MRO BUSINESS TODAY

Mar 15th, 2023

Airbus announces orders for 920 new aircraft over next 20 years from the Pacific region

The forecast for new aircraft includes around 750 single aisle aircraft like the Airbus A220 and A320 Families and around 170 widebodies like the A330neo and A350.

Airbus has received orders for 920 new aircraft from large and small Airlines based in the Pacific region. The deliveries of the jets in order will take place over the next 20 years, generated by an average growth in passenger traffic in the region of 3.2% per annum, according to the latest Airbus Global Market Forecast. The forecast for new aircraft includes around 750 single aisle aircraft like the A220 and A320 Families and around 170 widebodies like the A330neo and A350. Around 55% of this demand will be for growth and 45% will be to replace aircraft currently in service.

The forecast was presented by Stephen Forshaw, Airbus Chief Representative for Australia, New Zealand and the Pacific, on the eve of the Avalon Airshow taking place between 28 February and 5 March 2023, in Melbourne.

"We are already seeing steady recovery in global air traffic and a renewed confidence in the growth of the industry. This is particularly evident in the Pacific region, where we are seeing a surge in travel demand and an increase in flights to and from key destinations. Looking to the future, we need to increase the production and availability of sustainable aviation fuels in this region and explore new sources of energy, including hydrogen and synthetic fuels. This requires a new level of collaboration between all the stakeholders involved," said Stephen Forshaw, Chief Representative for Australia, New Zealand and the Pacific, Airbus. "A priority for airlines in this region is ensuring that the air transport sector can grow in a sustainable way. This has become

an increasingly important factor when airlines make fleet decisions and Airbus is well-placed with the modern and comprehensive product line available today, offering a reduction in fuel consumption and emissions of up to 25%," he further added.

In the Pacific region Airbus has entered into significant partnerships over the past year to advance its ambitions. These include a joint fund with Qantas to encourage industry to develop the necessary ecosystem in Australia and a project with Air New Zealand to study applications for hydrogen powered aircraft on its domestic network.

Airbus is also involved in studies with Australia's Fortescue Future Industries (FFI) and most recently announced its participation in a new hydrogen consortium in New Zealand alongside Christchurch Airport, Air New Zealand, FFI and several start-ups.

Looking to the future, we need to increase the production and availability of sustainable aviation fuels in this region and explore new sources of energy, including hydrogen and synthetic fuels. This requires a new level of collaboration between all the stakeholders involved," said Stephen Forshaw, Chief Representative for Australia, New Zealand and the Pacific, Airbus. "All our focus today ultimately converges on one objective and that is the decarbonisation of our industry. We have a duty to ensure that generations to come will be able to experience the joy of travel in the way we have done, to discover the world, to connect with others and experience new cultures. All this while protecting our environment," he further added.

The Pacific region is a key market, with 170 Airbus aircraft currently in service with airlines in Australia, Fiji, New Caledonia, New Zealand, and the Solomon Islands. Another 166 aircraft are currently on order for future delivery to Pacific carriers. This represents 75% of the total backlog of orders from airlines in the region for all manufacturers. Globally Airbus forecasts demand for 39,490 new aircraft over the next 20 years, including 17,620 in the wider Asia-Pacific region.■

AFI KLM E&M awards engine maintenance contract by Aerolineas Argentinas for CFM and GE engines

The engine maintenance solutions offered by AFI KLM E&M for Aerolineas Argentinas will cover 37 aircraft/74 engines for the CFM56-7B and 8 aircraft/16 engines for the CF6-80E1.

Aerolineas Argentinas and AFI KLM E&M are extending their long-standing maintenance relationship via the signing of two dedicated support contracts, for Aerolineas Argentinas's CFM56-7B and CF6-80E1 engines. The engine maintenance solutions offered by AFI KLM E&M involved will cover a fleet of 37 aircraft/74 engines for the CFM56-7B and 8 aircraft/16 engines for the CF6-80E1, including repair services and the performance of shop visits.

Diego Georgiadis, Technical Director, Aerolineas Argentinas said, "our airline's rich history with AFI KLM E&M, a partner that has always been on-hand and receptive to our needs, coming up with custom-designed and efficient service packages. The expertise, responsiveness and availability of their teams, along with their ability to appreciate the challenges we face as an airline, provide major peace of mind and the guarantee of optimal support services from both a financial and operational point of view."

With its extensive experience on the CFM56-7B and CF6-80E1 as an airline-MRO, AFI KLM E&M has developed in-depth technical and operational knowledge of these products. This dual expertise will benefit Aerolineas Argentinas with reliable, high-performance solutions that take into account the operational constraints and challenges faced by airlines.

Paul-Antoine Vivet, VP Sales Americas at AFI KLM E&M, added: "We're honored and delighted that Aerolineas Argentinas is calling upon our services once again. This renewed confidence from an airline of Aerolineas Argentinas' stature illustrates the quality and pertinence of our support services from both a technical and economic perspective, as well as our teams' commitment to delivering customer satisfaction."

Moreover, Aerolineas Argentinas knows and appreciates the high standards and quality of service applied by AFI KLM E&M, having engaged these services on multiple occasions in the past. The two companies have forged a close partnership defined by trust and responsiveness which is now being extended via these new contracts.

Ton Dortmans, EVP KLM Engineering & Maintenance said, "AFI KLM E&M is a leading player on the maintenance market for these type of engines and the longstanding maintenance relationship between Aerolineas Argentinas and AFI KLM E&M demonstrates the high service level and the competitiveness of our adaptive engine solutions. Thanks to these contracts, AFI KLM E&M's highly skilled engineers and technicians will continue to take care of Aerolineas Argentinas' engines."

Aerolineas Argentinas is the national airline of Argentina. Based in Buenos Aires, it operates domestic and regional flights from its hub at Jorge Newbery airport. Air France Industries KLM Engineering & Maintenance is a major multi-product MRO (Maintenance, Repair, Overhaul) provider. With a workforce of over 12,800, AFI KLM E&M offers comprehensive technical support for airlines, ranging from engineering and line maintenance to engine overhaul, aero structure and fan thrust reverser support, as well as the management, repair and supply of aircraft components, structured around a powerful logistics network. AFI KLM E&M supports almost 3,000 aircraft operated by 200 major international and domestic airlines.■

WOMEN'S DAY

'Women Power'- reiterated on the occasion of International Women's Day

"A Woman is naturally gifted with the capability of putting several things together for the sake of keeping several members of her family together……to make the life of all around her full of joys and comforts……."
"Such women gifted with natural talent of multitasking and management of man-material-machine are indeed an asset in the field of Aviation MRO; which entails maintenance of complex flying machines by putting together several components with a well coordinated team effort!"

Sqn. Leader Anjali Joshi (Retd.)

"Aviation has been a challenging industry for women. It was difficult to grow in this male dominating industry, that requires mental focus.
Women are versatile, women have played all the roles in life so well.
It was difficult for me to opt for Aviation as a career as I belong to a Kashmiri Muslim Family. Things were difficult, I had to work with men during the day and night. I would rarely see women around.
But on this women's day I really wanna thank the men around us, who made us comfortable and made us feel a little better when it was difficult for us to get along.

Tabeer Bilal Tak
Asst.Manager - Engineering, Pradhaan Air Express

I would like to wish all the women in the aviation sector Happy Women's Day.
Never let anyone "ground" your ambitions!

Greeshma Gopi, ELFC

A very happy International Women's Day. On International Women's Day I like to celebrate and commemorate the tremendous contributions made by women over the years, in the field of engineering and aerospace. Today, the aerospace and engineering industry provides ample avenues for women to advance academically and professionally – and I feel a concrete support system helps turn any occasional challenges into stepping stones that create a lasting, impactful career. This support structure could include family, mentors, or colleagues. In my case, I had continuous support from my parents, spouse, children, and incredible teachers who enabled my pursuit of a career in science, and helped me turn many roadblocks into wins."

