

MRO

BUSINESS TODAY

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June 15th, 2020



Etihad Engineering gears up for increased MRO activity as lockdown ends

The parked aircraft require a lot of care and attention, not to mention continuous checks to make sure the aircraft remains airworthy. With locking of International borders due to COVID-19 pandemic, huge fleet of Etihad was grounded.

However, the Etihad Engineering team left no stones unturned to make sure to adapt to these ever-changing market needs. Operators all around the world have turned to them for maintenance work that was initially planned towards the end of the year.

Currently they have undertaken various projects like delivery of cabin uplift, passenger to freighter conversion, longeron modification, heavy maintenance (C-check), major structural modification,

parking solutions, painting and deep cleaning of aircraft for both Etihad Airways and third-party airline customers.

Frederic Dupont, Vice President Technical Sales & Customer Service, Etihad Engineering said, "While the COVID-19 pandemic has taken a toll on the aviation sector at large, we have been doing our best to find the opportunity amidst the crisis. We have taken advantage of the grounding period and used it to carry out maintenance services to ensure the entire fleet is operating at its optimal and will be uninterrupted by maintenance requirements as services return. The cabin refurbishment project is our most extensive collaboration with Etihad Airways to date, as we have been working on the entire passenger fleet of

96 aircraft within a concise time frame."

The team of Etihad Engineering is working in close collaboration with Etihad Airways to conduct the cabin refurbishment on all of their 96 aircraft. It includes cabin renovations, interior detailing, seat repairs and a full sweep of the inflight entertainment system. This project will be completed by the end of the month.

Mr. Dupont further added, "We will continue to go above and beyond to support all our customers during this challenging time, and continue to deliver a differentiated customer experience for our airline clients. We understand that it may not be possible for some of our customers to be physically present

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Finnair & ATR sign a 10 year pay-by-the-hour Global Maintenance Agreement

Finnair and ATR have signed a pay-by-the-hour 10 year Global Maintenance Agreement to cover the repair, overhaul and pooling services of Line Replaceable Units, along with their door-to-door delivery and an on-site leased stock of spare parts. Three companies which will benefit from this symbiotic contract are - ATR, Finnair and Nordic Regional Airlines (NoRRA), who operates Finnair's regional ATR traffic. They will benefit from a customised support from ATR, which help the airline to better anticipate maintenance costs while enhancing the dispatch reliability of its fleet of 12 ATR 72-500.

ATR's expertise in enhancing aircraft reliability will also help Finnair for

blades maintenance and availability, and maintenance recommendations.

Juha Ojala, Vice President Technical Operations of Finnair said, "Our ATR flights form a key part of our feeder traffic to our Helsinki hub, and as a large share of our customers are transfer customers, they have strong expectations in terms of punctuality and reliability. This Global Maintenance Agreement is one step further in our relationship with ATR and ensures we benefit from the most suitable services, so that we can in turn provide our customers with a reliable and punctual travel experience."

Stefano Bortoli, Chief Executive Officer of ATR added, "Finnair is new to our GMA programme but they have

been part of the ATR family from the very beginning, as they took delivery of their first ATR aircraft, MSN 006, in 1986. During the challenging times we are currently living, the confidence from a valued customer is the best tribute they can offer to the quality and economics of our products and services. We are looking forward to sharing our knowledge and expertise with Finnair, so that they can in turn keep on operating regional traffic in a responsible and efficient fashion."



S7 Technics received extension of EASA Part-21J certificate scope

In the latest milestone achievement by S7 Technics, the DOA or the Design Organisation Approval which develops the technical documentation for repairs and modifications of water and waste systems installed on aircraft has received an extension of Part-21J certificate scope to perform design works on water and waste systems (ATA 38). This certification gives them an opportunity to design modifications and repairs for all components of these systems like the pipelines, water systems of galleys and toilets, water tanks, waste tanks and others by reducing the TAT (Turn-around time).

During the base maintenance, the repair work is carried out on the basis of documentation of aircraft manufacturing companies. However, sometimes during the maintenance some unusual damages are detected which are not described in the maintenance documentation. Like for e.g - cracks in the tanks of toilets and water systems. During such times, the MRO provider need to request repair instruction from the aircraft manufacturer of order a new component, which involves added cost and is time consuming.

Thus by achieving the certification, S7 Technics can now save on cost as well as

time during base maintenance.

