MRO BUSINESS TODAY

June 15th, 2022

Creating a sound eco-system for development of skilled labor in aerospace

While some career paths in this industry require a lot of prior knowledge, others do not and anyone with enough passion and dedication can enter the industry with no prior experience.

If you are looking for a career in aircraft maintenance, brace yourself for an impact. It is not an easy field, certainly not a glamorous one, but the job satisfaction of seeing a plane take off after quality checks are done by you is immeasurable. Prior to the pandemic, the global aerospace industry was already grappling with an acute shortage of skilled Aircraft maintenance engineers. During the pandemic, many engineers and technicians left aviation fearing the volatility and no job security in the aerospace industry. This has created a vacuum in a field that was already facing a labor shortage. As of today, the problem that was minuscule has become massive and it will continue to grow as international air travel rebounds and cross pre-COVID numbers. In this edition of MRO business today we have a focus on the global shortage of AMEs and in our small way we are trying to help the aerospace community fight this problem together. Our special focus is on how the entire aerospace industry has come together to create a sound ecosystem for students pursuing a career in aviation, aerospace, AME, and other related career fields. In this article, we will share some of the important and unique stories revolving around aviation jobs and careers.

The Tras Avicons

While researching how different aerospace companies, MROs, airports, and training institutes are doing their bit we came across a specialized program recently started by Tras Avicons in Hyderabad, India. Trans Aviacons are the leaders in the Aviation Training program and recently they have tied up with Singapore-based Embry Riddle Aeronautical University (ERAU-Asia), one of the world's top 10 Universities to offer two bachelor's degree programs in Aviation Management.

V Satya Bhushana Rao, Head of the Institution—Aviacons, said, "We are introducing Bachelor of Science – Aeronautics (BSA) and Bachelor of Science – Aviation Business Administration (BSABA) – two graduate programs along with 7 other professional Certificate Programs from July 2022."

The courses are offered in an asynchronous model(online) and these full-time programs can be completed in three years. Though there is no restriction on the number of students, the intake will be restricted to 20 each for the course. There will be two intakes, one in July and the other one will be in January. The fee and course modules are flexible.

The Bachelor of Science in Aeronautics (BSA) degree is designed specifically for students who desire to work in aviation-related careers. The program provides aviation-specific knowledge through aviation-related coursework. The program is accredited by the Aviation Accreditation Board International (AABI).

The Aviation Accreditation Board International (AABI) was created at the initiative of 100 colleges and universities with aviation programs that recognized the need to establish standards and submit themselves to the review of their peers and the industry.

Embry-Riddle Aeronautical University's Bachelor of Science in Aviation Business Administration is designed for students to excel in this high-powered, fast-paced industry. The program explores all facets of business administration and management, including Economics, Management of Aeronautical Science, Business Statistics & Accounting, Business Marketing & Management, Human Resources, and Finance.

Though there are 400 to 500 ground training schools in India, Aviacons is unique as it is recognized by the Serbian civil aviation authority. Aviation has another unique distinction of being the only Indian institute for getting recognition for Aviation English Language Proficiency Testing by the UK CAA (UK Civil Aviation Authority) as well as EASA (European Aviation Safety Authority), which is regarded as the best aviation authority across the world.

Singapore Rebound

Work has resumed work on Terminal 5 at Singapore's Changi Airport after being halted two years ago, while there are also plans to reopen Terminal 2 this weekend. Passenger traffic at the airport has returned to close to 50 percent of pre-Covid levels from less than 20 percent in mid-March. Recently Singapore's Changi Airport conducted a mass-hiring fair. The recruitment focus was on front-line passenger-service positions, cargo, retail, and cleaning. More flights and passengers mean more airport staff are needed to support this growth. Airport partners are offering market-competitive salaries, incentives, and better career prospects.

First steps in the aviation industry without experience

Many people believe that to work in aviation you must go through years of schooling and training. While some career paths in this industry require a lot of prior knowledge, others do not and anyone with enough passion and dedication can enter the industry with no prior experience.

According to Kjell Mathisen, Corporate Training Manager at Aviator Airport Alliance, a full-range provider of aviation services at 15 airports across the Nordics, the ground handling industry has plenty of opportunities for people, eager to start their career in aviation. "Flexibility, stress management skills, and the ability to understand that safety comes first are the key personal qualities for someone looking to enter this fascinating industry," he shares. "There are a lot of different positions that do not require prior experience or knowledge, for example, Ramp Agents and Passenger Services Agents to name a couple."

Training takes around 3 weeks, with time for practical training varying in accordance to shift schedule. Once trained passenger service agents acquire a different kind of skill set. They are trained to understand and deal with regulations of several airlines, even up to 15-20. They also are trained to manage large groups of travelers, both in check-in, boarding, and deboarding areas."

Preparations begin early

To make sure that the company does not run into staffing problems, the preparations for the summer season start early. "Summer is always the most active season for aviation in Europe due to increased traffic and number of passengers. For that, we have been getting ready since the end of 2021," explains Christine Berg Wikstrand, HR Manager at Aviator Sweden. "In that time, we have already added somewhere between 250-300 people to the team. This is a huge number when compared to the previous year when we only added around 50," she shares. "We mostly needed additional check-in and gate agents and loaders."

Christine shares that several new team members have joined Aviator without prior experience in aviation. "It is a great way to enter the industry and open new career opportunities. You just have to be dedicated to learning the needed skills to be successful in this industry."

Aer Lingus

Aer Lingus recently launched its 2022 Aircraft Maintenance & Engineering Apprentice Scheme and is calling on motivated, enthusiastic, and technically minded candidates to apply for the four-year program. Aer Lingus has a longstanding apprenticeship program and is offering 10 places on the scheme this year and is keen to encourage a mix of female and male candidates.

Successful applicants who complete the program will be fully qualified aircraft engineers and will continue to work at Aer Lingus. This forward-looking program helps ensure Aer Lingus has access to a pipeline of talented and qualified engineers for future growth.

Aer Lingus Chief Technical Officer, Javier Jimenez, said: "Aer Lingus has a proud history of providing opportunities

to people starting on their careers. Since we launched the Aircraft Apprentice Scheme in 2011, we have hired 113 maintenance and engineering apprentices directly from the program. We continued to recruit new apprentices during the pandemic, and this year we are again looking for highly motivated and technically minded candidates to apply for the program. This is an opportunity to build a rewarding career in aircraft maintenance and engineering at an exciting time in aviation as we move to a carbon-neutral future. With our unique brand, world-class reputation, and modern fleet, Aer Lingus is at the forefront of commercial aviation, allowing successful candidates to be part of something special."

The program consists of seven phases and through each phase, successful applicants will move between classroom training in both Shannon and Dublin, and on-the-job training at the Aer Lingus Maintenance and Engineering Hangar at Dublin Airport. Apprentices will be working primarily on-line maintenance and will be focused on the delivery of Aer Lingus' guest experience.

Unique initiative by TBAL

Tata Boeing Aerospace Limited (TBAL) in partnership with Boeing launched a unique youth skilling program for People with Disabilities (PWDs) in the state of Telangana in India for the Aerospace & Defence (A&D) sector. The program promotes the 'Skill India' initiative and is aimed to provide equal opportunities to all individuals through the inclusion of PWDs in the A&D sector. The first batch of trainees, with speech and hearing impairment and locomotive disabilities, have undergone classroom training and are currently going through on-the-job training at TBAL. The program has specially designed training modules to impart technical & behavioural skills that the trainees can leverage to secure employment opportunities in the A&D sector.

Airbus – TATA STRIVE sign a pact

Airbus recently signed a Memorandum of Understanding (MoU) with Tata STRIVE, a skill development initiative of Tata Trusts in India, and the Aerospace and Aviation Sector Skill Council (AASSC) to train young Indians for aviation and aerospace jobs. Under the partnership, Airbus, Tata STRIVE, and AASSC with the support of NSDC & Ministry of Skill Development & Entrepreneurship (MSDE) will work together to build a pipeline of talent in the aerospace sector, focusing on providing opportunities to the youth.

Rémi Maillard, President, and MD of Airbus India & South Asia said, "India is looking at exponential growth in every facet of the aerospace and aviation ecosystem. This collaboration is a step forward in achieving this ambition."

The IATA reforms

IATA has also come forward with some major reforms to ma

IATA recommends major reforms to both attract and retain ground handling staff and manage long-term requirements for a stable base of talent for the ground handling sector. While many left the ground handling sector of the industry as a consequence of the pandemic, now that there is a demand for their skills, a bottleneck of new staff has been created by delays resulting from the time-consuming security clearance procedure. This sector should adopt a stronger acquisition strategy, streamline onboarding processes and develop a more compelling retention proposition. The following are a few recommendations -

- An awareness campaign to highlight the attractiveness and importance of ground operations in global logistics and transport operations.
- Adoption of 25by25 campaign to help address the gender imbalance across the industry.
- Apprenticeships in partnership with trade schools to revitalize candidate pipelines.
- Career path mapping to demonstrate long-term prospects for people entering the sector.

Nick Careen, IATA's Senior Vice President for Operations, Safety, and Security said, "An industry-wide approach to lay the foundations for more efficient talent recruitment, onboarding and retention will pay big benefits in terms of efficiency for all concerned. The cornerstone is the standardization that can be achieved with the adoption of the IGOM. Its global implementation will have a huge and positive impact on all aspects of ground handling, including talent management. The potential is to shift working in the sector from having a job to developing a career."

IATA has also suggested that the current six-month schedule for training and security clearance needs to be expedited with greater emphasis on online training and assessment, together with mutual recognition by authorities of security training and employee background records. The association has also recommended standardization of ground operations via the IATA Ground Operations Manual which will promote flexibility in terms of relocation, reassignment, and recruitment. Additionally, the adoption of new technologies and automated processes should create diverse job opportunities and career paths that will attract a new generation of talent.