Dr. Dheepa Srinivasan, Chief Engineer, Pratt & Whitney R&D Center at the Indian Institute of Science, Bangalore

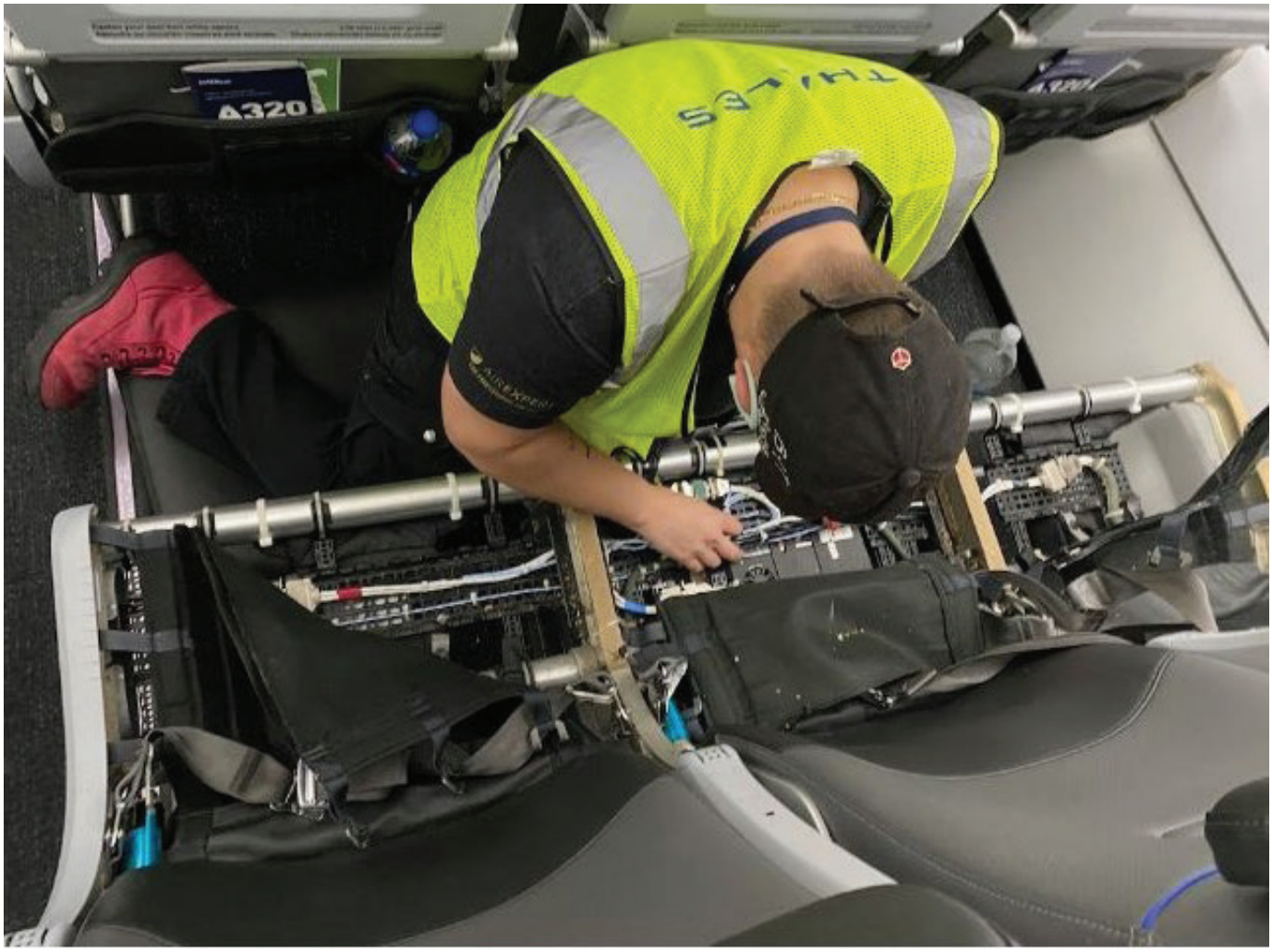


Image Courtesy : flymag.com

WOMEN IN MRO SECTOR

The image above, depicting a female aircraft maintenance technician sporting a pair of pink shoes at work, is perhaps intended to establish her credentials as a woman MRO co-worker, working alongside her male counterparts with confidence. This then is the reality that women in the aviation MRO space live with, even in today's world.

Historically speaking aircraft technician jobs were filled in by men, but that tide is turning, albeit slowly. Slowly, if you just go by the numbers and percentages of women in MRO.

Women in Aviation: The Numbers

An FAA study reported that out of a total of 313,093 certified aircraft mechanics, only 8,231 were women in 2021. This is a mere 2.63% of the whole, and an increase of 2.57% percent of the 2020 figures.

It is evident then, that women are hugely outnumbered in every sphere of aerospace activity, (save for flight attendants). However, the rise of women professionals has seen a steady rise and much can be done by sustaining this interest in the areas of technical expertise.

According to Women in Aviation: A Workforce Report 2021 Edition, authored by Rebecca Lutte, 'the aviation occupation (that is) least represented by women is maintenance technicians, followed closely by airline pilots where women make up 4.6 percent of the workforce...'

These instances no matter how admirable are few and far between.

Expertise Required for Aviation Maintenance

Aviation maintenance entails aircraft repair and maintenance, as also avionics equipment, apart from hands-on shop-floor work. Over and above technical skills, a qualified AME is expected to have the ability to think critically and hone-up problem-solving skills.

A day in the life of an aviation maintenance technician would necessitate – carrying out diagnostics and trouble-shooting of mechanical and electrical issues of an aircraft; replacing malfunctioning or defective parts with serviceable and certified ones; repairing aircraft components, as critical and complex as landing gear; performing annual maintenance

Image Courtesy : calaero.edu

inspections and comprehensive checks on aircraft; very importantly, keep meticulous records of every repair and change carried out in a maintenance logbook.

It is aptitude, passion and interest that can help carve out a career as an aircraft maintenance technician – and no way is this gender-based. This continues well into career advancement and promotions to become a lead technician, an instructor an aircraft maintenance planner and so forth.

Opportunities open up for certified aircraft maintenance personnel in several industries - public, private, military, government, charter, services, and companies/businesses with their own aircraft. How to find the best fit for those roles, responsibilities and what opportunities they present can be determined by many factors – but should NEVER be based on gender. Aircraft maintenance technicians may seek employment opportunities in the following areas, apart from commercial airline companies:

Aircraft Manufacturing companies – those that deal in aircraft manufacturing and selling of aircraft such as Airbus, Boeing, Embraer, etc.

Airline and aircraft regulatory and safety standards associations: like ICAO, EASA, etc. deals with formulating and certifying safety standards for airline operations.

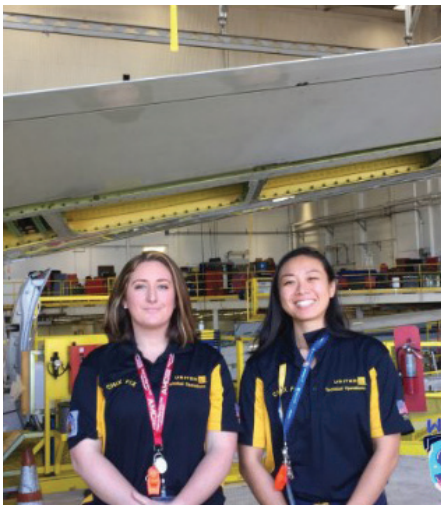
Flying clubs – these are flying schools that provide affordable access to aircraft flying and learning, to their members.

Aviation training center - Aircraft maintenance engineers who make other students aware of AME and its scope.

Defence Forces - there are many aircraft that are operated for defence purposes that must be maintained during peace times as well.

Education in Aviation Maintenance

Apart from a formal education from a technical college, or a polytechnic teaching aircraft maintenance, for schoolchildren, including girls, of course, exposure should come early. Excursion trips to maintenance bases or college practical class walkthroughs, for mid to high-school students can be rewarding. Interest can be sparked in a child who will follow through with her goals by opting for a career in aircraft maintenance. Enrolling in flight schools or AME – related programmes should see an uptick, thereafter. Scholarships from reputed institutions, outreach activities and events do wonders as inspirations.



In the US, there are dedicated institutions such as the Technical Women's Organization (TWO) and the Association of Women in Aviation Maintenance (AWAM), created for the development and maintenance of a support network of women aviation professionals in the US.

Aviation Maintenance courses, typically cover teaching and practical training programmes on how to repair and maintain aircraft, aircraft engines, propellers, hydraulic systems, radio communications equipment, and so forth. Graduates in the US and some countries are required to obtain an airframe and powerplant (A&P) technician license.

Leading in India is the Indian Institute of the Aeronautical group amongst AME institutes with centers in Delhi and Patna.

Opportunities in India for women in Aircraft Maintenance Engineering roles are steadily rising with the growth of the aviation sector, with encouraging government policies and industry initiatives. Qualification is required in the form of an internationally licensed programme. Those trained and qualified as engineers and technicians receive a license issued by the Directorate General of Civil Aviation (DGCA).