"This service is definitely topical to the current situation in the aviation industry. After all, it is quite difficult to order new components as the delivery takes a long time. And the ability to develop repair documentation by the S7 Technics' DOA allows us to repair aircraft in the shortest time. Reducing the duration of repair work directly affects the reduction TAT (turn-around-time)," commented Artem Akhmedov, Deputy CEO - Part-21 Accountable Manager, S7 Technics.

S7 Technics' DOA can develop modifications and repairs for all types of transport category aircraft certified by EASA.

Honeywell's UV Cabin System for affordable cabin cleaning



Honeywell and Dimer LLC have entered into a strategic worldwide partnership for bringing the technology of ultraviolet cleaning to airlines. The Honeywell UV Cabin System is roughly the size of a beverage cart and has UVC light arms. These arms spread across the surface and sweep the aircraft cabin in less than 10 minutes. It is proved that if properly applied it can destroy bacteria and virus to a considerable extend.

"This offering is a big win for our airline customers, who are seeking affordable ways to clean their cabins effectively and quickly between flights," said Mike Madsen, Honeywell Aerospace president and CEO. "Honeywell is working on a range of solutions to help make passengers more comfortable about flying."

Currently Honeywell is accepting orders, however the first shipment will be delivered by July with the pricing as low as USD 10 per use on bulk orders or depending on the size of the aircraft.

"Working with Honeywell puts this technology in the hands of a worldwide aerospace leader that can quickly deliver to airlines and other aircraft operators," said Elliot M. Kreitenberg, co-founder and president of Dimer LLC. "As the travel industry begins to recover, we know hospital-grade technology will ease passenger concerns, and that's what we're providing with this system."

UVC has been used in hospitals, air and water filters, microbiology labs, and other applications.

CONTINUE FROM PG 1

with us as engineering work on their aircraft progresses, however we have embraced the technology available to communicate seamlessly with our clients based all over the world. Continuous footage of the maintenance progress is captured by GoPro cameras and shared back with our clients, and virtual meetings provide the latest updates. This is to ensure that we cater to our customers' needs in the exact same manner as if they were here with us at our facilities".

Abu Dhabi being the favoured parking location for majority of world-wide operators due to its strategic location and long-standing partnerships with Etihad Engineering, has led to increased parking requests from various third-party operators. These aircraft undergo preservation maintenance prior to which there is deep cleaning process by the disinfection team. It takes four hours to clean a narrow body aircraft and eight hours for larger aircraft.

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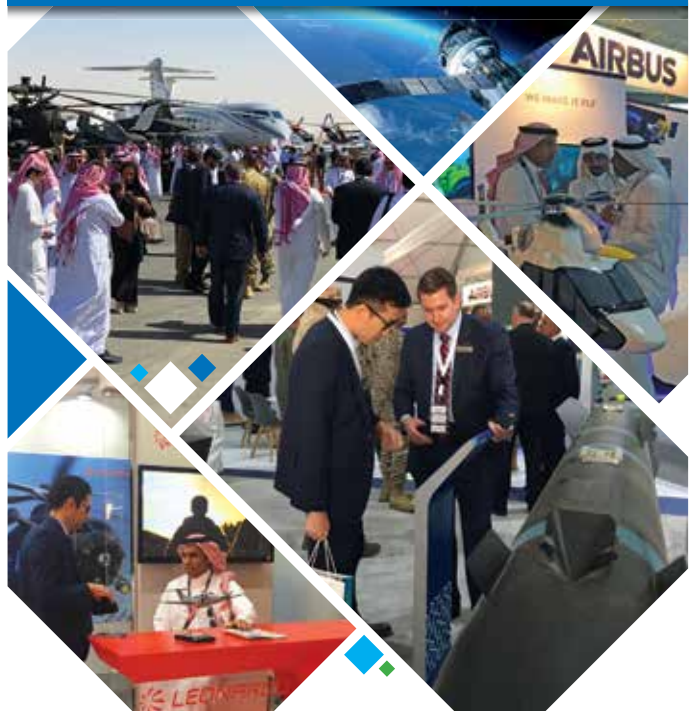
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WFS & Qatar Cargo at the forefront in supplying medical cargo to France



Worldwide Flight Services' (WFS) cargo handling team in Paris and Qatar Airways Cargo are working together to supply medical equipment like surgical gloves, face masks, aprons and medical kits to France treating COVID-19 patients. So far, WFS has handled 12 Boeing 777X freighter flights operated by Qatar Airways including charters organised by two of France's leading freight forwarding companies, Bolloré Logistics and Geodis.