The above are a few selected initiatives taken by different training schools, universities, MROs, OEMs, airports, and organizations across the world in an attempt to build a sound ecosystem for aviation and aerospace-related jobs and careers.

‘Passion and dedication are enough to give you wings in aviation’- Kjell Mathisen

Passion and dedication are essential drivers to a successful career, be it in aviation or any other field says **Kjell Mathisen, Corporate Training Manager at Aviator Airport Alliance.** He further goes on to say that no prior experience is required to kick-start a career in aviation, a few months of specialized course training coupled with passion are enough to give you wings in aviation, he also explains the various courses, the training technics, the problems of skilled labor and a lot more in an exclusive interview with **Swati. K**.

If you dream of working in aviation and you are tired of school, ground handling is the place to start your career.

Q – Many people dream of working in the glamorous aviation sector, but years of schooling and training are a major deterrent. According to you passion and dedication are enough for anyone to pursue a career in aviation. Can you elaborate on this thought?

A - Absolutely, and let me make clear that there are many jobs in the aviation sector that require schooling, graduation, and certification by the authorities. Even here, I dare to claim that passion and dedication are essential drivers to having a successful career.

But there are jobs in the aviation industry that do not have these requirements, like the ground handling sector for example. So, if you dream of working in aviation and you are tired of school, this is the place to start your career.

In my view, passion, and dedication to what you do will always pay off. When you have a passion for something, you are willing to learn, willing to take the extra step and explore the possibilities you have, and then act accordingly. These efforts will be noticed by superiors. One day, doors open for taking a new step, and you are recommended to apply.

Q – Can you explain to our aviation aspirers the exact role of ramp agents and passenger service agents? Only three weeks of training is enough for anyone to land a job in the ground handling sector?

A- A ramp agent has many tasks in an aircraft turnaround. First secure the aircraft when it comes to a stand by placing chocks, cones, and connecting ground power. Next comes connecting the stairs, so passengers can disembark. Then the unloading of baggage or cargo takes place.

Water and toilet service are performed as necessary. Then the aircraft is loaded with new baggage/cargo. When all this is done, the aircraft is pushed out from the stand for a new flight.

As a ramp agent, you will be trained to drive a variety of different Ground Support Equipment– from baggage, and tugs to belt loaders, stairs and cargo, container loaders, and some more vehicles and equipment.

Additional tasks that you will be trained on when gaining experience are to perform push-back and starting master. You may also become a loading supervisor. De-icing is also a task to be trained after gaining some experience at stations where this is performed.

A passenger services agent's main tasks are to check-in and board passengers. This could seem to be an ever-easy task but one can be surprised by all the knowledge these staff members possess. They know or must be aware of numerous regulations and requirements from authorities, countries, and airlines. They must know how to check passports, visas, ID cards, etc. for travel destinations you might have never heard of. On top of that, they are proficient in several check-in systems and other systems used by passenger service agents.

This is a profession where you will meet all kinds of travelers, in turn, becoming a master in communication and problem-solving. You will also meet and assist youngsters traveling alone and assisting persons with disabilities.

When gaining experience, you will be trained to take care of loading tasks and take responsibility for an aircraft turnaround.

Q – What are the challenges in training amateurs, without any prior knowledge of aviation?

A- Many people who start are not very aware of the complex operations there are. The amount of information we are to deliver during the first part of their training is quite overwhelming. This is the trainer's role to make it easy to understand and create trainee confidence for the tasks to be done.

We are part of a complex system where safety is the number one priority, this is also one part that is essential to address and make sure the trainees understand this importance.

Q – What are the prospects of ground handling service? For e.g – Promotions / Perks etc

A- There are possibilities for promotions.

Q – Over the years you must have seen and experienced numerous success stories of students entering the aviation field from different backgrounds, can you share a couple of stories with us?

A- In my previous job, we had people from all over the world – one of the fascinating parts of that job was to learn about their background and why they wanted to become pilots. We had people who all their lives wanted to become a pilot and many found out later. For example, we had students that previously were bio technicians, farmers, and many other different professions. One of the things they all had in common was a passion for flying and aviation. I know that some of them are now in managerial positions as well as trainer roles.

In my current position and company, we have a large number of people that have started their career in ground handling as extras in the summer, and now they take on department manager and station manager positions.

One example is my colleague, Jonas Brundin. He started his career as a ramp agent when he was asked by a friend if wanted to work additionally at an airport, so he did. Now, after a successful climb in the organization, he is the Managing Director for our Sweden operations.

Q – The global scarcity of skilled labor and desperate attempts at companies to retain talent, especially in aerospace MRO. What are your views?

A- This seems to become a very common issue throughout the industry, and we, of course, have to do our best to counteract and retain skilled staff. It is easy to go for the salaries and, I assume, they have an impact, but we must be open to other solutions within the organization to accomplish this. Work/off-work balance, career possibilities, and competence enhancements, to mention some off the top of my head.

Q – How according to you will the problem of skilled labor shortage be solved? What steps should be taken by organizations/governments etc to avoid a future crisis?

A-We have seen that glamour is fading in aviation and, instead, environmental concerns are rising. Here, I believe, we must be an active part in promoting that the aviation industry is a part of the change to more environmentally friendly operations.

The organizations/governments must be better at actively promoting sustainability, actions taken and to be taken. Some few companies have done that, very visible in many different media and the rest must follow.

I believe also, as an organization, we have to be much more visible in different media to attract staff. We have to promote the exciting part of what it is to work at an airport – no day is the same, and the ever-changing environment is rewarding when solving all kinds of challenges that pop up every day.

Aviator and our parent company Avia Solutions Group have adapted this method, and we are actively using the platforms available.

Q – What advice would you give to students currently pursuing or attempting to pursue a career in aviation?

A-Go for it! You will not be disappointed, and I do believe the aviation and travel industries are the ones that will withstand any occurring factors, so your future career is here to stay, too. There are so many opportunities to make a career in so many different areas within aviation. Follow your passion, you will not regret it.

The extra steps taken by CAAS for workforce training and recovery post-pandemic

CAAS and Arab Civil Aviation Organization to Collaborate on Training to Support Air Travel.

Civil Aviation Authority of Singapore

The Civil Aviation Authority of Singapore (CAAS) in its effort to recover the skilled aviation workforce, has tied up with key aviation partners to rebuild and reclaim Singapore's position as an international air hub. Recently CAAS, in partnership with the National Trades Union Congress (NTUC), NTUC's e2i (Employment and Employability Institute), and Workforce Singapore (WSG), organized an aviation sector-wide career and recruitment event called OneAviation Careers – to invite aspirants to join the Singapore aviation sector and be part of this rebuilding effort.

Mr. Han Kok Juan, Director-General of the CAAS said, "As travelers take to the skies again, we are rebuilding the Singapore air hub, one that will be vibrant, safe, innovative, and sustainable. We are reopening Terminal 2 progressively and resuming works for Terminal 5 to expand our long-term airport capacity, grow our workforce, and develop our capabilities to seize new opportunities, ride the waves of growth and position ourselves for the future. This is an exciting time for the aviation sector. We are replenishing our ranks and building our bench strength. We invite Singaporeans to join us and work with us to create the future of Singapore Aviation. Together, we shall be pioneers once more."

The two-day event was themed "Join Aviation: Together We Will Soar Again", and saw huge crowds of fresh graduates, mid-career professionals, and aviation workers who earlier left the sector during the COVID-19 pandemic to join the sector to support the sector's recovery and transformation efforts. It offered a wide range of jobs for Professionals, Managers, Executives, and Technicians (PMETs) as well as rank-and-file workers in the fields of aviation policy, engineering, technology, sustainability, airline operations, airport operations, food and beverage, retail and customer service. Exhibitors like Singapore Airlines, Changi Airport Group, SATS, dnata, FedEx, and Rolls-Royce brought forth new career prospects in their companies.

The event also hosted career talks by aviation experts and industry professionals covering different career opportunities in aviation. Apart from the above skills and training advisory was given by SkillsFuture Singaporeto help job-seekers identify skills or training gaps.

In another major step for helping aviation professionals for aspiring aviation candidates, CAAS signed an MoU with the Arab Civil Aviation Organization (ACAO) to provide aviation training for civil aviation professionals in the Arab region. The CAAS-ACAO partnership will equip aviation professionals with up-to-date competencies to meet new challenges as the aviation industry emerges from the COVID-19 pandemic.

Mr. Tay Tiang Guan, Deputy Director-General of CAAS said, "As the global civil aviation sector rebuilds air travel, and ramps up aviation operations, we look forward to strengthening our long-standing commitment with ACAO by partnering its member States in building up their human resource capability. Through our programs at the SAA, we hope to equip the current and next-generation aviation professionals with the skills and knowledge to manage the diverse challenges of the civil aviation environment that the COVID-19 pandemic has impacted".

Under the MOU, Singapore will offer fellowships to train aviation professionals from ACAO member States and provide customized on-site training in the Arab region. Over the years, Singapore has trained more than 4,500 aviation professionals from ACAO member States at the Singapore Aviation Academy (SAA), the training arm of CAAS, in core areas including civil aviation and airport management, aviation safety, and security, and accident investigation. More than 800 such professionals were sponsored by the Singapore Government.

'Aircraft Maintenance Training gives me immense job satisfaction' – Amogh Warhapande, Air Works

Having a passion for aviation is a prerequisite to thriving in this industry.

The job of an aircraft maintenance trainer is far more challenging than we think. The trainer not only has to keep himself/herself updated with the latest MRO technologies and innovations, but also needs to have a high passion quotient to thrive, survive and succeed in the field. Training, while being beneficial for students, also provides tremendous job satisfaction, says **Amogh Warhadpande, Head – Training & Special Projects, Air Works,** he further goes on to explain the one special feature at Air Works training that sets the module apart from its competitors in India, job challenges and how India needs to set its standards high with regards to AME training, and much more, in an Exclusive Interview with **Swati.k**

Q - What are the current challenges in the job as an AME?