In India and elsewhere, women by and large entered the aviation industry qualified as pilots or trained and certified as cabin attendants. With social changes sweeping across social classes, we should see more women entering the field hitherto seen as male bastions. Aircraft Maintenance Engineering as a profession for women is no exception. A women AME must know and take pride in the crucial job at hand- i.e., safety, security and maintenance of aircraft.

Salaries in India for AME graduates on an average range from Rs 6 Lakhs to Rs 7 lakhs per annum. Freshers can expect a starting salary package of around Rs 5 lakhs per annum.

Women in MRO - Trailblazers

Women have always played a key role since the aviation industry first took flight and have made strides in the in-

dustry, and their influence is being felt through the ages. Here are a few names:

Katherine Wright

It was Katherine Wright who helped her brothers Wilbur and Orville to create an efficient wing design. The rest they say is history. Moreover, with a demonstration flight in Paris, Katherine established herself to become the first woman to fly on an aircraft.

Phoebe Omlie

As a female aviator, Phoebe Omlie, is famous for her death-defying aerial acrobatics, including dancing the Charleston on the wing of the plane! She was also the first woman to get an airplane mechanics license. Having worked with several aeronautical agencies in the US, she carried out research in aviation, and helped to standardize federal, state, and local air search and rescue procedures.

Mary Feik

Mary Feik was a well-known female maintenance technician who has the distinction of being the first woman aviation engineer. She taught aviation mechanics to the Army Air Corps and logged 6,000 flying hours. Mary Feik was an expert on the subject of military aircraft operations during WWII, having written several training manuals. Apart from this, Ms.Feik was the first female engineer in the research and development wing of the Air Technical Services Command.

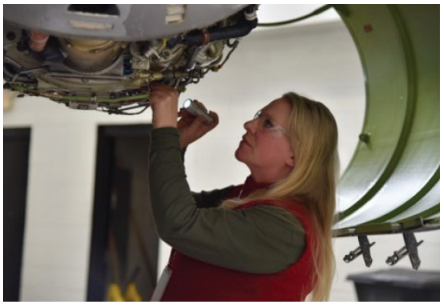
The list of trailblazing career achievements for women in aviation can go on – but it must do so, particularly for Women in MRO

Stacey Rudser

For instance, Stacey Rudser, aircraft maintenance technician (AMT) at Thales in Orlando, Florida, USA, after her high school graduation somehow veered towards studies in aircraft maintenance. Recalls Stacey Rudser,"... I knew it was a lot of reading, paperwork, and critical thinking, and those were all things that I really enjoyed."

"And then, getting to hit airplanes with hammers, who wants to say no to that? It's great fun...", she rejoices.

In fact, in 2009 she became the first woman to graduate from the Aviation



Institute of Maintenance in Orlando, Florida.

Rudser as a member of the FAA's inaugural Women in Aviation Advisory Board (WIAAB), is tasked with developing strategies to improve female recruitment and retention in the industry.

Flight Lt. Hina Jaiswal

The Indian Air Force inducted Flight Lt. Hina Jaiswal as the first woman flight engineer, in 2015. Due to her prowess in defence capabilities, she was selected for the prestigious Flight Engineers' course, earning her a Flight Engineer's wing. Hina Jaiswal graduated with an Engineering degree from the University of Punjab.

In 2019, the Ministry of Defence dedicated one entire day at the Aero India event, to women in defence, including the engineering wing. This is an important initiative to encourage women to show their skills and advance their careers, importantly.

Sqn Leader Aashritha V Olety

Graduating from the 43rd Flight Test course, after a year's stint at a Pilot school, Sqn Leader Aashritha V Olety has made India proud as the country's first and only woman flight test engineer, in the Indian Air Force. She has been given tremendous responsibility, for evaluating aircraft and airborne systems before their induction.

Similar efforts and initiatives undertaken by aviation authorities and associations can go a long way in shoring up the numbers game in favour of women in MRO.

Women in MRO can bridge the gap in workforce deficit, post-pandemic

As the world began recovery in 2021 from the pandemic years, the aerospace sector was challenged with a shortfall in the skilled workforce. With large grounded aircraft fleets across the globe, potential aspirants wanting to enter the aviation industry opted for alternatives.

Compounded further, is the aviation industry saddled with a workforce nearing retirement age*. Having to cope with the resurgence in air travel demand, and labour shortage the commercial airline companies, mainly.

Here is an opportune moment for filling in the workforce gap with positive signs of green shoots in the aviation sector. In the US, Aircraft Maintenance Schools have seen women's graduate figures climb from 8% to 11% in 2021. Encouragement should come from flexibility in working hours, ending discrimination and harassment at the workplace and ensuring equal pay for equal work, as also related fairness practices, anywhere in the world. Systemic changes are required to give way to work culture changes.

Correctly put by Stacey Rudser – the preference for aircraft maintenance as a career option may not be communicated effectively by guidance counsellors, or parents. "Yes, it's hands-on, but it's so much more...There is a pathway from your toolbox to the C-suite, says Rudser." Mentorship is key.

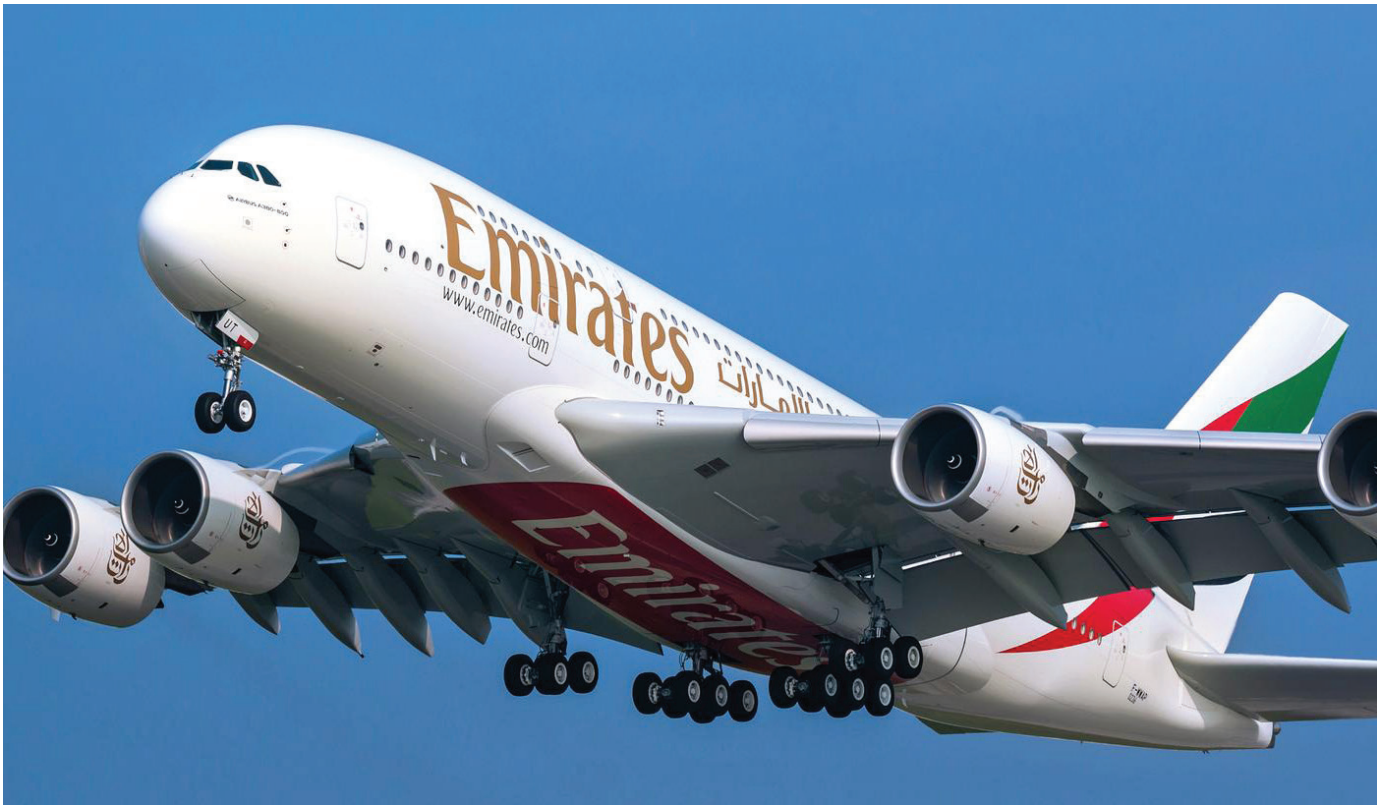
A delightful initiative called 'Chix Fix'

Chix Fix is a team initiative put together by women managers from United Airlines who take part in an annual Aerospace Maintenance Competition event. Players form teams and are given tasks to accomplish in 15 mins. Teams change out a valve, repair sheet metal, switch out brakes and wheels, and perform an oil test analysis. The participants must follow up-to-date safety procedures and clean-up protocols. United too, supports the teams with funding and at the end of the competition, winners go home with prize money.

