

Airbus signs MRO deal with Kongsberg to increase operational capability of NH90 for Norwegian Armed Forces

Kongsberg is also a strategic partner to the Norwegian Armed Forces for sustainment and logistics.

Airbus and Kongsberg of Norway have signed a long-term strategic agreement to collaborate over support and services for the Norwegian Armed Forces.

Under the terms of a Memorandum of Understanding between Airbus Helicopters, Kongsberg Defence & Aerospace, and Kongsberg Aviation Maintenance Services, the companies will work to strengthen the deployment of local maintenance capabilities with the objective to optimize the availability of the NH90 helicopter.

EVP of Kongsberg Aerostructures & MRO, Mr Terje Bråthen said, "Kongsberg has a proven capability in production, manufacturing, repair and overhaul activity for the aerospace industry. Kongsberg is also a strategic partner to the Norwegian Armed Forces for sustainment and logistics. We are looking forward to our enhanced cooperation with Airbus with the overall goal of increased operational capability for NH90 users."

Airbus is developing and qualifying Kongsberg's facilities to provide deep maintenance of the NH90 tail gearboxes for the Norwegian fleet.

As an initial activity, Airbus is developing and qualifying Kongsberg's facilities to provide deep maintenance of the NH90 tail gearboxes for the Norwegian fleet and to bring business opportunities for the Nordics where a total of 52 NH90s are operated by Norway, Sweden and Finland. The move will position Kongsberg as prime contractor for this support contract and the first entity outside Airbus to be qualified for the work.

Airbus Helicopters Regional Director Industrial Cooperation, Damien Lamy said, "This agreement is the beginning of an ambitious partnership with Kongsberg which will strengthen Norway's autonomy and sovereign support capability in this specialized field."

In subsequent steps, Airbus and Kongsberg have identified further paths to exploit a range of additional cooperation opportunities with the objective of enhancing Norway's support provision.

BAE Systems delivered flight critical systems for F-35 jet to Lockheed Martin

The flight critical systems will enable the F-35 jet to operate safely and reliably in demanding environments, with decreased pilot workload and enhanced mission effectiveness.

BAE Systems recently delivered its 3,000th vehicle management computer (VMC) and 1,000th active inceptor system (AIS) to Lockheed Martin for the F-35 Lightning II aircraft, achieving two major production milestones on the platform. The VMC and AIS are flight critical systems that provide each F-35 jet with the ability to operate safely and reliably in demanding environments, with decreased pilot workload and enhanced mission effectiveness.

The vehicle management computer and active inceptor system are flight critical systems that provide each F-35 jet with the ability to operate safely and reliably in demanding environments.

Ehtisham Siddiqui, vice president and general manager of Controls and Avionics Solutions at BAE Systems said, "At BAE Systems, we are dedicated to supporting our warfighters with the most advanced systems and technologies. These two milestones underscore our partnership with Lockheed Martin to consistently deliver proven flight-critical and mission-critical systems on time for the F-35 aircraft."

The VMC unit provides advanced hardware and computing for the F-35's digital fly-by-wire flight control system and utility systems (fuel, electrical, and hydraulic system controls), which maximize system integration to improve mission efficiency and safety. BAE Systems has successfully reached full-rate production – increasing deliveries from 10 shipsets per month to 25 shipsets per month to achieve program requirements.

BAE Systems has also reached full-rate production at a level of 19 shipsets per month for its active inceptors, which are used by the pilot to direct and manoeuvre the aircraft. The AIS consists of the inceptor control unit, active side stick controller, and active quadrant throttle assembly. The high-integrity inceptors provide pilots with tactical feedback through active technology for increased situational awareness, safety, and mission survivability.

Collins Aerospace' new 'power module' – A class-apart technology in aircraft modernization

The work will be carried out at the Boeing Guidance Repair Center in Heath, Ohio.

Collins Aerospace has developed a new power module to support open architecture applications such as mission computers, signal processors, aircraft communication, and radar systems. The Collins 3Phase 3U power module delivers up to 800 watts of power without requiring additional filtering hardware for Space, Weight, and Power (SWAP)-constrained platforms operating in harsh environments.

The solution complies with MIL-STD-461F and meets standards developed by VITA, an international trade association responsible for developing standards for open architecture solutions. The hardened 3U VPX power module features embedded EMI filtering and is part of a growing product line of 3U VPX building block components to deliver innovative SWAP-efficient open architecture solutions to the tactical edge.

Heather Robertson, vice president and general manager of Integrated Solutions at Collins Aerospace said, "Efficient, reliable and modular power conversion is critical to achieving maximum system performance in extreme conditions. This power module is a significant step forward in enabling aircraft modernization efforts without losing performance."

As airframes modernize and incorporate new, more complex systems, the primary power source needs to deliver higher performance in extreme environments without adding weight. The Collins team in Medford, New York, has pushed the boundaries of power supply design to produce a 3U, 1 inch pitch module that features superior voltage regulation and ultra-low ripple to maximize the capabilities of the system application. The n-board VITA 62 compliant EMI filter offers superior performance and provides robust power to embedded system applications and sets Collins apart from its competitors in this market segment.

Soeren Stark to be Lufthansa Technik's new Chairman of the Executive Board

Stark has been a member of the Executive Board of Lufthansa Technik since 2019.

The Chairman of the Executive Board of Lufthansa Technik, Dr. Johannes Bussmann (53), will exit from the Lufthansa Group at his own request later this year. After more than seven years in his current role and 10 years on the Executive Board, he will hand over leadership of the company to COO Soeren Stark (55).