A - COVID has demonstrated that Aviation and therefore, even the role of AMEs is subject to market volatility. Add to that the lack of equivalent recognition – an AME engineering qualification is not considered or recognized at par with other equivalent engineering qualifications or degrees in terms of graduation, which adds to the challenge. Further on, the need to keep oneself continuously updated to remain relevant or current throughout one's career coupled with the high cost of such training makes the AME career path an extremely challenging one currently. Hence, the profile witnesses high attrition, especially in the early stages, before licensing.

Q - What was your inspiration behind choosing this slightly off-track field of training/ honing young minds and molding them towards aircraft maintenance? Was this decision taken by choice or by chance?

A - Having a passion for aviation is a prerequisite to thriving in this industry. Training, while being beneficial for students, also provides tremendous job satisfaction. The decision to be a trainer was driven by choice.

Q - Are the training schools today adequately equipped to provide on-job training to students?

A - Training Schools as per DGCA and by definition of their role are not meant to provide OJT. On-the-Job-Training, as the name suggests, can only be offered in an operational environment, either at MROs or Airlines.

Q - What is one unique or different facility that your training school provides, apart from competitive schools/ academies?

A - In addition to the list of approved courses or programs, Air Works Aviation Academy also offers miscellaneous training programs on aviation-related topics, that are customized to the needs of Management and Engineering students, helping provide them with insights or awareness of the structure and operations of aviation, in an easy to comprehend manner. This makes the Air Works Aviation Academy more comprehensive in terms of curriculum and approach than conventional Training institutions in aviation.

Q - How according to you, can we mend the situation of an impending global crisis of skilled labor shortage in the coming years?

A - The above-mentioned challenges need to be addressed. Regulatory bodies need to review the feasibility/possibility of students completing the curriculum as well as the licensing requirements towards becoming an AME, given the high attrition rate as one transitions from a College student – to an AME, given the infrastructure requirements in the country.

Q - What advice would you give to young students trying/ wishing to pursue a career in AME/ Maintenance Engineering (or becoming an Aviation Maintenance Engineer)?

A - Budding AMEs/ students need to have clarity on their passion as it will drive their choices. Subsequently, one should also research information relating to AME roles – online & offline. Enterprises such as Air Works with our history of 7 decades in aviation, can complement aspirants with such a roadmap, highlighting both advantages as well as the challenges, one may need to maneuver.

Airports step-up Aircraft Maintenance Training process

Airports can tie up with AME training schools and universities to provide certificate courses .

Looking at the rising demands of Aircraft maintenance engineers, different airports have come forward to train students in the specialized field of aircraft maintenance. Let us have a look at a few such airports that recently took the initiative to start special programs for aspiring AMEs and aircraft technicians.

The Sarasota Bradenton International Airport

One such airport that has come into the limelight recently is the Sarasota Bradenton International Airport. Officials at the airport think that very soon the airport will become a hub for teaching the students, ins and outs of airplanes.

Rick Piccolo, the president, and chief executive officer at the airport said, "As the airport and community continue to

grow, this is a win for the area. This will help us to attract major repair companies because we will have a line of talent a continuous line of talent that's available to them so that they can get talent to work on aircraft."

A budget of around USD 5.5 million is sanctioned by the government to build an Aviation Maintenance Technician School. Various colleges and universities in the vicinity have joined hands with Sarasota Airport to provide certificate courses.

Manatee Technical College will partner with Sarasota's Suncoast Technical College to provide career certificate workforce training in aviation Airframe Mechanic and Aviation Powerplant Mechanic. The University of South Florida Sarasota-Manatee will also be involved and help prepare students for licenses in aviation maintenance and employment. Once certification is complete, starting salary is around USD 65,000 a year. MTC hopes students will stay local, but their certifications will be valid throughout the country.

There are nearly 1,500 annual job openings for aircraft mechanics and technicians with growing demand as more people continue to retire. The program is expected to be operational in a couple of years. However, the authorities believe that this is a golden chance for students, even those who have careers and degrees as they will see the opportunity for a bright future.

Punta Gorda Airport

Another important Airport that has robust plans to expand its Maintenance school is the Punta Gorda Airport in Charlotte city, Florida. Recently the state government has approved a budget of USD 3 million for a new combined hangar and classroom facility for Charlotte Technical College's FAA-certified Aviation Maintenance Technician School.

CCAA Chair Robert Hancik said, "Training new Airframe & Powerplant certified mechanics is essential to the future of air travel and the aviation industry. This funding will further solidify CTC's success and allow for the continued expansion of its training program at PGD."

According to the officials, this step was necessary to meet the demands of the aviation industry for aircraft mechanics.

The new hangar facility will have four classrooms to accommodate up to 100 students at a time and will be located within the airport's new aviation expansion area known as the PGD AviEx. This location will streamline on-the-job training as the area becomes a hub for avionics and aircraft maintenance businesses. CCAA is planning to construct the facility and enter into a long-term lease with Charlotte County Public Schools to occupy and maintain it.

Constant Aviation

Constant Aviation has enhanced its innovative Maintenance Apprenticeship Program at Constant Aviation's main MRO facilities at Cleveland Hopkins International Airport (ICAO: KCLE) and Orlando Sanford International Airport (ICAO: KSFB). No prior experience is required, and apprentices will become full-time, regular employees of Constant Aviation, eligible for benefits, earning an hourly wage, and receiving pay increases as they move through milestones of the two-year program.

Constant Aviation will also cover the cost of all training and certification testing for the Maintenance Apprenticeship Program and provides study materials, access to online preparation and study software plus a base set of tools essential to begin a career in the aviation tech industry.

David H. Davies, Constant Aviation's Chief Executive Officer said, "With the

private aviation industry experiencing record growth, rising demand for technical work on aircraft has squeezed MRO staffing industrywide. We are meeting the demand through initiatives including an expanded Maintenance Apprenticeship Program that gives prospective technicians the experience and skills they need for careers in aviation through on-the-job training and classroom and online education. It's a wonderful opportunity, especially for ambitious, hardworking people who may not have the means to acquire an expensive education but want access to success and opportunity."

The students will work alongside experienced Aircraft Technicians, learn by performing daily technical tasks, and participate in classroom and lab work all while earning a steady income. The Maintenance Apprenticeship Program is the latest step in a multipart effort to attract new talent, create a pipeline of qualified employees for the future, and ensure a long-term balance between newer and more experienced technicians.

Airports and MROs share a close-knit bond. It only makes sense If the maintenance personnel is trained right at the airport where there is plenty of practical maintenance experience with day-to-day problem-solving. More and more such airports should take up the initiative to provide Aircraft maintenance training to students at the airport hangars to prepare a robust and skilled workforce for the future to meet rising demands.

George Aviation Services selects ALSIM's AL172 simulator as a perfect fit for students

This simulator will help save lives by giving the pilots the required knowledge for a safe flight in the hilly terrains of Honolulu.

ALSIM, leaders in manufacturers and designers of fixed-based flight simulators have been selected by George's Aviation Services in Honolulu Hawaii to provide AL172 simulators. This simulator comes with the latest ALSIM visual system with laser projectors. The ALSIM AL172, built to FAA FTD Level 5 standards and already certified as an AATD, is a replica of a brand-new Cessna 172SP Skyhawk with a real Garmin G1000 NXI and GFC700 autopilot.

George Hanwaza, CEO of George's Aviation Services said, "I was first introduced to ALSIM several years ago while attending an Air Show in Florida. Dr. Scott Firsing took the time to show us all the great features of the AL172. I was really impressed by the button-for-button and the full cockpit realism of this simulator."

George's Aviation Service is located in Honolulu Hawaii and living on an Island the weather conditions can change in a matter of minutes

George added, "As an owner of a flight school, I feel I have an obligation to give our customers the Best Flight Training possible, in the safest environment in the air and on the ground. I wanted to do this in the most cost-efficient way, that meets the flight requirements issued by the FAA, for the rating you are working for. ALSIM allowed us to do just that. I feel this simulator will save lives by allowing us to give the pilots the knowledge needed to learn to trust the instruments and keep the skills needed to fly and control the aircraft, interpret the information and apply the inputs to maintain safe flight, in a safe direction and altitude. AL172 is an FTD Level 5 simulator and is a fully certified AATD that matches our fleet of Technically Advanced Aircraft (TAA) that we offer today."

Dr. Scott Firsing of ALSIM's North America office said, "We are pleased to welcome George's Aviation among our customers. Adding an AL172 enables them to provide economically friendly, yet higher quality training courses. We look forward to the plethora of benefits the regular simulator training sessions will provide to maintain and further enhance their students and instructors' skills, knowledge, and decision making."

George's Aviation offers Part 141 & 61 flight school instruction. No matter what level you are in your training, you will be able to select from a fleet of seven aircraft and qualified flight instructors. George's Aviation is also offering assistance to any displaced Flight School Hawaii students.

The choice of the right simulator for the right training – ALSIM

The high-fidelity flight training devices allow students to learn all the specific procedures and systems associated with the plane and help them develop the muscle memory needed to fly.

Times are changing. The younger generation today prefers used to learn through platforms like videos and interactive gaming. It is time for training schools to update their technologies, practices, and curriculum with changing times to stay ahead in the competition says **Dr. Scott Firsing, ALSIM North America.** He further goes on and hopes and urges that a large amount of recent 'aviation-related retirees continue to mentor and teach today's young generation trying to pursue a career in aviation. In an Exclusive Interview with **Swati. k** Dr. Firsing explains in detail the working of the AL172 simulator, its salient features, and much more... READ ON!

Q - The AL172 simulator is a replica of a Cessna 172SP Skyhawk with a real Garmin G1000 NXI. Can you tell us the inspiration behind creating the AL172 simulator?