According to Laura Spolar, a Chix Fix team coach "Women can fly planes, but they can also fix planes." And hence the coinage of the term Chix Fix!

*According to the Aviation Technician Education Council (ATEC) 2021 Pipeline Report, 36 percent of AMTs are age 60 or older.

Reference Credit:
flymag.com
calaero.edu
mashable.com



Lufthansa Technik to provide landing gear support for awarded Emirates A380 fleet

According to the agreements, Lufthansa Technik will overhaul main landing gears and highly flexible extra capacity base maintenance such as C-checks for Emirates' Airbus A380 fleet.

Lufthansa Technik AG and Emirates have recently signed two major contracts regarding comprehensive Maintenance, Repair & Overhaul (MRO) services for Airbus A380 long-range aircraft. Emirates is by far the world's largest operator of Airbus A380 jets. According to the new agreements, Lufthansa Technik will overhaul main landing gears of Emirates' double-deck flagships. Additionally, Lufthansa Technik AG will provide Emirates with highly flexible extra capacity for A380 base maintenance such as C-checks. The latter agreement marks the first ever outsourcing of heavy checks from Emirates' comprehensive in-house A380 MRO capacities to an external provider.

The long-term landing gear services contract will be fulfilled by Lufthansa Technik Landing Gear Services. Over the next 13 years, the specialized Lufthansa Technik AG workshop in the United Kingdom will overhaul main landing gear shipsets for some of Emirates' superjumbos and in the process restore them to "as-good-as-new" condition before delivering them back to the customer's MRO facilities for re-installation. The first of these landing gear overhauls is scheduled to begin in August 2023.

"With most airlines now having left the Covid crisis behind and air travel demand skyrocketing, passenger capacity is needed more than ever, and this positively affects MRO demand for the A380. The happier we are to not only bring our existing and well-proven capabilities for this aircraft type to market, but also to invest in building up additional capabilities such as the third A380 overhaul line in Manila," said Kai-Stefan Roepke, Vice President Corporate Sales Europe, Middle East and Africa, Lufthansa Technik. "Having won the trust of Emirates, both the type's largest operator and themselves a renowned authority in the field of A380 MRO, makes us extra proud," he further added.

The additional capacity for A380 base maintenance services will be provided by Lufthansa Technik Philippines (LTP) in Manila, the Lufthansa Technik Group's competence center for heavy checks on the world's largest passenger aircraft. The first Emirates A380 has arrived at LTP already at the end of January. To cope with the significantly increased demand for MRO services on the largest commercial airliner type, LTP has recently invested into additional A380 overhaul capacities. These are planned to go online in the second half of 2023 and will initially host additional checks for Emirates.

While the A380 base maintenance services are an entirely new field of cooperation for Emirates and Lufthansa Technik, the MRO provider and the airline already enjoy a long-standing business relationship in other technical segments.■

Airbus secures order for two ACH160 helicopters from Indian customer

Airbus Corporate Helicopters will provide a turnkey solution for smooth entry into service of the two ACH160 to be delivered with the Exclusive configuration for business use by the customer.

Airbus Corporate Helicopters has received an order to supply two ACH160 helicopters in India. This latest order is the first sale of the type for Airbus c in the region. The helicopters will be delivered with the ACH160 Exclusive configuration for business use by the customer who is an experienced helicopter operator. Under the terms of the contract, Airbus Corporate Helicopters will provide a turnkey solution to ensure a smooth entry into the service of both helicopters.

The ACH160 is the latest member of the ACH family and is the world's most technologically advanced helicopter, with 68 new Airbus patented technologies. The advanced helicopter provides 20% greater volume per passenger compared to previous generation medium twin helicopters. The ACH160 also has 35% larger windows than its competitors which further results in the brightest cabin in its class.

Olivier Michalon, EVP – Global Business, Airbus Helicopters, said "We are proud to announce this milestone contract for two ACH160 helicopters for our Indian customer. We thank them for their pioneering vision and I am confident that the entry into service of this helicopter will set a new benchmark for helicopter operations in India, especially for private aviation and premium charters. Airbus Helicopters is proud to be a key contributor to the Indian government's 'Aatmanirbhar Bharat' mission. This new order – the first in India for any helicopter in the H160 range – further reinforces our commitment to the Indian market where already more than 120 Airbus helicopters are flying".

The ACH160 helicopter's advanced air conditioning technology allows precise temperature control and optimal cabin air quality with highly efficient air exchange. In the ACH160 helicopter Exclusive version, mood-lighting contributes to reduced fatigue.

The ACH160 also has 35% larger windows than its competitors which further results in the brightest cabin in its class.

Barfield selected as official distributor and service provider for Dedienne Aerospace GSTE

According to the newly signed agreement BARFIELD Inc., will officially distribute and service the DEDIENNE AEROSPACE Ground Support Test Equipment (GSTE).

BARFIELD Inc., a subsidiary of Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) in the Americas, enters into a partnership agreement with DEDIENNE AEROSPACE. According to the newly signed agreement BARFIELD Inc., will officially distribute and service the DEDIENNE AEROSPACE Ground Support Test Equipment (GSTE). The agreement strengthens the relationship between both companies allowing them to bring additional value to their customers worldwide.

DEDIENNE AEROSPACE is an international company specializing in aerospace tooling for civil and defense markets. The company has partnerships with OEMs throughout the world and is proud to support Boeing, CFM, Collins Aerospace, General Electric, Pratt & Whitney and Rolls-Royce as an official licensee.

Hervé Page, Chief Executive Officer BARFIELD said, "We are extremely pleased to be partnering with DEDIENNE AEROSPACE. It will allow us to continue our strategy of expanding our distribution network and better service our customers globally. The ground support equipment market is filled with innovation and customization, and we have been at the forefront of those transformations. We exist in a global market where getting closer to customers and offering them more options is imperative, and we could not have found a better partner in DEDIENNE AEROSPACE, one of the Market leaders with global presence".

Barfield consists of 400 employees across its facilities in Miami, Phoenix, Louisville and Atlanta. With its leading facilities, Barfield can satisfy the needs of customers operating commercial or regional fleets in North, Central and South America. From MRO Services to Distribution and Ground Support Test

Equipment (GSTE), Barfield provides complete tailor-made support programs for A320 family, 737, Bombardier, Dash 8, ATR 42 & 72, KC135 and C-17 military aircraft and Embraer 170 & 190 aircraft to operators in need of inventory and logistics solutions, repair management programs, engineering and fleet support, and component reliability management. Barfield is part of the AFI KLM E&M network, a major MRO provider.

Cédric Barbe, President, DEDIENNE AEROSPACE said, "Both our companies are leaders in the Ground Support Equipment industry and joining forces with this agreement will extend our collaboration and allow us to grow our market share exponentially. We will extend, thanks to this partnership with BARFIELD, Our one stop shop tooling and GSE services offer. Thanks to our worldwide footprints, our customers will now have their Barfield units cared for at the local level".

Air France Industries KLM Engineering & Maintenance is a major multi-product MRO (Maintenance, Repair, Overhaul) provider. With a workforce of over 12,800, AFI KLM E&M offers comprehensive technical support for airlines, ranging from engineering and line maintenance to engine overhaul, aero structure and fan thrust reverser support, as well as the management, repair and supply of aircraft components, structured around a powerful logistics network. AFI KLM E&M supports almost 3,000 aircraft operated by 200 major international and domestic airlines.■

Joramco to provide C check support for Cebu Pacific Airbus A330

According to the newly signed agreement, Joramco will be performing a C check on Cebu Pacific Airbus A330 aircraft scheduled to begin in March 2023.

Joramco, the Amman-based maintenance, repair, and overhaul (MRO) provider and the engineering arm of Dubai Aerospace Enterprise (DAE), has recently signed an agreement with Cebu Pacific from the Philippines for the first time. According to the newly signed agreement, Joramco will be performing a C check on Cebu Pacific Airbus A330 aircraft. The C check on the Cebu Pacific Airbus jet will begin in March 2023.

Joramco has built a track record as an independent commercial aircraft maintenance, repair, and overhaul (MRO) facility serving a wide range of customers in the Middle East, Europe, South Asia, Africa, Russia, and the CIS countries, offering services on several aircraft models from the Airbus, Boeing, and Embraer fleets.