Guillaume Halleux, Chief Officer Cargo at Qatar Airways said, "Paris is one of our biggest cargo stations in Europe and, in these very challenging times, we have been able to deliver millions of items

of personal protective equipment and medical supplies to help the coronavirus recovery programme in France. Our ability to do this quickly and efficiently has been possible thanks to the support of the WFS team in Paris, who have been highly efficient in handling both the inbound shipments as well as the general cargo we have carried for our customers on the outbound flights. We value this partnership."

Laurent Bernard, Managing Director at WFS commented, "One of the most positive aspects of the coronavirus response is the way the entire air cargo industry is pulling together and playing such a vital role in transporting and delivering

PPE supplies to help medical professionals across the globe. We are very proud of the role we are playing in France, working alongside major customers like Qatar Airways Cargo, to help make a positive difference. The airline's words of encouragement mean a great deal to our team in Paris."

Since the outbreak of Covid-19, Qatar Airways Cargo has been one of the main airlines carrying supplies of medical equipment to France & WFS has been their cargo handling partner at Paris Charles de Gaulle Airport since 2000, providing warehouse handling and ramp handling for Qatar Airways Cargo services as well as trucking.

MIA streamlines safety guidelines for safe air travel



Miami International Airport is all geared to open up for flights taking care of safe and stringent safety measures for passengers and staff. Although the US government has restricted entry to the US from some countries, domestic air travel and some international travel is still permitted. MIA and other airports are open for essential travel and trade. However airport entries are now following strict guidelines and measures to prevent the spread of the virus. Facial coverings or wearing of masks is mandatory for everyone entering the airport premises.

Due to reduced traffic and to maximise the airport efficiency, the Concourses E, F and G at MIA are temporarily closed. Each passenger arriving on a direct flight from New York area will be placed on self-quarantine for 14 days as per governor's orders. Every passenger from Level 3 countries will have to answer health related questions and random temperature checks. The automated passport control

and Global Entry kiosks each have anti-microbial surfaces and are being cleaned by MIA staff after every other use. Also the Mobile Passport Control via MIA's mobile app MIA Airport Official is a touch less passport screening option available to valid passport holders.