A – ALSIM had a growing number of clients that wanted a carbon copy of their training fleet, especially Cessna 172s in America. The AL172 was developed in 2017 and has been sold across the US from Florida to Hawaii. For over two decades we have had a type-specific Diamond DA42 simulator that was a replica of the popular multi-engine training aircraft. These high-fidelity flight training devices allow students to learn all the specific procedures and systems associated with that plane, as well as help them develop the muscle memory needed to fly that exact aircraft. Since the AL172 simulator, ALSIM has also built a type-specific Diamond DA40 device and has a replica of a Cirrus Aircraft SR20 G6.

Q – How does AL172 stand apart from other competitor simulators in the market? Recently, George's Aviation Services in Honolulu Hawaii signed up for the AL172 simulator for enhanced training operations. Can you tell us in brief, how AL172 fit their requirements?

A- With the rising fuel and insurance costs, George knew he needed a business and training solution. He was impressed by the button-for-button, full cockpit realism, and build quality of the AL172 simulator. What caught him by surprise was the large wrap-around ALSIM visual graphics, which are done in-house. George said it was like he was truly flying a Cessna 172SP G1000 NXI. He found himself leaning into the turn even though the simulator doesn't move. Then we started to put him in different flying conditions from VFR to IFR, changing the winds and time of day. As each condition changed, George felt his level of flying needed to change to keep up with the situation he was put in, from having fun flying VFR to flying in full IFR conditions. Also, the AL172 allows his students to save money on their flight training, logging hours allowed by the FAA towards their pilot certificate and flight currency for rated pilots.

Q – Can you tell us about the competitive simulator market and the market trend going ahead?

A - The market is changing rapidly, as

the technology in the cockpit changes, and as new tools like Augmented and Virtual Reality continue to improve (see Airbus maintenance example: https://www.youtube.com/watch?v=T4kFBP_aUDw). The younger generations are used to learning through platforms like videos and interactive gaming.

This opens up a lot of opportunities to develop tools to learn to do certain tasks. Moreover, with the large amounts of data you now receive from simulators, combined with artificial intelligence, we have data-driven training systems that leverage big data analytics. This makes training more efficient and effective. These software tools provide more standardized training and can assess pilot competencies.

One trend that hasn't changed is the importance of fine attention to customer service, as well as the build quality of such devices. With the former, I typically apply a no-pressure approach when someone is shopping for a simulator. I thoroughly answer all the prospects questions so they can decide on their own. Sometimes this can take months, like with George in Hawaii, over this process, he has become like family to me.

Q – According to you, are the aviation training schools today adequately equipped to train the pilots and AMEs?

A - They are. However, many companies and organizations need newer planes and training tools to keep up with the times. Both are not cheap. This is made worse due to the limited supply of airplanes, especially newer piston training aircraft. However, new players are coming into the market like Elixir Aircraft. Furthermore, electrification could potentially reduce the cost of aircraft/flying, but this needs another five years or so before this will become a reality; like it did with electric cars.

Moreover, it is impossible to replace good, knowledgeable, well-experienced people. Hopefully, the large amount of recent 'aviation-related retirees continues to mentor and teach people interested in the industry.

Tools like the ALSIM AL172 simulator help students in the learning and training process. To reference George again, he feels living on an island where the weather conditions can change in a matter of minutes, the simulator will help save lives by teaching the pilots the knowledge and ability to learn to trust the instruments. It also keeps the skills needed to fly and control the aircraft, interpret the information, and apply the inputs to maintain safe flight, in a safe direction and altitude.

Q – Currently there is an acute shortage of skilled labor across the globe when it comes to aviation. Lately, many major carriers in the US had to cancel their flights for a shortage of staff. What are your views? How can this problem be tackled?

A - A lack of interest in aviation from younger generations is a big part of this. Little things like the popularity of the recent blockbuster Top Gun Maverick will help spur interest in the industry. It did for me back in 1986. However, kids as young as middle school age need to be aware of the amazing aviation careers all over the world. It's up to us as parents, the school districts, and others to show these young minds what they're missing. Sometimes it feels like all the kids think they are going to be famous Youtubers or the next Mark Zuckerberg. They are very comfortable on their electronic devices and instead need to put up in the air, or get their hands dirty building things.

On the pilot training side, the airlines are now taking it into their own hands to start their training academies. The United Aviate Academy is an example. Frontier Airlines is starting its own School. Their financial weight, along with the ability to offer money or incentives to pay for such training is very attractive. Then of course we still have the military branches, as well as 100s of aviation-related programs in colleges and universities across the US and the world.

Lastly, we need more women in aviation. Only around 5% of airline pilots are women.

Q – What advice would you give to the younger generation planning to pursue a career in aviation?

A- You have made the right choice. Human beings are social creatures who want to interact and we are curious, wanting to see places. This requires forms of transportation to get from one place to another. The long distances require flying, which requires a lot of staff in both the air and on the ground. This need will not diminish. It's likely to increase with developments such as 'air taxis' or VTOLs close to an operation. And at the same time, we know global supersonic transportation, and commercial space operations are quite literally taking off.

Engineering Research Center with a focus on future of air mobility to come up in Brazil

The Center will be a benchmark of enterprise-government-academia cooperation toward the zero-carbon aviation of the future.

The research centre will focus on the transition to a low carbon economy associated with advanced manufacturing.

Embraer, ITA (Technological Institute of Aeronautics), and FAPESP (São Paulo Research Foundation) have entered into a partnership of about USD 48 million to set up an Engineering Research Center for the future of air mobility over the next five years. This unprecedented research in Brazil will gather representatives of the scientific community and professionals of the aeronautical industry in activities that are based on three pillars: low carbon aviation, autonomous systems, and advanced manufacturing. The initiative will create a favorable environment for knowledge dissemination, highly qualified human resources training, and the production of high-impact scientific publications.

Luís Carlos Affonso, Embraer's Senior Vice President of Engineering, Technology, and Strategy said, "We are very excited with the approval of the Engineering Research Center focused on the future of air mobility, in partnership with ITA and FAPESP. I am certain that the Center will be a benchmark of enterprise-government-academia cooperation toward the zero-carbon aviation of the future, generating value to society as a whole."

FAPESP President, Marco Antonio Zago said, "The partnership among FAPESP, Embraer, and ITA will certainly be fruitful and will offer an answer to a great challenge that will be faced by the research in the next years: the transition to a low carbon economy associated with advanced manufacturing."

Dean of ITA, Anderson Correia said, "ITA was created in the triple helix model, as an intersection of academia, government, and industry. This initiative is another icon of this model, which will expand human resources training in strategic areas for Embraer, FAB, and the sector's production chain. It will also promote international integration to meet the challenges of the future of air mobility."

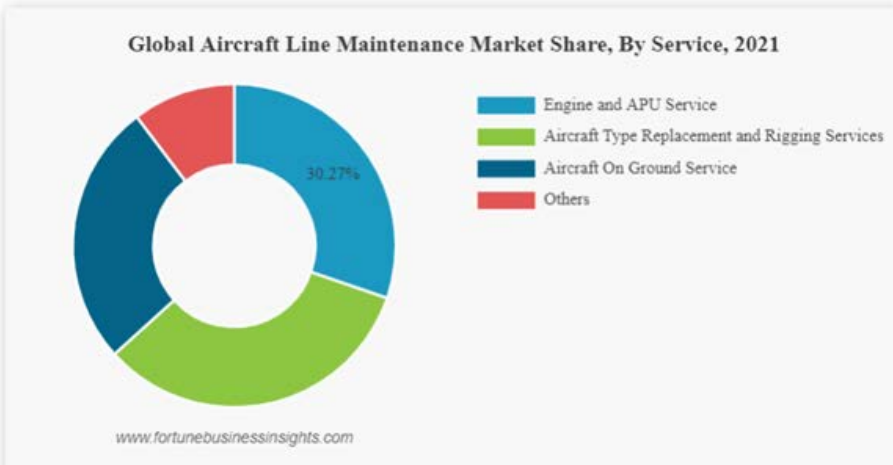
Over the last few months, the institutions described the research and the main activities scope to materialize this partnership, which proposed innovative technological solutions that maximize competitiveness in the global innovation ecosystem.

Partnerships as the ERC guide and enable the conditions for the technology's transfer among industry players, stakeholders, and the third sector, and strengthen connections and innovations through partnership models and intellectual property management. These partnerships also generate new business incubation and stimulation of entrepreneurial activity in which the research results are applied.

MRO Market Forecast and Global demand for AMEs

If you are planning a career path for Aircraft Maintenance or Aeronautical Engineering course, you might as well look at your prospective future predicted by major Aerospace organizations across the world. The demand for AMEs or Aircraft Maintenance Engineers has always been high and it will only continue to rise in years to come as air travel will become the first choice of travel, airlines expanding their routes and modernizing their fleets to beat the competition, with newer and more advanced technologies in propulsion and aviation riding strong on the sustainability wave.

As per the US Bureau of labor statistics. overall employment of aircraft and avionics equipment mechanics and technicians is projected to grow 11 percent from 2020 to 2030, faster than the average for all occupations. About 14,400 openings for aircraft and avionics equipment mechanics and technicians are projected each year, on average, over the decade.



As per the Airbus Global Market Forecast, there will be a massive demand for aircraft maintenance technicians and engineers over the next 15 to 20 years. The most recent survey estimated a need for over 700,000 new aircraft maintenance technicians and engineers by 2040. "There will be a massive demand for aircraft maintenance technicians and engineers over the next 15 to 20 years, but the risk of shortages is real," says Christophe Ponnet, the maintenance training operations director for Airbus Customer Services. "This is due to such factors like the retirement of today's aging maintenance personnel, the COVID-19 pandemic's effects on hiring and training, as well as less enthusiasm for a job that may not have esteem as being a pilot."

According to fortune business insights, the global aircraft line maintenance market is projected to grow from USD 19.30 billion in 2022 to USD 28.73 billion by 2029, at a CAGR of 5.8 percent.

The growth in the MRO market is mainly due to the carriers rearranging their operations and recovering from the COVID-19 impact, which had earlier led to restrictive containment measures involving social distancing, remote working, and the closure of commercial activities that resulted in operational challenges. As per the BusinessWire analysis, the MRO market is expected to reach USD 87.6 billion in 2025.