Fraser Currie, Chief Executive Officer, Joramco said, "We are delighted to announce that for the first time, we will be working with Cebu Pacific, one of the major commercial airlines in the Philippines. This agreement reaffirms our position as a trusted global MRO known for the high-quality services it provides, and we are confident that even more will follow".

Located at a free zone area in Queen Alia International Airport in Amman-Jordan, Joramco's facility includes five hangars that can accommodate up to 17 aircraft. Joramco is certified by many international regulatory authorities including the European Aviation Safety Agency (EASA), the U.S. Federal Aviation Administration (FAA), and the Jordanian Civil Aviation Regulatory Commission (JCARC).■

Lufthansa Technik Middle East to provide TCS for Saudia's Boeing fleet

According to the new deal, Lufthansa Technik over the next ten years will provide its Total Component Support (TCS) to Saudia's 57 aircraft-strong Boeing 777 and 787 fleets.

Lufthansa Technik Middle East (LTME) has announced the signing of an agreement regarding close co-operation in the field of aircraft component services with Saudia Aerospace Engineering Industries (SAEI). According to the new deal, Lufthansa Technik over the next ten years will provide its Total Component Support (TCS) to Saudia's 57 aircraft-strong Boeing 777 and 787 fleets. The TCS contract encompasses 39 Boeing 777s (35 777-300ER and four 777F) and 18 Boeing 787s (13 787-9 and five 787-10).

For all these aircraft, SAEI gains 24/7 access to Lufthansa Technik's global components pool. For example, the TCS includes an AOG (Aircraft On Ground) support that guarantees the shortest possible delivery for time-critical components. The agreement will significantly strengthen SAEI's technical operations and complement its resources.

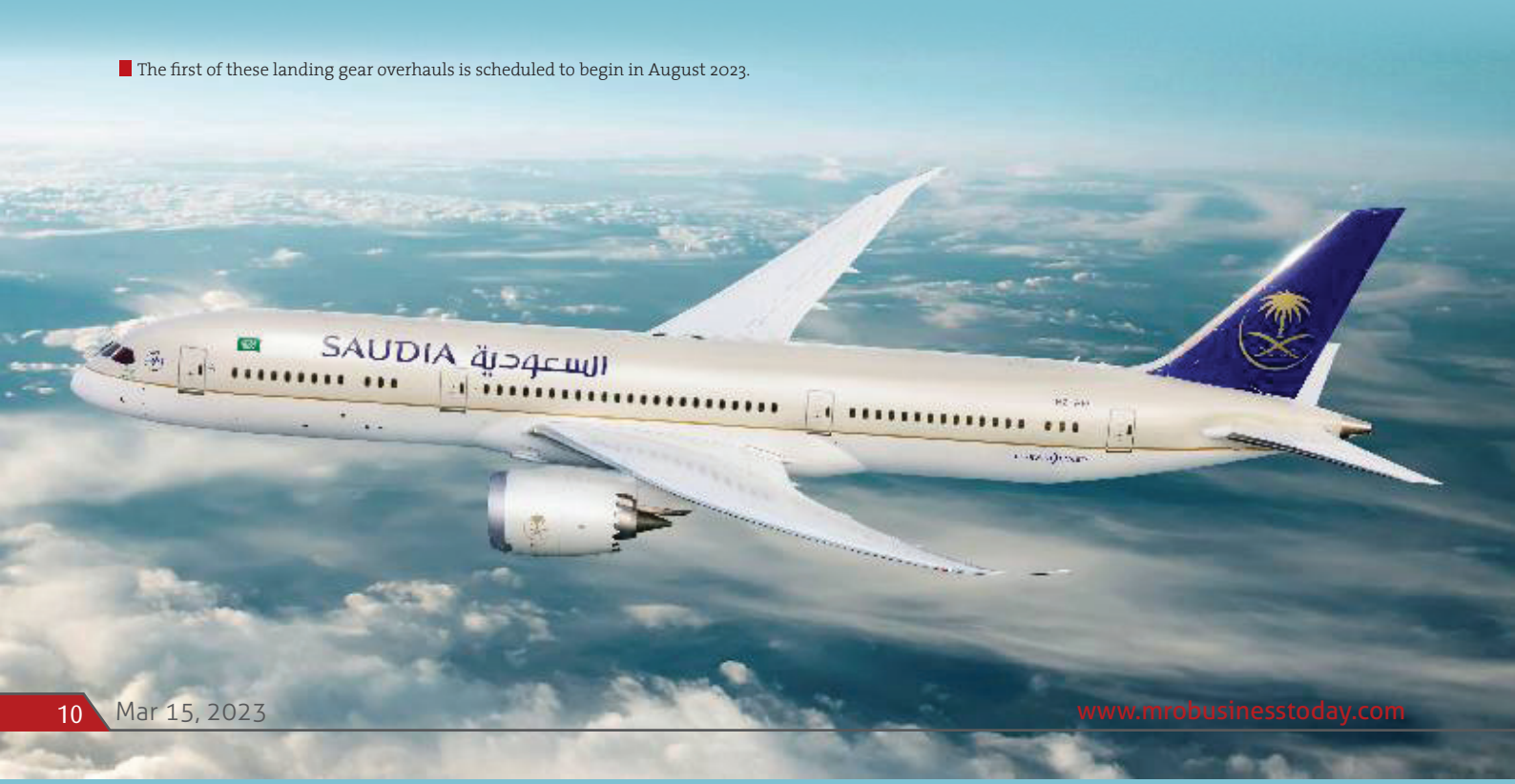
"Combining our unique position in one of the fastest growing aviation markets globally – the Kingdom of Saudi Arabia – with the experience and expertise of a global MRO leader such as Lufthansa Technik will create a regional aircraft maintenance powerhouse that is truly commensurate with the strategic ambitions of this sector in the Kingdom," said Fahd H. Cynndy, Chief Executive Officer, SAEI.

Lufthansa Technik will also support SAEI in further enhancing its in-house component capabilities. Future fields of cooperation in both scope and functionality, especially in the area of digitizing MRO processes and the related supply chains, are already envisioned. The Lufthansa Technik group and SAEI have a track record of successful business relationships in various technical segments, for example in the field of single-component maintenance.

"We are honoured to be considered as part of the impressive aviation ecosystem that is evolving in this highly dynamic and fast growing region. It is our great pleasure to do our bit in supporting the development of the aviation stream of the Kingdom of Saudi Arabia's Vision 2030," says Ziad Al Hazmi, Chief Executive Officer, LTME.

LTME and SAEI regard the aforementioned components collaboration as a base to form the core of the projected "MRO Community of Excellence". The new concept aims at attracting regional players to join forces in shaping the sustainable growth of the MRO industry. Currently in the advanced stages of discussion, the project is destined to encourage the collaboration deemed essential for sustainable and rapid growth through human capital development, advanced technologies and standardized practices.

The first of these landing gear overhauls is scheduled to begin in August 2023.



MOU inked between Etimad Holding Group and Israel Aerospace Industries

Etimad Holding Group and Israel Aerospace Industries have signed an MOU during the IDEX 2023 exhibition.

During IDEX 2023, Etimad Holding Group and Israel Aerospace Industries inked a memorandum of understanding. The memorandum of understanding calls for enhancing military and security-related ties and talking about potential avenues for future collaboration.

"The IDEX exhibition is an important opportunity for national companies to discuss ways of cooperating with regional and international companies operating in the same sector. We aim to benefit from the latest experiences, exchange knowledge in the security and defense field, and learn about new developments in the field of defense and security," said Khaled Al Ali, Chairman and CEO, Etimad Holding Group.

"We hope that the cooperation agreement signed today with IAI will benefit everyone, and that IDEX will open new horizons for cooperation with other international defense companies," he further added

Etimad Holding is a technology solutions and services company with a dedicated focus on security system solutions, system integration, project fulfillment and execution. The company is dynamic and has highly skilled individuals capable of providing solutions in our field as per the user's requirements/demands.

"The close relationship that IAI has developed with Etimad over the past few years has enabled us to leverage our mutual collaboration and together offer solutions to our customers around the world. Since the signing of the Abraham Accords, IAI is further investing in our relationship with the UAE and the Gulf region. We have established a local office in Abu Dhabi, which will help us expand partnerships and collaboration for long-term relationships, to leave an impact through ourmutually-beneficial technological innovations", said Boaz Levi, President and CEO, IAI.

Israel Aerospace Industries or IAI is Israel's major aerospace and aviation manufacturer, producing aerial and astronautic systems for both military and civilian usage. It has 15,000 employees as of 2018. IAI is completely state-owned by the government of Israel.