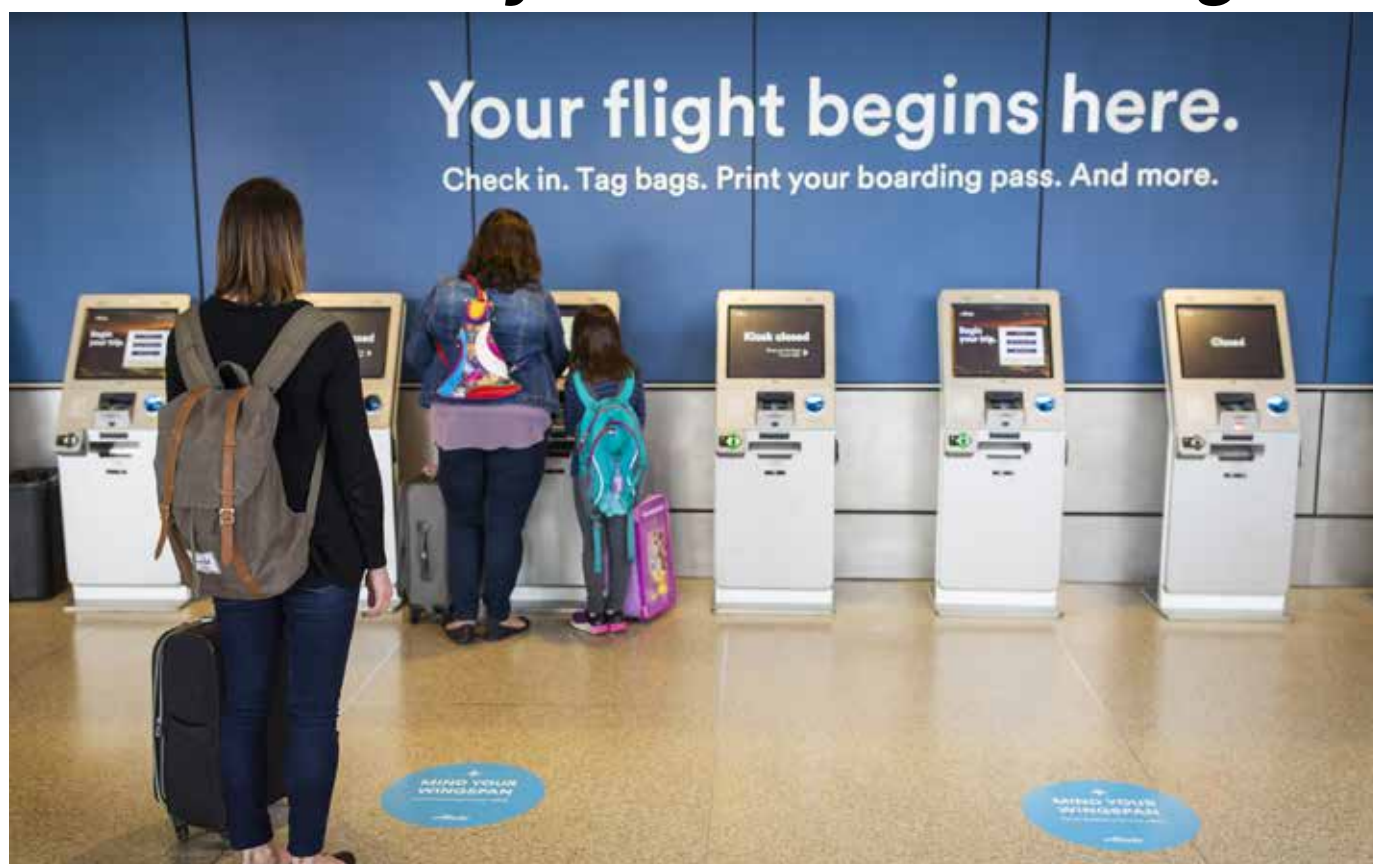
Besides this

- ✈ All passenger lounges are temporarily closed.
- ✈ MIA's Multi-Sensory Room (Concourse D), Plane Fun Children's Area (Concourse E), Non-denominational Chapel (North Terminal), Military Hospitality Lounge (Concourse E) and Yoga Room (South Terminal) are temporarily closed.
- ✈ CBP's Global Entry office (Concourse J) is temporarily closed.
- ✈ MIA's Volunteer Ambassador Program has been suspended indefinitely.
- ✈ Apart from this regular preventive measures like social distancing

measures, use of hand sanitizers at touch points like airline ticket counters, elevator doors and TSA checkpoint queue lines are being taken. Plexiglass shields have been installed at all active TSA checkpoints and airline check-in counters, including plexiglass wall panels surrounding MIA's busiest checkpoint. All TSA security checkpoints have been deep-cleaned and sanitized with hospital-grade cleaning agents, and frequently touched areas are being cleaned and sanitized on an increased schedule.

MIA continues to be one of 13 airports approved by the US Department of Homeland Security (DHS) to receive flights from the Schengen area of 26 European countries, the United Kingdom and the Republic of Ireland, under a presidential proclamation that permits entry to the US from those countries for US citizens and legal permanent residents only.

Alaska Airlines brings Next Level Care with 100+ safety measures for safe flight



The closure of international borders is slowly being lifted and air travel is gearing up across the world. Airlines are following strict guidelines and health care measures put forward by CDC, WHO and ICAO to prevent the spread of the virus and to ensure the safety of their employees and passengers. Alaska Airlines has issued a new flyer health agreement which includes expanded safety measures to be followed from 30th June 2020. Named as Next-Level Care measures, it has over 100 different measures to ensure safe flight.

“Caring for our guests and employees and ensuring their safety has always been our number one priority. COVID-19 has prompted us to fundamentally change the entire travel experience,” said Alaska Airlines CEO Brad Tilden. “Next-Level Care has been informed by medical experts, employees and guests, to ensure our customers are safe, whenever they’re ready to fly.”