So far, Asia Pacific was the largest region in the global aircraft maintenance, repair, and overhauling services market, accounting for 38 percent of the market in 2020. North America was the second largest region accounting for 23 percent of the global aircraft maintenance, repair, and overhauling services market. Africa was the smallest region in the global aircraft maintenance, repair, and overhauling services market.

Oliver-Wyman predicts the MRO demand should recover to pre-COVID

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MRO BUSINESS TODAY

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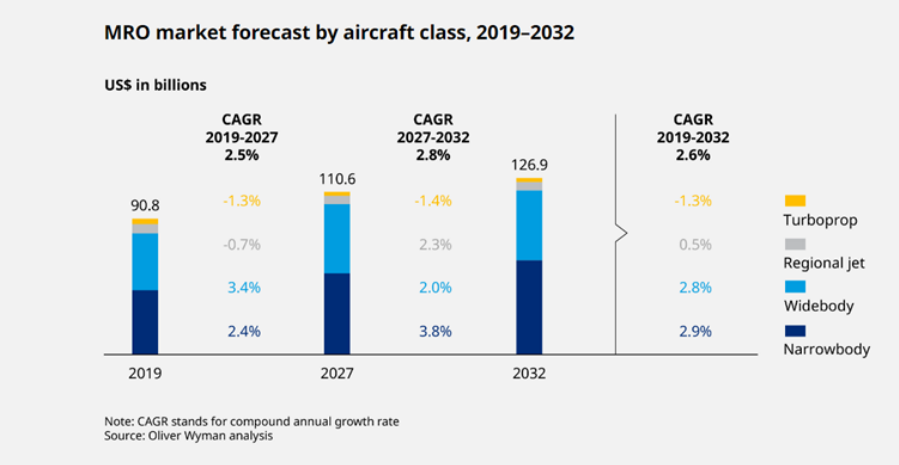
levels by 2024, but annual growth in the second half of the 10-year forecast period will be 2.8 percent. By 2030, MRO demand is expected to reach USD 118 billion, 13 percent below the pre-COVID forecast of USD 135 billion.

According to Brian Prentice, Partner at Oliver-Wyman, "As unimaginably bad as COVID-19 has been for aviation, the challenge of the next decade may be almost as disruptive. The industry needs smart strategies to get itself in a better position by the 2030s."

Currently, the labor force is potentially too small to support aviation's anticipated growth. Prior to the pandemic, the industry was already looking at a potential shortfall mid-decade in the number of key aviation workers — pilots and aviation mechanics chief among them. The pandemic has exacerbated those demographic trends by encouraging early retirements among airline and aerospace workers uncertain about their career prospects in a sector that COVID-19 almost entirely shut down for months.



Over the next 20 years, Boeing estimates, that the industry will need 612,000 new pilots, 626,000 new maintenance technicians, and 886,000 new cabin crew members.

Like it or not, aircraft Maintenance is a thankless job, with little to no glamor, including hard manual labour, greasy uniforms, and soiled hands. But at the end of the day, when you sign the airworthiness certificate and declare the aircraft fit for flying, it makes every bit worthwhile.

Bombardier expands line maintenance station at Le Bourget Airport, boosts workforce

The expansion has increased the slots available for light scheduled maintenance as well as unscheduled and aircraft-on-ground (AOG) maintenance and parking services.

Capacity for light scheduled and unscheduled maintenance as well as MRT reach and response times increased.

Bombardier has expanded its Line Maintenance Station (LMS) at Le Bourget Airport near Paris to increase its maintenance and repair services for European customers. The facility is strategically located at one of Europe's busiest airports for business aviation and the expansion is another step in the company's drive to lead the industry in aftermarket services by bringing best-in-class OEM service, parts, and know-how closer to its customers.

Bombardier recently boosted its workforce at the Le Bourget LMS, established in 2018, and has added more than 30,000 sq. ft. (3,000 square meters) of hangar space, capable of accommodating up to three Global 7500 aircraft at one time or as many as six Learjet or Challenger aircraft at a time. The expansion has increased the slots available for light scheduled maintenance as well as unscheduled and aircraft-on-ground (AOG) maintenance and parking services currently provided by the LMS. The additional space and technicians are poised to enhance the reach and response time of Bombardier's locally stationed Mobile Response Team (MRT). Near-term plans also include the addition of wheel and battery shop maintenance services.

Anthony Cox, Vice President, Customer Support, Bombardier said, "As we actively grow our worldwide service footprint, we are creating more and more opportunities for our business jet customers to leverage Bombardier's high-level OEM capabilities in the form of expertise, infrastructure, and connected aircraft technology to deliver the most complete response to their maintenance needs. Our supplemental light and line maintenance capabilities and parking solution at this strategic location complement our existing heavy maintenance offerings in Berlin and London and ensure customers of our already-popular Le Bourget LMS can benefit right now from access to a broader range of top-tier options in the region."

The Le Bourget facility is certified for the Learjet 60 and Learjet 75 aircraft, as well as Challenger and Global series business jets, including Bombardier's flagship Global 7500 and its new, award-winning Challenger 3500 aircraft.

The growing number of Learjet, Challenger, and Global business jet customers in the region are well served by Bombardier's seven European LMSs and numerous authorized service facilities (ASFs), as well as the tip-to-tail heavy maintenance services provided by Bombardier service centers at Berlin Brandenburg Airport and at London Biggin Hill Airport. Other line maintenance stations in the region are located in London Luton, UK, Linz, Austria, Nice and Cannes, France, and Milan and Olbia, Italy.

Leonardo opens new helicopter service center at Paris-Le Bourget Airport

The service expansion decision is due to the rising demand for helicopter services and the ever-growing helicopter fleet.

Leonardo is all set to open a new Paris helicopter service center at Paris-Le Bourget Airport. Leonardo's strategic decision to expand its helicopter customer support and training services in Europe is due to the rising demand for helicopter services with the ever-growing helicopter fleet. The new service center has already begun operations in mid-April and will act in strict coordination with Leonardo Belgium Logistics Hub, supporting the growing fleet of Leonardo commercial and public service helicopters in France and Central Europe.

The new service center covers a 2000+ m2 indoor area, including a maintenance and repair hangar and offices with the capability to serve the AW109 series, AW169, and AW139 types in Central Europe and will add the AW189 in the future. The service center will provide support for the VIP/corporate helicopter fleet, which has proven increasingly successful in this part of Europe in recent years and keeps growing, adding more customer services under the new Agusta VIP brand with a dedicated area.

The opening of the new service center in Paris, a crucial area for civil and VIP helicopter operations, demonstrates Leonardo's long-term commitment to the region and aligns with Leonardo's focus on stronger support services and proximity. Enhanced services will help maximize the helicopter fleet's mission effectiveness and safety for the benefit of operators, crews, and the served communities. With more than 90 service centers in over 40 countries worldwide, Leonardo is committed to providing leading, comprehensive support and training services to deliver unprecedented benefits to operators in terms of safety, quality, effectiveness, cost, and sustainability as a cornerstone of Leonardo's Be Tomorrow 2030 Strategic Plan.

More than 900 Leonardo VIP/corporate helicopters are flying today globally, over 35% of which are based in Europe, the world's largest commercial helicopter market. With a 45% share over the last ten years, Leonardo is the world leader in the twin-engine VIP/corporate helicopter market including private, charter, and VVIP/Government transport services, thanks to the most modern and largest product range featuring state-of-art avionic and navigation systems and class-leading performance, safety and comfort standards. Based on the company's long-established and distinctive design, technology and service philosophy, and values in the executive transport sphere, in October 2021 Leonardo launched the Agusta brand to embody its unique experience and excellence for future VIP market initiatives.

The opening of the new service center in Paris, a crucial area for civil and VIP helicopter operations, demonstrates Leonardo's long-term commitment to the region.

The re-location will create an exclusive advantage to deliver top-quality engine maintenance and repair services as efficiently as possible.

FL Technics Engine Services relocates to a new purpose-built facility at Kaunas International Airport

This move was due to growing demand in the market as Lithuania is becoming one of the most appealing destinations for aircraft engine redeliveries, repair, and maintenance.

FL Technics Engine Services has ventured into the next stage of business development as operations moved to a new purpose-built facility next to Kaunas International Airport (KUN) post receiving the ISO EN 9110:2018 certification. The necessary shift of location was made to meet the growing demand of the market as Lithuania is becoming one of the most appealing destinations for aircraft engine redeliveries, repair, and maintenance, with an established MRO infrastructure, including a full-fledged aircraft redelivery hub near the new FL Technics Engine Services location.

Ongoing repair and maintenance projects were moved along with dedicated equipment and tooling to a brand-new facility in Kaunas FEZ (Free Economic Zone).

As Valerij Deveikis, CEO of FL Technics Engine Services said, "Moving to a larger and purpose-built facility near KUN airport and FL Technics MRO hangar creates an exclusive advantage to deliver top-quality engine maintenance and repair services as efficiently as possible. Furthermore, the new facility is conveniently located near FL Technics logistics hub, making it even more flexible to deliver unique one-stop-shop solutions to our clients and partners."

The new hangar, shops, and storage facilities were purpose-built with the capacity for further expansion in line with FL Technics' growth strategy. The company is committed to investing in high-value assets, such as aircraft engines, to develop and support global operations within the MRO industry. Thus, upgraded facilities and benchmark certifications of quality, play an essential role in future growth.

Zilvinas Lapinskas, CEO of FL Technics, emphasizes the importance of this milestone in the context of FL Technics' group strategy. He said, "In recent years we leveraged global trends in MRO business and tailored our business development projects to meet expectations of clients and partners worldwide. With such a strategy, our assets trading, supply chain, and aircraft engine services, business plays a crucial role. At this stage, we are further expanding our capacity and capabilities in the segment by strengthening our position in Europe, leveraging established MRO infrastructure, and supporting a global pool of clients, continuously moving and remarketing aircraft across continents."