ST Engineering and SF Airlines sign contract to build Airframe MRO Joint Venture in China

ST Engineering will have a majority 60% stake in the joint venture, with the remaining 40% to be held by SF Airlines.

ST Engineering has announced that the company's Commercial Aerospace business and SF Airlines Co., Ltd. (SF Airlines) have entered an agreement to set up a commercial airframe Maintenance, Repair and Overhaul (MRO) joint venture in Ezhou, Hubei, China. MRO demand in China and the Asia Pacific region is estimated to increase at a compound annual growth rate of about 3 to 7 percent over the next decade according to industry forecasts.

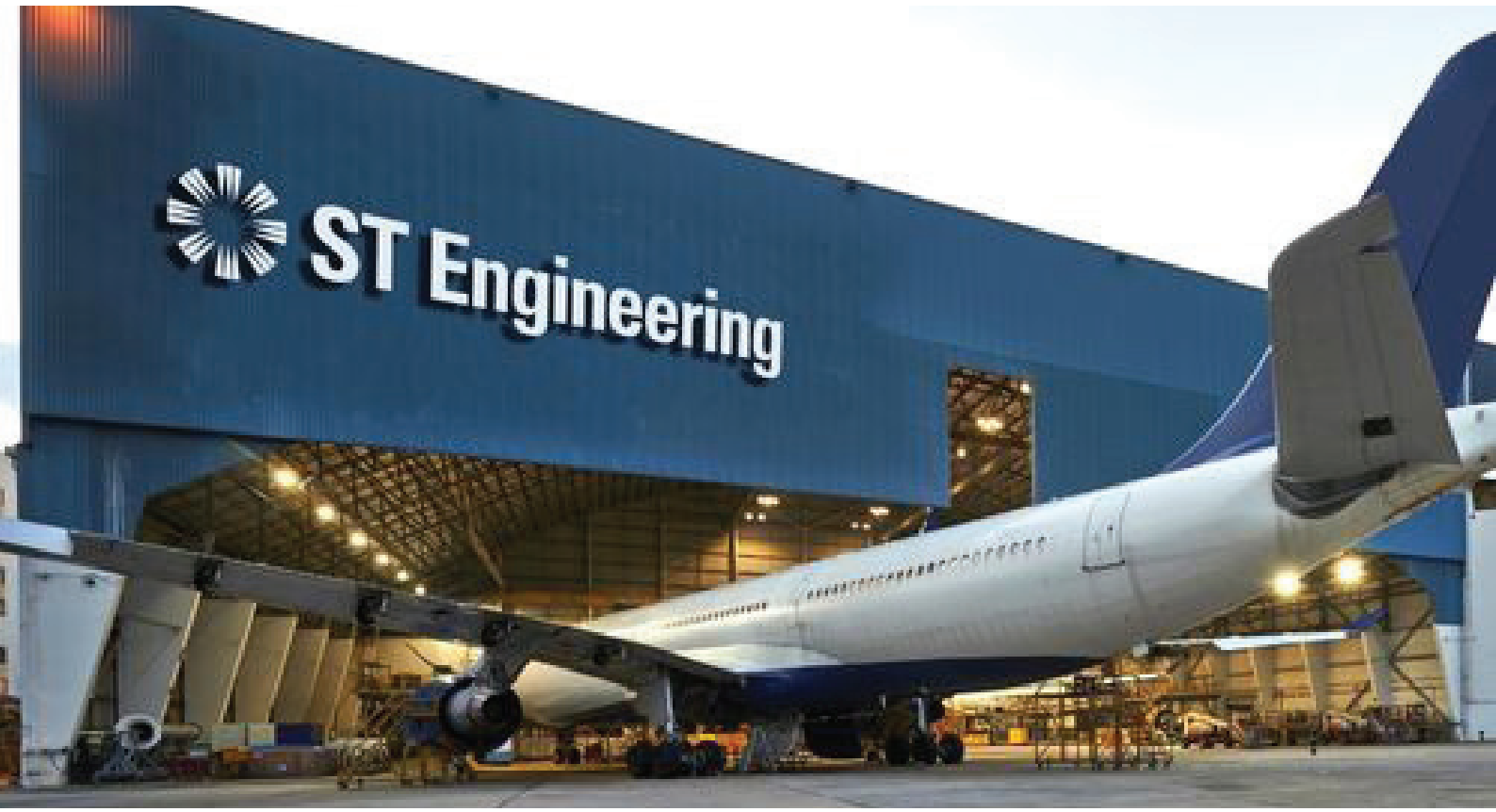
The strategic collaboration with an established freighter airline will allow ST Engineering to capture new and rising opportunities in a high-growth region. ST Engineering will have a majority 60% stake in the joint venture, with the remaining 40% to be held by SF Airlines. The joint venture company's first facility is expected to be ready in 2025.

Li Sheng, Chairman of SF Airlines, said, "The establishment of the MRO joint venture with ST Engineering, which is the largest airframe MRO provider in the world with over 45 years of experience in the industry, will make up for our airframe maintenance capability. Given the huge aircraft maintenance market in Ezhou hub, sincere cooperation with ST Engineering and strong support from the government, I have full confidence in the development of the joint venture."

The new joint venture, subject to regulatory approvals, will operate a greenfield airframe MRO facility at the Ezhou Huahu Airport which is designated as Hubei's international logistics hub airport. The passenger and air cargo traffic is showing steady growth as China re-opens its flight connectivity. The newly formed joint venture will not only support the freighter MRO demands of SF Airlines, which is China's largest freighter airline in fleet size but also serve the increasing needs of other cargo and passenger airlines operating in the region.

"This is an exciting development for us given that China and the Asia Pacific region are key markets for ST Engineering's Commercial Aerospace business. With the strengthening of our 2 www.stengg.com commercial aerospace network in China, we will be able to better meet the growing needs of airlines in the region, providing them the capacity and flexibility that come with greater choice of locations," said Jeffrey Lam, Commercial Aerospace President, ST Engineering. "Our MRO expertise and years of experience in China, combined with this strategic collaboration with SF Airlines which is also the anchor customer, will be strong factors contributing to the joint venture's success," he further added.

ST Engineering is the world's largest commercial airframe MRO provider by maintenance man-hours, backed by a track record of over 17,000 commercial aircraft maintained and modified since 1990 and a global network of facilities in Asia Pacific, the U.S. and Europe. In China, ST Engineering currently operates airframe MRO facilities located at Guangzhou Baiyun International Airport and Shanghai Pudong International Airport, as well as an engine MRO facility in Xiamen.



Tecnam Aviation to boost Mermoz Academy fleet with 10 P-Mentor jets

The 10 newly ordered Tecnam P-Mentor aircraft will be used by Mermoz Academy for both PPL – Private Pilot License – as well as the MPL – Multi Pilot License – courses.

Tecnam and Mermoz Academy have announced the signing of a contract to acquire 10 Tecnam P-Mentor jets for the company's fleet expansion program. The newly ordered aircraft will be used for both PPL – Private Pilot License – as well as the MPL – Multi Pilot License – courses. One of the reasons for the choice other than the great fuel consumption rates is the lowest CO2 emission that makes the P-Mentor the aircraft of choice for students and Flight Schools.

Based on recent data and industry benchmarks, flight training schools operating Tecnam's single and twin-engine fleets can save as much as 10 tons of CO2 emissions for every single student graduating with a Commercial Pilot License – a 60% reduction compared to legacy fleets using Avgas 100LL fuel. (Data based on 155 flight training hours, including 30 hours on the twin.)

The P-Mentor is a two-seat single-engine piston aircraft fully IFR – is compliant with the latest CS-23 EASA & FAA requirements, allowing PBN/RNAV/AFCS capabilities. Modern flight schools today have one platform to train students from their first flight up to CPL- IR, including Variable Pitch Propeller, Simulated Retractable Landing Gear and UPRT.

The P-Mentor is designed to offer the best human-machine interface resulting in the most effective VFR/IFR training while the generous fuel tank allows Flight Schools to fly all day long without refueling, no interruption is equal to improve operational value. The lowest cost of maintenance, lowest fuel consumption, and the greatest value for money, make this aircraft a unique profit opportunity for any Flight School.■

Bell 505 achieves milestone with debut 100% Sustainable Aviation Fuel powered flight

The newly achieved milestone marks the Bell 505 helicopter as the world's first-ever single-engine helicopter to fly with 100% Sustainable Aviation Fuel (SAF).