Some of these measures include, using of Alaska mobile app for check-in, also

prior to boarding of any flight the passenger had to submit a complete health agreement which will clearly state that the passenger is not suffering from any COVID-19 symptoms in last 72 hours. Besides, the middle seats on all aircraft will remain empty to ensure the norms of social distancing are followed to the T. The rule will be exceptional to families traveling together on special request. Use of face mask is mandatory once on-board, all the passengers as well as crew have to wear a mask at all times on-board. All Alaska Airlines flights are fitted with high quality HEPA filters which refreshes the cabin air every 3 minutes and also kills most of the bacteria and viruses.

Alaska Airlines works in close collaboration with UW Medicine medical advisors and infection prevention experts Dr. John Lynch and Dr. Chloe Bryson-Cahn.

“We worked with Alaska Airlines to help them implement industry best practices for keeping their flight crews and passengers safe,” said Lynch.

“People should think of flying the same

way that they would when they shop at a grocery store,” said Bryson-Cahn. “Wear a mask, wash your hands, or use hand sanitizer, cover your cough and stay home if you have any COVID-19 symptoms. We’re all in this together.”

Apart from these norms, all the flights are thoroughly cleaned and disinfected before and after every flight with EPA-certified disinfectant. Also all touch points are sanitised and deep cleaned with electrostatic sprayers which allow the disinfectant to wrap and cling to curves and corners thereby giving an additional protective layer.

There is a change in the boarding process as the guests will now have to board as per their row numbers in smaller groups from back to front.

These are some of the NEXT Level care measure put forward by Alaska Airlines for the safety of passengers and crew. A post flight survey showed that about 82 per cent flyers felt the environment safe and healthy while 95 per cent said that the seating arrangement was clean.

Airbus' Future Combat Air System – A new era of tackling threats



FCAS or the Future Combat Air System is a technologically advanced system leveraging both manned and unmanned collaborative combat and bring about the next level of Air Power. FCAS is the Next-Gen use of technology to deal with future aerial threats. Operational by 2040, FCAS will need a New Generation Fighter, a more sophisticated plane with very low observability, cutting edge passive and active sensors, on board smart applications and human machine collaboration. Airbus and its industrial partners plan to make this plane starting from 2025 for European Army, Navy and Air Force. This fighter will be a battle management platform capable of operating deep within enemy space. These fighters when teamed with unmanned modular platforms, named

Remote Carriers, will have the needed scalable and flexible force multipliers to open new fields of tactics based on deception and numeric superiority.

European air forces and navies will need to accelerate the operational tempo to complete OODA (Observe Orient Decide Act) loops faster than the adversary and take control of the situation. The interoperable Air Combat Cloud will provide common situational awareness by instantaneously capturing, sharing, merging and processing massive amounts of data from all connected manned and unmanned platforms. The Air Combat Cloud's warfare analytics and real-time coordination will provide better situational awareness, tactical options, decisions and collaborative effects to speed-up the OODA loop.

Operating as a system of systems orchestrated by an Air Combat Cloud, FCAS will allow the OODA loop to be distributed across platforms allowing the dynamic combination of sensing, shooting and battle management capabilities. With a distributed OODA loop, FCAS will provide European air forces and navies with better, faster and more resilient effects paths under human supervision.

FCAS will lead to a doctrinal and technological change. Using such new capabilities will be a huge challenge for European air forces and navies, which cannot be instantaneously achieved. New doctrines, processes and skills need to be gradually developed in alignment with the planned arrival of FCAS capabilities and meeting the related technological challenges.

Triumph group awarded 6 year MRO contract for CH-47 Chinook fleet

Triumph Group will be providing their best-in-class MRO services to international Chinook CH-47 fleet as per the latest announcement. Triumph Group has been providing MRO services to CH-47 since 2014 and this contract is a six-year extension of the same. Providing EMC-32T hydromechanical fuel control, technical support and product

investigations are the major parts of the contract. Besides all the work will be carried out from the West Hartford, Connecticut repair station which also designs and manufactures the EMC-32T hydro mechanical fuel control unit.

On receiving the contract Tony Ziotas, President of Triumph Systems & Support, Systems, Electronics and Controls

said, "This contract demonstrates our repair and technical expertise on the Chinook engine fuel control. Our fuel control products and services are designed to lower cost of ownership and increase time on wing for Chinook operators."

So far, Triumph Group has provided the MRO services for engine components for 60 Chinook aircraft.