FL Technics' investment in the facility is being followed by multiple high-value asset purchases and projects, including the teardown of Boeing 737-800 aircraft and the planned acquisition of several engines, scheduled for maintenance in the new FL Technics Engines Services shop.

C&L Aviation all set to open 12,000 square feet aircraft refurbishment facility in Bangor

This facility will help customers with robust options for anything from a basic replacement of soft goods to complete interior upgrades and modifications.

The facility will address the increased volume in both regional and corporate aircraft interior refurbishment projects.

C&L Aviation Group has completed the construction of a state-of-the-art 12,000 Sq. Ft. Aircraft Refurbishment Facility at their Bangor, ME campus, next to their aircraft paint hangar. The facility will be utilized to address the increased volume in both regional and corporate aircraft interior refurbishment projects the company has been receiving for the past several years.

Chris Kilgour, CEO of C&L Aviation Group said, "We've made substantial investments in space, equipment, and manpower for the aircraft operators we serve. The new facility, along with increased in-house capabilities, provide us with robust options for customers looking for anything from a basic replacement of soft goods to complete interior upgrades and modifications."

The new facility is equipped with a Gerber leather cutting machine, laser engraving machine, paint booth, seat-belt manufacturing center, separate assembly and disassembly areas, and more.

The new facility is one of 5 building projects C&L has completed since the start of the pandemic. In 2020 the C&L purchased a local events center near the Bangor airport and converted it into a component shop, where they work on smaller aircraft components. The company also constructed a new 27,000-square-foot aircraft parts warehouse, a 5,000-square-foot add-on to one of their hangars for storage, and a complete renovation of their corporate aircraft maintenance hangar which includes new floors, walls, customer offices, and a state-of-the-art interior showcase and design center.

StandardAero expands base in UK & EMEAI with new Mobile Service Centre

The new facility will provide expanded on-site engine support to business aviation customers when and where they need.

StandardAero is almost nearing the completion of the first stage of building a new Mobile Service Team (MST) to support its customers in the UK and the EMEAI region. Combining the experience of H+S Aviation's UK-based Regional Turbine Centre (RTC) and StandardAero's existing local capabilities in the UK, France and the Netherlands, the MST will deliver expanded on-site engine support to business aviation customers when and where they need it most.

StandardAero's MST teams in the UK and Europe will be on standby ready to be deployed around the clock, thus providing the customer with the confidence that they can rely on expert support services for their aircraft when they need it most. Services provided include AOG and technical support, troubleshooting, borescope inspections, engine removal/reinstallation, and line maintenance.

Simon Jones, Managing Director of StandardAero UK, said "We are excited to bring together these well-respected teams to further bolster our support of operators across the EMEAI region. Our service experts have remained in strong demand thanks to the robustness of the region's business and general aviation market, and StandardAero's expanded MST capabilities will ensure that we remain the trusted name in support as the EMEAI economies continue to move out of the pandemic."

StandardAero's EMEAI MST/RTC team provides support to business aviation customers operating Pratt & Whitney Canada PT6A, PW300, PW500, and JT15D engines, Honeywell TFE731, and HTF7000 engines, and Honeywell GTCP 36-100/150 auxiliary power units (APUs).

Mainly large engines are maintained at the Hannover plant including the GE90 and PW1100G-JM .

MTU Maintenance expands the Hannover plant for engine maintenance to meet the demands

This facility is strategically located in the immediate vicinity of Hannover-Langenhagen Airport.

MTU Maintenance recently completed the extension of the Hannover plant with a workshop for engine maintenance and a modern office building. This plant is the heart of MTU Maintenance located in the immediate vicinity of Hannover-Langenhagen Airport. Mainly large engines are maintained here including the GE90 powering the B777s and PW1100G-JM powering the A320neo's

Jaap Beijer, Managing Director, MTU Maintenance said, "The new buildings are a successful ensemble of office and hall space and offer our employees a modern working environment. Investments like this are an important building block in making the site fit for the future". The expansion had become necessary because of the growing demand for engine maintenance.

Michael Schreyögg, Chief Program Officer of MTU Aero Engines said, "This expansion will allow the Hannover site to continue its decades-long success story and offer its customers first-class MRO services. The new buildings at the site exemplify how impulses emanate from Hannover throughout the entire MRO network of MTU".

MTU is implementing a new type of multi-space office concept in the office building as well as in the peripheral building of the factory hall. It is oriented towards desk sharing and new work processes. Those responsible for planning had analyzed the exact needs of the team and how the premises were to be adapted.

The office building, which also features a reception area and cafeteria, accommodates about 280 employees on a floor area of about 6,900 m2. Around 490 employees will work in shifts in the factory hall, including the peripheral building, on an area of 27,000 m2. Overall, the usable office and hall space in Hannover has increased by more than 40 percent. In addition, 250 new parking spaces were created in the course of the expansion.

Leonardo's presence grows stronger in European helicopter market

Leonardo's leadership in the world's VIP/corporate multiengine helicopter market continues to grow with new orders pouring in from Europe. The bestselling AW139 continues to expand its presence in the European VIP/corporate market. Two private operators, one in Germany and one in Italy, have placed orders for one AW139 each with deliveries expected by early 2023. The German order marks the entry of AW139 in Germany's VIP/corporate market following the success of this model for other applications in Germany.

The order in Italy grows the presence of the AW139 adding to a fleet of more than 40 VIP twin-engine helicopters of various models including the AW109 series and the AW169, confirming Leonardo's leadership in the Italian VIP/corporate multiengine market. Moreover, an AW139 has recently been delivered to Alan Allmann Associates in France, based at Issy les Moulineaux Heliport. Alan Allman Associates is an ecosystem of consulting firms specializing in digital transformation.

Strengthening partnerships – Leonardo and Slone

Sloane Helicopters ordered three AW109 GrandNew with deliveries expected in the second half of 2023. They had ordered three AW109 just a couple of months back. This latest contract confirms the success of the AW109 series in the region as Leonardo and Sloane promote the recent launch of the new Agusta VIP brand, presented at the Punchestown Festival in Ireland. The AW109 GrandNew success is evidenced by the introduction of a brand-new aircraft into the Saxonair fleet under an agreement with Sloane further strengthening its charter operations already carried out with GrandNew and AW119Kx aircraft.

Established in 2007 and headquartered in Norwich, Saxonair is a prime player in the delivery of aircraft and helicopter charter services in the UK and Europe. Nearly 260 AW109 GrandNew light twins have been ordered in the global market out of a total of over 1700 AW109 series units sold in years for all missions, confirming the AW109 as the most popular aircraft in its class thanks to unmatched performance, cabin space, and technology. One AW109 Trekker in VIP configuration has recently been sold to a private operator in Germany mark-

ing the introduction of this model in this country, with delivery planned at the end of this year.

Leonardo has a long-established presence as the number one manufacturer of multi-engine VIP helicopters in UK and Ireland. This long-term success was evidenced through the launch of the partnership with local company Sloane Helicopters in 1995, which became the sole distributor of Leonardo VIP/corporate helicopter in the UK and Ireland. Under this collaboration, more than 90 Leonardo commercial helicopters have been delivered to operators and private users in the UK and Ireland.

Jeremy Awenat, Managing Director of Sloane Helicopter, said "We are very proud to have been Leonardo's UK and Ireland Distributor and Service Centre for the past 27 years, with a close partnership that is further strengthening. Sloane is focussed on delivering 12 new aircraft to our customers in the next 18-month period, consolidating Leonardo's position as the leading helicopter manufacturer in the VIP/corporate market."

Europe's topography and climate, are a perfect match for Agusta

The region's geography and changeable climate require aircraft which have leading performance and technology characteristics. The Agusta-branded products are well-suited to this environment. In each aircraft class, the aircraft lead in speed, performance, technology, and safety standards.

John commented said, "Sloane is excited by the launch of the Agusta brand in the region – it's a strong, identifiable brand which builds on the iconic heritage of Leonardo. We see the Agusta brand as embodying excellence, quality, and the highest craftsmanship. Customers will be closely involved in customizing the helicopters using the finest materials, and they'll be presented with many options – making them the most desirable VIP helicopters. The Agusta brand will further strengthen and develop this position. It will support and make helicopter ownership easier. It will welcome customers and assure them that Agusta represents excellence."

The Agusta brand will offer customers bespoke new services to ensure that they are closely supported not only when they select their helicopter but throughout their ownership.

History

Leonardo's helicopters are deployed in more than 150 countries worldwide for every type of mission. From the 1.8-ton single-engine category to 16-ton three-engine aircraft, the company's vertical flight solutions are the most advanced and include comprehensive technical assistance and training services to enable operators to carry out their missions efficiently and safely. As well as the full spectrum of capabilities to develop fundamental vertical flight technologies, Leonardo's range of solutions also includes remotely piloted aircraft and tiltrotors, continuously pushing the boundaries of innovation in air mobility and for every mission requirement.

Leonardo's Helicopter Market Share

With a 45percent share over the last ten years, Leonardo is the world leader in the twin-engine VIP/corporate helicopter market including private, charter, and VVIP/Government transport services, thanks to the most modern and largest product range featuring state-of-art avionic and navigation systems along with class-leading performance, safety and comfort standards. More than 900 Leonardo VIP/corporate helicopters are flying today globally, over 35 percent of which are based in Europe, the world's largest commercial helicopter market. Based on the company's long-established and distinctive design, technology and service philosophy, and values in the executive transport sphere, Leonardo recently launched the Agusta brand to embody its unique experience and excellence for future VIP market initiatives.

There are approximately 150 AW139s performing private transport, charter, and scheduled services, and VVIP/Government transport globally today. Operators leverage outstanding performance in all environments with long-range/higher payload, the most spacious, unobstructed cabin in the intermediate category allowing modularity and a number of tailored layout solutions for seating and equipment, latest certification and safety standards, and advanced navigation technology.