Stark has been a member of the Executive Board of Lufthansa Technik since 2019. He previously held a number of other executive functions at Lufthansa Cargo and Lufthansa Technik. Subject to the approval of the Supervisory Board, he will assume his new role on 1 July 2022.

Johannes Bussmann assumed leadership of the world's leading provider of technical services in aviation in 2015 after supervising and managing human resources on the Executive Board for three years. After leaving Lufthansa Technik, he will become CEO of a major German technology company.

Johannes Bussmann said "I look back with great gratitude on my years as Chairman of the Executive Board and my 23-year career at Lufthansa Technik. We have achieved great things during this time. I am really proud to have been a part of this success story and to have had the opportunity to lead this company over the past seven years. The time has come for me to take on new responsilities outside the aviation industry. It is a challenge that I am looking forward to tackling."

The chairman of Lufthansa Technik's Supervisory Board, Dr. Detlef Kayser, said "I would like to thank Johannes Bussmann for his outstanding work at Lufthansa Technik. He and his team have led the company safely through the crisis. Above all, he played a special role in the success and growth story that Lufthansa Technik has written in recent years. I therefore wish him all the best for the future."

Bussmann, holding a doctorate in engineering, started his career at Lufthansa Technik in Hamburg in 1999 as a development engineer. After serving in various marketing and sales positions, he became head of the Component Supply business unit in 2007 and headed the Engine Services business unit in 2011. He was appointed to Lufthansa Technik's Executive Board in 2012. Bussmann implemented the company's growth and investment strategy and decisively drove the digitalization of the company and the development of digital products, most notably the AVIATAR digital platform for optimizing the flight operations.

His appointed successor, Soeren Stark, joined Lufthansa Technik's Executive Board as Chief Operations Officer in January 2019. In this role, he is responsible for Technical Operations and Logistics. Before that Stark headed the Executive Board department Operations at Lufthansa Cargo AG for three years. He began his career at Lufthansa Technik in 2004 as Managing Director of Lufthansa Technik Logistik in Hamburg. From 2011 to 2016, the industrial engineer was leading the aircraft overhaul business at Lufthansa Technik AG.

Commenting on the appointment, Detlef Kayser said, "Soeren Stark has distinguished himself in various positions in our Group and achieved much. At Lufthansa Technik, he has demonstrated his abilities as an excellent manager as he developed our worldwide overhaul network and played a key role in the restructuring work performed during the corona crisis, among other areas. With his high level of expertise, experience and leadership, he will lead Lufthansa Technik successfully into the future."

Kayser also said the early succession arrangement would ensure continuity at the top of Lufthansa Technik. This decision will enable the company to defend and expand its position as the world's leading provider of technical services, he noted.

Luis Giacoman promoted as Accountable Manager and Senior VO Operations at Barfield

His quiet force, extensive experience and leadership will guide us through our growth and strengthen our position in the MRO market.

Barfield recently promoted Luis Giacoman as the Accountable Manager and Senior Vice President of Operations and Quality for their Miami, Doral, Phoenix and Louisville facilities. Luis joined Barfield over 11 years ago as Director of Strategic Purchasing and Sub contracting. In his new role Luis will oversee day-to-day company operations, develop and implement operations processes and monitor company operational performance to meet Barfield customer expectations.

Herve Page, Barfield's Chief Executive Officer said, "Luis is undoubtedly the best choice to lead our operations. His quiet force, extensive experience and leadership will guide us through our growth and strengthen our position in the MRO market. I am thrilled to have him as the newest member of our management team and look forward to having his perspective as Barfield moves forward with renewed commitment to our customers."

Luis will also work closely with the Federal Aviation Administration (FAA) to ensure Barfield complies with the Agency's regulatory requirements.

Luis previously held the position of Director of Technical Services and Director of Supply Chain at Aeroman. He also held several managerial positions at TACA International and Aeroman for a 19-year span, providing him extensive airline and MRO experience in Engineering, Flight Operations Engineering, Procurement, Inventory Planning and Logistics and Quality Management.

International CALENDAR 2022

2022

Date	Event	Venue
15-18 Feb	Singapore Airshow	Singapore
22-23 Feb	AIME 2022	Dubai, UAE
22-23 Feb	MRO Middle East	Dubai, UAE
03-04 Mar	PBExpo	Miami, FL
06-09 Mar	World Defense show	Riyadh, Saudi Arabia
07-10 Mar	HAI Heli Expo	Dallas, TX
10-11 March	MRO Russia	Moscow, Russia
28-31 Mar	AEA International Convention & Trade Show	New Orleans, USA
26-28 Apr	MRO America	Dallas, TX, USA
03-05 May	NBAA Maintenance Conference	San Antonia, TX
23-25 May	EBACE	Geneva, Switzerland
07-08 Jun	Engine Leasing, Trading & Finance	London, UK
09-11 June	France Air Expo	France
15-16 June	MRO BEER	Istanbul, Turkey
22 Jul	AERO South Africa	South Africa
06-08 Oct	Istanbul Airshow	Istanbul Atatürk Airport, Istanbul
7-8 Sept	AERO-ENGINES EUROPE	Dublin, Ireland
7-8 Sept	Helitech Expo	ExCeL London
20-22 Sept	MRO ASIA-PACIFIC	Singapore
18-20 Oct	MRO EUROPE	London, UK
25-27 Oct	Abu Dhabi Air Expo	Abu Dhabi
6-9 Nov	ATCA	Washington, D.C.

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