Cessna continues as platform of choice for US Civil Air Patrol

The US Civil Air Patrol (CAP), the world's largest Cessna piston operator has awarded a contract to Textron Aviation for 12 Cessna piston engine aircraft. These include 11 Skyhawk 172S, five Skylane 182T and one Turbo Stationair HD T206HD aircraft. Using the funds from 2020, CAP will purchase these aircraft which will join the fleet of 550 aircraft currently serving CAP.

The CAP is a non-profit organisation that not only performs missions for the government agencies but also serves states and communities as the Air Force Auxiliary. Just last year CAP has saved 117 lives and flew about 96,000 hours. They undertake missions like search and rescue, disaster relief and homeland security.

Appreciating the Cessna fleet, Bob



Gibbs, vice president, Special Missions Sales said, "The Cessna piston aircraft fleet is renowned in general aviation for its operating costs, performance and durability, all important factors for an

organization supporting a variety of communities throughout the country."

Apart from this CAP has ordered 19 aircraft in 2019 out of which two Stationair HD pistons are already delivered.

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Sierra Nevada Corporation awarded contract for 2 MEA by US Customs and Border Protection

The US Customs and Border Protection (CBP) have awarded Sierra Nevada Corporation (SNC) with a contract for two additional Multi-Role Enforcement Aircraft (MEA). The SNC is a global aerospace and national security company owned by Eren and Fatih Ozmen & has been the prime systems engineer and integrator for the MEA fleet since 2009. Till now they have provided 23 other King Air 350 aircraft used to safeguard the nation.

Feeling extremely honoured on receiving the contract, Tim Owings, executive vice president of SNC's Integrated

Mission Systems business area said, "These aircraft have proven to have the endurance and special mission systems uniquely suited to meet the challenges of protecting the United States border."

A fully certified highly-missionized version of the King Air 350, the MEA is equipped with a sophisticated array of active and passive sensors, technical collection equipment and satellite communications capabilities. It provides integrated multi-role special mission services to CBP and is capable of carrying out a wide range of missions. This twin turboprop

aircraft platform leverages more than 15 years of SNC's King Air modification and integration heritage and 800,000+ hours of operational experience on special mission platforms for a wide array of government and military customers.

To date, SNC has provided a fleet of 23 other King Air 350 aircraft used to safeguard the nation as part of CBP's coordinated aviation and maritime law enforcement efforts. SNC will continue to perform work covered by this contract from its facilities in Hagerstown, Maryland.

AAR & BASF join hands to extend the availability of Deoxo ozone & VOC convertors



BASF has appointed AAR as a preferred logistics manager of MRO services for Deoxo aircraft cabin ozone/volatile organic compounds (VOC) converters. This announcement has been made in accordance with the new abbreviated component maintenance manuals (ACMMs) released earlier this month.

"The collaboration of the two industry leaders BASF and AAR will extend the availability of Deoxo ozone and ozone/VOC converters and better service customers around the world," said Ying Wu, General Manager of BASF's Clean Air Business.

BASF Deoxo ozone and ozone/VOC converters catalytically remove ozone and certain odorous VOCs to deliver quality cabin air compliant with government regulations. BASF is developing new technology to further improve airplane cabin air quality for the health and safety of the crew and passengers. BASF has updated its ACMMs for the Deoxo portfolio for the Airbus A320, and A330/A340. The updated ACMMs redefine the test procedures and service methods for maintaining the converters to ensure continued industry-leading perfor-

mance. Proper testing includes functional checks of both ozone conversion efficiency and change in air pressure through the converter. These functional checks are currently included in BASF's MRO services, which have been managed by AAR since April 2019.

"AAR is excited to further extend our partnership with BASF by continuing to support our shared customers and connecting them with critical MRO services that are fully compliant with the latest ACMM revisions", said Eric Young, AAR SVP of OEM Solutions.

IAI signs USD 350 million contract for Special Mission Aircraft

Israel Aerospace Industries has bagged a massive order of USD 350 million for special mission aircraft. These aircraft are designed and developed in IAI mainly for collecting strategic intelligence. The contract is signed with an European company and will be executed by IAI's ELTA Systems specializing in Special Mission Aircraft domain. With their advanced sensor miniaturization technology coupled with Artificial Intelligence (AI) and Machine Learning software applications IAI is one of the few select companies to have these technological capabilities in-house. These Special Mission Aircraft are high performance business jets and are considered as strategic assets.

Till now IAI has delivered these aircraft to Israel Defense Forces (IDF) and numerous countries worldwide.