New Agusta VIP brand = AGUSTAforYOU

The new AGUSTAforYOU helicopter service plan specifically developed for operators of corporate rotorcraft, is intended to enhance aircraft availability, reduce inventory costs and optimize expenses and cover scheduled and unscheduled maintenance of airframe/avionics components and other items. Types initially supported include AW109 GrandNew, AW169, and AW139 with the plan to extend it to other platforms in the future. Furthermore, on the Leonardo Helicopter Customer Portal, VIP operators will have a dedicated area to verify the progress and status of their helicopter manufacturing and testing. Overall, these steps are aimed at delivering more distinct answers to meet exclusivity requirements and make the ownership and operations from day 1 a true 360° experience when choosing Agusta. The latest plans for new options and services are dedicated to VIP/corporate helicopter operators under the Agusta brand initiative including the Interior Moods layouts, a new integrated maintenance service plan, and a dedicated Agusta

section in the Leonardo Helicopter Customer Portal.

The Interior Moods initially created for the AW169, AW139, and AW189 helicopter types, consist of three all-new different options – inspired by the names of iconic cities – for interior layouts based on stylish specific colors, materials, seat configurations, and on-board options. These are intended to allow customers to select and create their ideal and perfect habitat which can best mirror their tastes, while and meet their needs: from the sense of warmth, harmony, and pureness of 'Florence', to the coexistence of opposites in 'London' like tradition and innovation, and the energy and passion shown by 'New York' and its cosmopolitan cross-fertilization of habits and behaviors.

Leonardo VIP helicopters also feature a range of technologies supporting safety, comfort, navigation and mission effectiveness, support, and training. A clear example is the AW169 light intermediate helicopter. The only latest generation helicopter in its category in over 30 years, the AW169 features a range of innovations, typically not available on light multiengine models with substantial benefits also for passenger transport duties.

Cockpit and cabin comfort for crews and passengers on board are supported by an APU (Auxiliary Power Unit) Mode capability, allowing key systems like air conditioning, heating, and radio to work by leveraging power generated by one of the two engines. This contributes to an ideal environment and use of onboard equipment, in any weather and geographical condition, with no need to keep the rotors running translating to greater safety, less noise, and lower fuel consumption and emissions. The AW169 is available with three undercarriage options: retractable or fixed landing gear and skids. The retractable landing gear option is fully electrical thus reducing weight and easing maintenance while reducing its cost. The modern digital glass cockpit features touch screen technology and a versatile representation of all key information, therefore delivering greater situational awareness to the pilot and reducing workload to concentrate on the mission and increase safety.

With the rising demand for helicopter services with the ever-growing helicopter fleet, Leonardo is all set to open a new Paris helicopter service center at Paris-Le Bourget Airport to expand its helicopter customer support and training services in Europe. The opening of the new service center in Paris, a crucial area for civil and VIP helicopter operations, demonstrates Leonardo's long-term commitment to the region and aligns with Leonardo's focus on stronger support services and proximity. Enhanced services will help maximize the helicopter fleet's mission effectiveness and safety for the benefit of operators, crews, and the served communities.

Corn-stover-to-ethanol-to-SAF, Southwest Airlines inching towards net-zero emission

SAFFiRE will utilize DOE's technology to convert corn stover, a widely available waste feedstock in the U.S., into renewable ethanol that then would be upgraded. into SAF.

In 2021, Southwest set a near-term goal to maintain carbon neutrality to 2019 levels while continuing to grow its operations, part of which includes replacing 10 percent of its total jet fuel consumption with SAF by 2030. In order to achieve this, Southwest has invested in SAFFiRE Renewables. It is formed by D3MAX as a part of the Department of Energy-backed project to develop and produce scalable, sustainable aviation fuel (SAF). Funded with the department grants along with Southwest's investment, SAFFiRE is expected to utilize technology developed by the DOE's National Renewable Energy Laboratory (NREL) to convert corn stover, a widely available waste feedstock in the U.S., into renewable ethanol that then would be upgraded into SAF.

According to NREL, this could produce significant quantities of cost-competitive SAF that could provide an 84 percent reduction in carbon intensity compared to conventional jet fuel on a lifecycle basis. Phase one of the project is expected to include technology validation, preliminary design, and a business plan for a pilot plant.

Adam Bratis, Associate Laboratory Director of BioEnergy Sciences & Technology at NREL said, "NREL is thrilled to contribute its research and development expertise in biofuels to this exciting collaboration with Southwest Airlines, D3MAX, and DOE to potentially bring SAF to the market quickly and economically".

Bob Jordan, Chief Executive Officer at Southwest said, "SAF is critical for decarbonizing the aviation sector. This is a unique opportunity to invest in what we believe could be game-changing technology that could facilitate the replacement of up to approximately five percent of our jet fuel with SAF by 2030, with the potential to significantly continue to scale beyond the decade. This first-of-its-kind investment is another step we are taking to address our environmental impact, and it also supports our efforts to partner with organizations and government entities to help our industry reach the goal of carbon neutrality by 2050."

Mark Yancey, CEO of SAFFiRE said, "We are extremely excited to be working with Southwest Airlines—they will be a great investor. SAFFiRE technology is expected to produce lower carbon SAF compared to conventional jet fuel on a lifecycle basis, which could become carbon negative with process improvements and carbon capture. If we are successful in developing and commercializing this technology, we project the technology can produce 7.5 billion gallons per year of SAF by 2040."

The pilot project is intended to validate the commercialization of this corn-stover-to-ethanol technology, which could lead to a follow-up phase. If phase one is successful the second phase will include the design, fabrication, installation, and operation of a pilot plant producing renewable ethanol utilizing technology developed by D3MAX and NREL. In phase two, the renewable ethanol is planned to be upgraded into SAF by LanzaJet, at its biorefinery currently under construction in Soperton, Georgia.

Jetex signs for Next-Gen, fuel-efficient two HondaJet Elite S for wider passenger appeal

In line with its ambitious expansion strategy, Mavi Air plans to introduce HondaJet aircraft to offer seamless year-round private jet connectivity from Bodrum and the Turkish Riviera.

The HondaJet Elite S can fly non-stop to more destinations, with a maximum cruise speed of 450 knots and a maximum ceiling of 47,000 feet.

Jetex recently signed a letter of intent for the acquisition of two HondaJet Elite S aircraft. Jetex has been an exclusive dealer of HondaJet since 2018. Through the development of pioneering aviation technology, the HondaJet Elite S can fly non-stop to more destinations, with a maximum cruise speed of 450 knots and a maximum ceiling of 47,000 feet. The cabin is designed to accommodate up to 11 passengers and offers a relaxing environment with ample luggage space for longer journeys, all while achieving peerless fuel efficiency.

Adel Mardini, Founder & CEO of Jetex said, "We are pleased with the success of HondaJet, its technological innovations and stronger appeal to the wider market looking for a modern private jet solution. Many Jetex leisure customers are frequent travelers to the Turkish Riviera and I am confident that they will appreciate the new service."

The design of the HondaJet Elite S incorporates more electrification and automation of systems, enabling several category-leading technologies to augment pilot capabilities, lower workload, and enhanced safety.

Thanks to Jetex, more customers appreciate the benefits of the new generation of HondaJet aircraft, which offer the ultimate point-to-point private jet connectivity while ensuring optimal fuel efficiency and minimal carbon impact on the environment.

In line with its ambitious expansion strategy, Mavi Air plans to introduce HondaJet aircraft to offer seamless year-round private jet connectivity from Bodrum and the Turkish Riviera to domestic and international destinations.

Eve and Porsche partner to shape the future of air mobility

Eve and Porsche will combine their aeronautic and automotive expertise to support Eve's implementation plan.

Eve Holding has chosen Porsche Consulting to help define the eVTOL (electric vertical take-off and landing) supply chain, global manufacturing, and logistics macro strategy. Considering advanced manufacturing research and innovation, Eve and Porsche will combine their aeronautical and automotive expertise to support Eve's implementation plan. The agreement includes studies on industrial operation, logistics, supply chain, and parts distribution in an unprecedented approach optimized for efficiency, productivity, and safety.

Andre Stein, co-CEO of Eve said, "We are pleased to work with a leader in the industry that can support us with strategic decision making. The UAM ecosystem is quickly evolving, and we can only achieve our goal if we spark enthusiasm for new ideas in manufacturing and supply chain areas. I'm looking forward to seeing all of the new opportunities ahead, as technologies are profoundly changing industrial production."

Rudy Leutz, CEO of Porsche Consulting Ltda said, "We are very proud of our new partnership with Eve, because we have the opportunity to shape the future of mobility together. We share the same values, and with industry-leading know-how, we will be able to question and challenge all existing concepts for logistics and manufacturing. We will redesign the industrialization concept for that new aircraft based on the highest levels of efficiency, quality, safety, and customer-centricity!"

The study will address scalability and distributed production as the UAM market evolves to meet projected demand. While digital transformation generates new possibilities for the industry's use of more agile technologies focusing on business and sustainability goals, comprehensive network solutions are under consideration to meet unique industry needs.

Etihad becomes the first international airline to procure & use Japanese supplied SAF on flights departing Japan

Neste is committed to working together with the global aviation industry to achieve its emission reduction targets.

Neste and ITOCHU recently delivered Neste MY Sustainable Aviation Fuel to Etihad Airways in Japan. This delivery holds special importance as SAF is supplied for the first time to an overseas airline at a Japanese airport. The SAF will be delivered to Etihad's aircraft at Narita International Airport.

This milestone is a result of the recently expanded partnership between Neste and ITOCHU to grow the availability of sustainable aviation fuel in Japan. ITOCHU acts as the branded distributor of Neste MY Sustainable Aviation Fuel in Japan, making Neste's SAF available first at the two largest Japanese international airports: Tokyo Haneda and Narita.

SAF is a key element to achieving aviation's emission reduction goals, and both Neste and ITOCHU are committed to supporting Japan in achieving the target of 10 percent SAF use by 2030, set by the Ministry of Land, Infrastructure, Transport, and Tourism.