Bell Textron Inc., a Textron Inc. company recently announced that Bell 505 helicopter has successfully completed its first flight fueled solely by 100% Sustainable Aviation Fuel (SAF). The newly achieved milestone marks the Bell 505 helicopter as the world's first-ever single-engine helicopter to fly with 100% SAF. Bell collaborated with Safran Helicopter Engines, Neste, GKN Aerospace and Virent Inc. to make this Bell 505 flight possible.

To achieve this flight, Bell collaborated with Safran Helicopter Engines, manufacturer of the Arrius 2R engine on the Bell 505 helicopter, GKN Aerospace, the fuel system component supplier, Neste, the SAF supplier; and Virent, Inc., a Marathon Petroleum Corp. subsidiary that manufactures renewable fuels and chemicals. Safran Helicopter Engines and GKN Aerospace conducted thorough testing on the engine and fuel system components.

"This flight is a monumental achievement for sustainability and decarbonization in the rotorcraft industry," said Michael Thacker, executive vice president, Commercial Business, Bell. "Showcasing a single engine aircraft's flight capabilities with 100% SAF signals Bell's commitment to alternative fuel usage and builds on its sustainability practices in its flight operations," he further added.

Neste and Virent collaborated to blend, test, and deliver the SAF for this project as a 100% drop-in fuel. SAF, made from used cooking oil or other bio-based feedstocks, typically must be blended with petroleum products because it doesn't include a component called "aromatics," which is required to meet today's aviation fuel specifications.

Virent manufactures an aromatics component made from renewable plant sugars, which was added to Neste's neat SAF, eliminating the need to blend SAF with petroleum fuel. The SAF supplied for this test flight by Neste and Virent is therefore a "100% drop-in" replacement for petroleum-based aviation fuel, requiring no engine modifications.

Valentin Safir, executive vice-president, Programs, Safran Helicopter Engines said: "SAF is one of the key pillars in our strategy to decarbonize the helicopter industry. Our engines are certified to operate on up to 50% SAF and our objective is to certify in the coming years the use of 100% SAF, which can potentially result in carbon lifecycle emissions reductions by up to 80%."

Bell's training fleet and demonstration aircraft currently use SAF in their operations. The team continues to guide customer conversations around its implementation and monitors SAF testing in a dedicated Bell 505 with Safran Helicopter Engines. This flight supports Textron's Achieve 2025 Sustainable Footprint goal for a 20% reduction in greenhouse gas emissions across the enterprise, among other sustainability initiatives.

The Bell 505 helicopter is a five-seat aircraft designed for safety and efficiency while using the most advanced technology to date. The platform uses a fully integrated Garmin G1000H NXi avionics suite and Safran Arrius 2R engine with a dual-channel FADEC.■

AJW Group commits support for the United Nations Global Compact sustainability program

AJW Group will also take progressive steps to support UN goals with its participation in the UNGC which is the world's largest global corporate sustainability initiative.

AJW Group, an independent supply chain solutions provider to the aviation industry, specializing in component supply and repair has announced its commitment to implement the universal sustainability principles. The company will also take progressive steps to support UN goals with its participation in the United Nations Global Compact (UNGC) which is the world's largest global corporate sustainability initiative.

The UNGC's vision is to 'mobilise a global movement of sustainable companies and stakeholders to create the world we want.' It has implemented a strategy to drive business awareness and action in support of achieving the Sustainable Development Goals by 2030.

The UNGC supports AJW Group in its continuing efforts to operate the business responsibly. This perfectly aligns its strategies and operations with the UNGC's Ten Principles on human rights, labour, environment, and anti-corruption. It will take strategic actions to advance broader societal goals, such as the UN Sustainable Development Goals, with an emphasis on collaboration and innovation.

Christopher Whiteside, Chairman, AJW Group said, "Announcing our participation in the UN Global Contract is a pivotal moment for our company, one our founder would be proud of. This heralds a new era of commitment to sustainability as we fly towards our centenary in 2032."

AJW is committed to sustainable business practices and is participating in the UNGC as part of its efforts to bring about a more earth and people-friendly aviation industry. By signing the declaration, the Group hopes others will follow suit, and together industry stakeholders can unite for the good of the planet, its people, and its communities.

Bell to partner with Pratt & Whitney for High-Speed VTOL Propulsion Technology

Bell and Pratt & Whitney will work together on propulsion solutions for the development of HSVTOL technology and rapidly deliver HSVTOL capabilities to the warfighter.

Bell and Pratt & Whitney have announced collaboration on High-Speed Vertical Takeoff and Landing (HSVTOL) technology. The two companies will work together on propulsion solutions for the development of HSVTOL technology. As industry partners interested in accelerating the future potential of HSVTOL the newly formed partnership will play a crucial role in the development of the technology.

Bell is continuously working with the U.S. government and its industry partners to reduce risk and develop capability requirements. As Bell continues to build its strong team, the company is opening discussions and collaborating with industry thought leaders, including Pratt & Whitney, to rapidly deliver HSVTOL capabilities to the warfighter.

"We're excited to dig into HSVTOL propulsion technology research with Bell and showcase what this next-generation capability could bring to USAF and other warfighters," said Dr. Steven Burd, Director and Chief Engineer of Advanced Military Engine Programs, Pratt & Whitney.

Bell is actively developing innovative vertical lift technologies including the HSVTOL family of vehicles. HSVTOL provides next-generation capability in vertical lift speed, range, and survivability. This type of technology blends the maneuverability of a helicopter with the speed, range and survivability features of a fighter aircraft. Bell's HSVTOL technology may serve a variety of complex missions in the future battlespace for runway independent agile mobility, SOF infil/exfil, personnel recovery, and Strike/ISR.

"HSVTOL propulsion technology is one of the key technical areas to develop for future capability, and we're thrilled to leverage expertise from Pratt & Whitney to explore ways to mature technology for these concepts," said Lee Anderson, Director of Innovation, Bell.

HSVTOL technology leverages existing Bell experience with the development of high-speed vertical lift aircraft, with the Bell 360 Invictus dashing over 200 knots, and the Bell V-280 Valor cruising to over 300 knots. HSVTOL development has unlocked next-generation capability for speed, range, and survivability. HSVTOL's runway flexibility provides the capability to utilize runways with conventional jet takeoff when runways are intact and independence with short field takeoff and vertical takeoff when runways are compromised.■

Aero inaugurates new L-39NG aircraft production line

The first stage of Aero's new production line is in operation, which will increase L-39NG production to 17 aircraft per year and the second stage will increase it to 24 aircraft per year.

Aero, a Czech aircraft manufacturer, has officially launched a new production line for the new L-39NG defence trainer aircraft. The output of the assembly line is the aircraft fuselage, its production capacity is planned to be up to 24 pieces per year and it will employ more than 100 people. On the new production line, which is dedicated to the production of the L-39NG fuselage, the series production has already started.

Currently, the first stage of the new production line is in operation, which will increase L-39NG production to 17 aircraft per year. The second stage will then bring the required increase to 24 aircraft per year. 7 L-39NG aircraft are in various stages of development on the new production line and another 5 units are already undergoing final assembly.

"The investment we have made in building a completely new production line will allow us to gradually increase capacity and produce up to two L-39NG aircraft per month. We plan to reach production of 24 aircraft per year within two years," says Jan Čáp, Executive Vice President & Chief Industrial Officer, Aero.