Boeing's iconic Super Hornet test aircraft delivered to US Navy



Boeing's iconic representation of excellence in naval aviation, the Super Hornet test aircraft was recently delivered to the US Navy's Blue Angel flight demonstration squadron. The conversion of F/A-18 Hornets and Super Hornets into Blue Angels is carried out at Boeing's Cecil Field facility in Jacksonville, Florida. Major modifications include the addition of an oil tank for the smoke-generation system, fuel systems that enable the aircraft to fly

inverted for extended periods of time, civilian-compatible navigation equipment, cameras and adjustments for the aircraft's centre of gravity.

For over 50 years now, the flight demonstration squadron has flown with Boeing, starting with F-4J Phantom II in 1969, and then moving to the A-4F Skyhawk. The team currently operates the F/A-18A-D Hornet.

Expressing his views about the delivery, ret. Admiral Pat Walsh, vice

president of US Navy & Marine Corps Services for Boeing said, "As Boeing continues to support the operational fleet of Navy Super Hornets, we are excited to see this platform enter a critical phase of its journey to joining the team."

The unpainted aircraft now enters the flight test and evaluation phase at Naval Air Station Patuxent River in Maryland. Boeing expects to deliver a total of 11 aircraft for the squadron in 2020.

ANAND STANLEY PROMOTED AS PRESIDENT, AIRBUS, ASIA-PACIFIC

In the latest announcement by Airbus, Anand Stanley is appointed as the President, Airbus, Asia-Pacific effective 1st July 2020. Anand Stanley had joined Airbus in 2018 as President & Managing Director of Airbus India.

In the new position, **Anand Stanley** will be based in Singapore & report to



Christian Scherer, Airbus Chief Commercial Officer and Head of International. He will lead the strategy and future positioning of Airbus and its divisions across the region. He will also be responsible for commercial aircraft sales and customer affairs, group-wide government affairs, industrial and joint venture partnerships, as well as the local operations at Airbus sites across the region. He will also work closely with the Heads of Region for the Airbus Helicopters and Defence and Space divisions who are co-located at the company's Asia-Pacific headquarters in Singapore.

"Anand has brought a wealth of experience to Airbus and managed the company's operations in India with very positive results," said Christian Scherer. "His proven track record makes him the right choice to lead Airbus in the key Asia-Pacific market. We know that we can count on Anand to focus on supporting our customers in these most challenging times, while developing further our position as the

leading partner for the aerospace sector in the region."

Prior to joining Airbus, Anand Stanley held senior positions in the civil aerospace, defence and helicopter markets, as well as in strategic management and M&A planning, having worked with the Linde Group, UTC, Pratt & Whitney, Lockheed Martin and Sikorsky. Over his career he has worked extensively internationally, with more than two decades of involvement in Asia and the Pacific region.

Anand Stanley succeeds Patrick de Castelbajac, who is leaving Airbus.

"On behalf of all of us at Airbus, I would like to thank my friend Patrick for his contribution and strong engagement during his years with Airbus and wish him all the very best in his personal and professional future," added Christian Scherer.

Anand Stanley has an MBA from the University of Virginia-Darden in the US, a Bachelors of Engineering from Andhra University, as well as a post-graduate degree from IMI-Delhi.

NAVEED AZIZ APPOINTED AS THE VP AND GM OF GULFSTREAM DALLAS FACILITY

Naveed Aziz will be succeeding Robby Harless as the vice president and general manager of the Gulfstream Dallas facility. In his new role, Mr Aziz will oversee service centre operations and Gulfstream G280 completions.

"Naveed has been a valuable asset to our next generation of aircraft," said Greg Collett, senior vice president, Manufacturing and Completions. "In his current role as director of Completions Research and Development, he led development and certification of the award-winning Gulfstream G500 and Gulfstream G600 interior and oversaw development of the all-new Gulfstream G700 interior, including the G700 cabin mock-up. We look forward to his continued success in Dallas."

Aziz has been working with Gulfstream since the start of his career from 1996. He started as an engineering



co-op, designing avionics and electrical systems for the Gulfstream GIV and Gulfstream GV. Climbing up the ladder, he held several positions was promoted to as the director of Completions Re-

search and Development in 2012. In this role, Aziz was responsible for designing, engineering, testing and certifying interior elements and cabin systems for new products.

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27-29
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