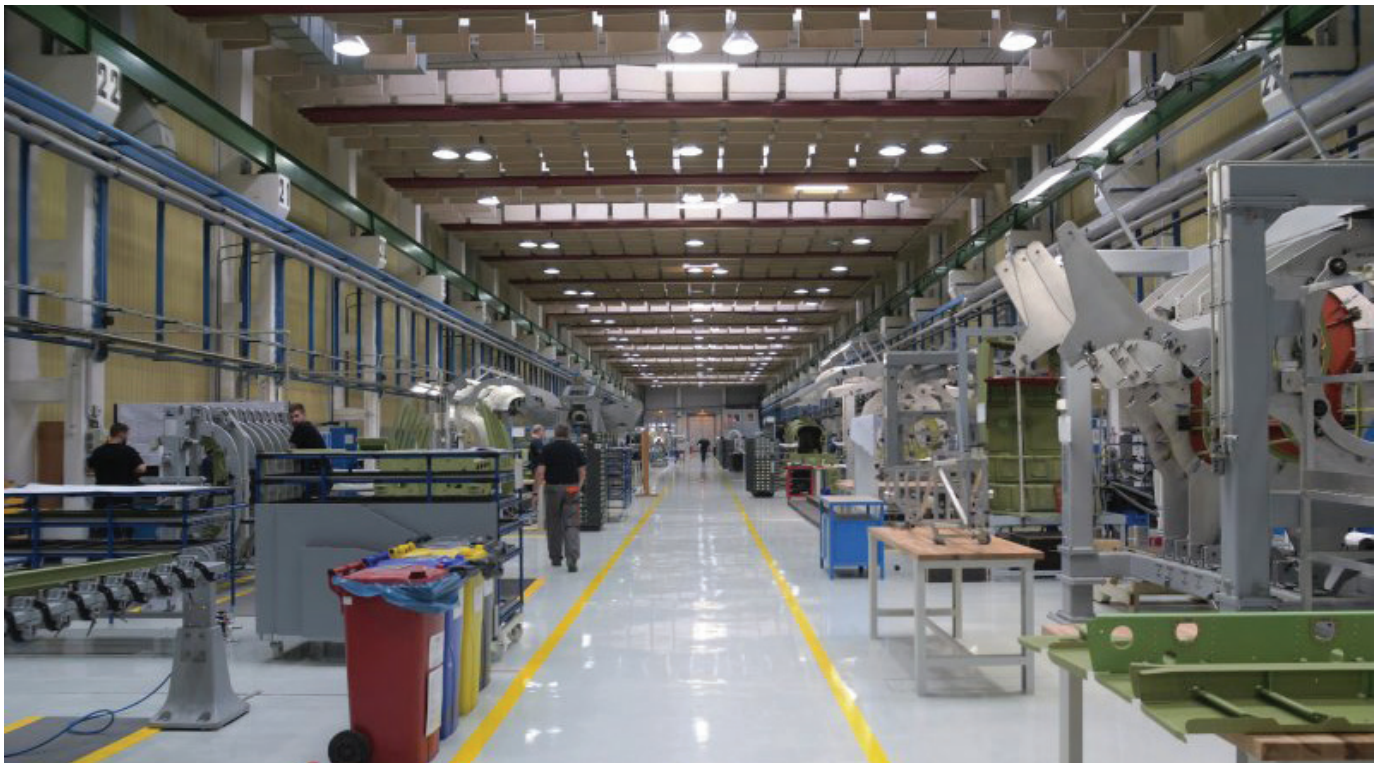
In connection with the investment in the production line, the production area and staff facilities were also renovated. This production line will offer employment opportunities for several dozen new employees.

"We are recruiting new employees for the new production line who will be involved in the construction of our L-39NG aircraft. The output of the assembly line is a complete fuselage. In particular, we need riveters or plumbers," says Jiří Linka, Vice President of Production, Aero.

Aero Vodochody currently has orders for 34 L-39NG aircraft. This multirole jet aircraft, which is capable of performing a wide range of missions, is characterized by high reliability, excellent flight characteristics, low operating costs, and service life up to 2070. Domestic suppliers and companies are also heavily involved in the production of the L-39NG. Over 60% of all Aero's suppliers are Czech companies.

"Every investment in increasing production capacity for our new L-39NG jet trainer is another opportunity for Czech companies that have been involved with us in its production from the beginning," adds Jiří Linka, Vice President of Production, Aero.

AERO Vodochody AEROSPACE a.s. focuses on the development, production, maintenance and improvement of civil and military aircraft and is the largest aircraft manufacturer in the Czech Republic and one of the oldest aircraft manufacturers in the world. In the field of own aircraft, AERO is a permanent partner of a number of military air forces and has a strong position in the market for military trainers and light combat aircraft. With 11,000 aircraft produced in its 100 years of existence, hundreds of L-39 Albatros aircraft still in service with dozens of military operators and a number of demo teams, and especially with its new L-39NG aircraft, AERO has established itself as a leader in the global jet trainer market. ■



Female Airline Leaders Share Their Perspectives on the State of the Aviation Industry

A Qualitative Review Of Aviation Industry Challenges, Experiences, And Strategies.

The Covid-19 pandemic has accelerated the aviation industry's rate of change. Airlines and adjacent organizations are adopting new technologies and improving their processes, which puts them on course for a more efficient and more profitable future.

However, one area where the aviation industry is still looking to improve is the diversification of its workforce. Although some progress has been made, there is still a lot to be done to ensure a rich, dynamic, and inclusive workforce.

This study showcases some of the best leaders in the aviation industry and explores their take on the state of the industry, their personal experiences, and what the future holds for aviation:

- Grace Regillo, Senior Director, Strategic Procurement – ACM and Technical Services at Air Canada
- Soudeh Mansourian, Managing Director, HR Services – Employee Experience & Insights at United Airlines
- Liliana Bocanegra is the Technical Procurement Director at Avianca
- Maria Azcue, Head of Transformation at Aer Lingus
- Lehua Torres, Director of Material Management at Hawaiian Airlines

This qualitative study using semi-structured qualitative interviews covers the following topics:

- Diversity and inclusion
- The importance of mentorship
- The effects of the Covid pandemic
- The challenges and rewards of the aviation industry
- Sustainability
- Technology and digitalization
- The future outlook of the industry

The purpose of this newly released study is to celebrate the success of women in aviation, share their stories, and encourage more young women to choose this career path now that there are more opportunities possible than ever before.

"Aspiring young women have an opportunity in today's world where many doors are already open. My only advice is to take those opportunities," said Regillo. "There's more choice for women, and it's great to see. I wish that there are young women that get that message to take up those opportunities."

Michael Jackson named Director of Maintenance at C&L Aviation Services

Michael Jackson In this position is responsible for overseeing all repair-station activities at the company's regional and corporate maintenance facility in Bangor, Maine, U.S.

C&L Aviation Services, a leading provider of aircraft maintenance, repair, and overhaul services, has announced the appointment of Michael Jackson as its new Director of Maintenance. Jackson In this position is responsible for overseeing all repair-station activities at the company's regional and corporate maintenance facility in Bangor, Maine, U.S. He will ensure that all aircraft are maintained in accordance with industry regulations and standards, and that they are kept in safe and airworthy condition.

Michael Jackson brings a wealth of experience and expertise to the role, having worked in various positions within the aviation industry for over 20 years. Jackson in this role led teams of over 300 people that were responsible for both line maintenance and base maintenance operations.

In addition to his professional experience, Michael Jackson holds a Bachelor of Science degree in Aeronautical Science from Embry-Riddle Aeronautical University. He is also a licensed aircraft maintenance engineer and holds several FAA certifications.

"We are thrilled to have Michael join our team as Director of Maintenance," said Chris Kilgour, CEO of C&L Aviation Services. "His expertise and leadership will be invaluable as we continue to expand our capabilities and deliver top-quality maintenance services to our customers," he further added.

Before joining C&L Aviation Services, Michael Jackson worked at several major airlines, including United Airlines and Delta Air Lines. He also served as Director of Maintenance at Gulfstream Aerospace, where he oversaw the maintenance and repair of business jets. Jackson has extensive experience with a wide range of aircraft types, including commercial airliners, business jets, and military aircraft.

C&L Aviation Services has been providing aircraft maintenance, repair, and overhaul services for over 25 years. The company operates two maintenance facilities in Bangor, Maine, and a parts distribution center in Australia. C&L Aviation Services is an authorized service center for several major aircraft manufacturers, including Bombardier, Saab, and Embraer.

With the hiring of Michael Jackson as Director of Maintenance, C&L Aviation Services is well-positioned to continue providing high-quality maintenance services to its customers. Michael Jackson's expertise and leadership will ensure that all aircraft maintenance operations are carried out safely, efficiently, and to the highest standards of quality.■

International CALENDAR 2023

2023

Date	Event	Venue
18-20 April 2023	MRO AMERICAS	Atlanta, GA, USA
25-27 April 2023	ATCA Technical Symposium	Atlantic City, NJ, USA
02-04 May	NBAA Maintenance Conference	Hartford CT
03-05 May 2023	Rotorcraft Asia and Unmanned Systems Asia 2023	Singapore
16-18 May 2023	IATA Ground Handling Conference	Abu Dhabi
17-18 May 2023	MRO AUSTRALASIA	Brisbane, Australia
23-25 May 2023	NBAA – EBACE	Geneva
07-08 June 2023	ELTF EUROPE	London, UK
14-15 June 2023	Dubai HeliConference 2023	Dubai
13-14 Sept 2023	AERO-ENGINES EUROPE	Madrid, Spain
26-27 Sept 2023	Helitech Expo	London
26-28 Sept 2023	World Aviation Festival	Portugal
26-28 Sept 2023	MRO ASIA-PACIFIC	Singapore
17-19 Oct 2023	NBAA- BACE	Las Vegas, NV
01-03 Nov 2023	ATCA Global Conference & Expo	Washington, DC, USA
22 - 24 Nov 2023	Air Expo India	Indira Gandhi Intl Airport-New Delhi

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