Sami Jauhiainen, Neste's Vice President, Asia-Pacific, Renewable Aviation said, "This delivery of our Neste MY Sustainable Aviation Fuel to Etihad is a major step forward in further growing the use of our sustainable aviation fuel in the Japanese market. Our partnership with ITOCHU aims to support domestic and international airlines as well as other fuel suppliers at Haneda and Narita International Airports in accelerating the adoption of SAF to reduce the carbon emissions of flying. I'm excited to see this partnership is already achieving concrete results and I look forward to supporting more airlines in Japan going forward."

Tsuyoshi Matsumoto, ITOCHU's general manager of Petroleum Trading Department said, "This delivery of SAF to Etihad Airways is the result of the partnership with Neste, and we are glad to be the first company to supply SAF to an overseas airline in Japan. ITOCHU will continue to cooperate with Neste and airlines departing from Japanese airports, and contribute to the decarbonization of the airline industry through the stable supply of SAF."

Tony Douglas, Group Chief Executive Officer, Etihad Aviation Group, said, "Etihad has committed to achieving net-zero emissions by 2050 and reducing our 2019 emissions by 50 percent by 2035. For SAF to become a viable mid-term solution for aviation decarbonization it requires collaboration between governments, corporates, and the aviation industry to increase SAF supply and availability at airports, so it can be adapted more broadly. Our partnership with ITOCHU and Neste is an example of the type of industry collaboration that is required to bring widespread SAF adoption to the industry. We are extremely proud to be the first international airline to procure and use Japanese supplied SAF on flights departing Japan."

Neste is committed to working together with the global aviation industry to achieve its emission reduction targets. Neste is currently expanding its SAF production capacity to 1.5 million tons per annum by the end of 2023. That includes up to 1 million tons of SAF production capacity in Neste's Singapore refinery via the ongoing Neste Singapore Expansion Project, which will start operations by the end of the first quarter of 2023.

Neste MY Sustainable Aviation Fuel is a solution for reducing the direct greenhouse gas emissions of flying immediately. It can reduce greenhouse gas emissions by up to 80 percent, in its neat form, and over the life cycle, compared to fossil jet fuel. Neste-produced SAF is made from sustainably sourced, 100 percent renewable waste and residue raw materials. As a drop-in fuel, it can be used with existing aircraft engines and airport fuel infrastructure, requiring no extra investment to them.

Safran's ENGINeUS smart motor to power Tcab's E20 full-electric eVTOL

The eVTOL targets a maximum design range of 200km, and a cruising speed of 260km/hour.

TCab Tech is currently developing E20, a 5-seater passenger-carrying eVTOL aircraft equipped with six rotors – four tilt and two lift rotors.

TCab Tech has signed Safran Electrical and Power's ENGINeUS electric smart motors to power the E20 full-electric eVTOL. TCab Tech is currently developing E20, a 5-seater passenger-carrying eVTOL aircraft equipped with six rotors – four tilt and two lift rotors – and a high gull-wing with a conventional tailplane design. The eVTOL targets a maximum design range of 200km, and a cruising speed of 260km/hour. Safran Electrical & Power will supply all six ENGINeUSelectric smart motors. CAAC (Civil Aviation Administration of China) certification for the E20 is expected by 2025.

Thierry Sieg, Vice President of Sales & Marketing at Safran Electrical & Power said, "By providing our ENGINeUSelectric motors to this revolutionary E20 eVTOL designed by TCab Tech, Safran Electrical & Power is participating to write a new page in urban air mobility. This project combines breakthrough technologies, a low-carbon footprint, and a high level of safety due to the electric distributed propulsion."

Philippe Bardol, Safran General Delegate for China and CEO of Safran China said, "By bringing sustainable and innovative technologies, Safran is proud to partner with TCab Tech to further be present in this new emerging and environmentally friendly sector of urban air mobility in China. We have high hopes for E20 eVTOL's prospects in the Chinese market."

Yon Wui NG, CEO & Founder of TCab Tech said, "A world-class motor partner is essential for the development of the eVTOL aircraft. We are excited to work together with Safran to integrate the E20 with high reliability and superb performance electric propulsion systems. The smart motor has a well-advanced certification plan matching our E20 certification needs, which makes it an ideal choice for our eVTOL aircraft."

The ENGINeUS product line includes a broad range of electric motors with power outputs from single digit to 500 kW. The ENGINeUS100, which will equip the E20, delivers more than 100 kW at take-off and features a fully integrated motor controller within the machine. The thermal management is provided by an optimized air-cooling system. The certification of the electric motor is planned for mid-2023.

Textron becomes the first OEM to achieve NATA certification for sustainability

Textron Aviation has entered into a 20-year contract with Evergy, a Kansas-based energy company, and its New Green Energy Program.

In a milestone achievement by Textron Aviation, all 20 Textron Aviation service centers around the world have achieved certification as part of the National Air Transportation Association's (NATA) Sustainability Standard for Aviation Businesses in recognition of their sustainability efforts. Textron Aviation is the first aircraft original equipment manufacturer (OEM) to receive this certification confirming sustainable practices in use and the largest company with multiple locations to self-certify each site.

Brian Rohloff, senior vice president, Customer Support said, "This recognition affirms that we are on the right path towards achieving our sustainability goals. We remain steadfast in our commitment to a more sustainable future for our employees, communities, and customers."

Textron Aviation has entered into a 20-year contract with Evergy, a Kansas-based energy company, and its New Green Energy Program. This contract supports nearly all of the Wichita and Independence facilities' electricity needs by utilizing Kansas' abundant, affordable and renewable wind energy. In addition, all North American Service Centers have transitioned to using LED lighting throughout the facilities to reduce energy usage.

Textron also has a robust recycling program that lessens the burden on the need for the consumption of new natural resources. Landing gear, avionics, and electronics can be recycled or repurposed through this program. Additionally, the Wichita Service Center now offers customers sustainable aviation fuel (SAF) as part of the standard customer service experience.

Textron Aviation remains an active participant in conversations and industry events dedicated to sustainability initiatives in aviation. The company collaborates with suppliers and stakeholders to find the most efficient and future-forward ways to manufacture products and procure energy.

Nakanihon Air successfully conducts Japan's first SAF powered helicopter flight

NNK's H215 helicopter conducted a 30-minute flight at Nagoya Airport in Aichi Prefecture.

The locally produced SAF is an immediate approach toward reducing carbon emissions for the helicopter market.

Airbus Helicopters in Japan and Japan's leading helicopter operator Nakanihon Air (NNK) have jointly performed the country's first-ever helicopter flight powered with sustainable aviation fuel (SAF). NNK's H215 helicopter conducted a 30-minute flight at Nagoya Airport in Aichi Prefecture.

The aircraft was fueled with 600 liters of "SUSTEO 10", a renewable jet fuel produced by Japan's first biofuel manufacturer Euglena, which has met the specifications of both international and Japanese standards of diesel fuels ASTM D1655 and JIS K 2204 respectively. SUSTEO contains 10 percent SAF mixed with Jet A-1.

Hajime Futagami, President of Nakanihon Air said, "We are happy to collaborate with Airbus Helicopters in Japan and Euglena on sustainability efforts for Japan's sky, achieving the first SAF helicopter flight together. Today's SAF flight trial is very important for our company as we work on the reduction of the CO_2 emitted during flights in an effort to tackle climate change issues. The locally produced SAF is an immediate approach toward reducing carbon emissions for the helicopter market. We are looking forward to the continued support from Airbus on our wide-ranging activities in Japan, with the enhanced precision and stability we require."

Guillaume Leprince, Managing Director of Airbus Helicopters in Japan said, "We are pleased to launch this milestone SAF flight together with our long-standing customer as we work towards decarbonization. As a leader in the Japanese helicopter market, this SAF-powered flight is an important step in a shared vision we have with stakeholders in the helicopter market and the industry to reduce CO_2 emissions in the country. The H215 has fully demonstrated its ability and readiness to provide enhanced mission efficiency and performance our customers have come to expect."

The twin-engine, heavy-lift H215 is a member of the Super Puma helicopter family, known for its high availability rate, performance, and competitive operating cost.

Today, all Airbus helicopters are certified to fly with up to a 50 percent blend of SAF mixed with kerosene, with the aim to reach 100 percent SAF in coordination with engine manufacturers. An Airbus H225 performed the first-ever helicopter flight with 100 percent SAF powering one of the Safran Makila 2 engines in 2021. Helicopter operations with 100 percent SAF would translate to a reduction of 80 percent of CO_2 emissions.

Airbus Helicopters has launched a SAF User Group dedicated to the rotary-wing community, in a bid to drive the deployment of biofuels. The company has also started using SAF for training and test flights at its French and German sites.

Rolls Royce signed its 1000th contract for CorporateCare Enhanced Service

CorporateCare Enhanced service covers a wide range of additional service items for the AE 3007 and Tay engines, including troubleshooting and mobile repair team travel costs.

Today, more than 2,400 aircraft are covered by CorporateCare and about 70 percent of new delivery Rolls-Royce-powered aircraft are enrolled in the program.

Rolls Royce CorporateCare Enhanced Service contract hit an important milestone of the 1000th contract since its inception in 2019. The enhanced service was introduced as a standard for all new CorporateCare customers and is also available as an upgrade to existing contracts. The CorporateCare Enhanced service covers a wide range of additional service items for the AE 3007 and Tay engines, including troubleshooting and mobile repair team travel costs. For the Pearl 15, Pearl 700, BR710, and BR725 engines it also covers maintenance for the whole powerplant, including nacelle, engine build-up, and thrust reverser, unit-related services as well as erosion and corrosion on all engine and nacelle parts.

Megha Bhatia, VP of Sales & Marketing – Business Aviation, Rolls-Royce, said, "Since we launched our pioneering CorporateCare Enhanced service, we have seen strong demand from customers around the world, who recognize the value of this program. It offers an unrivaled, comprehensive coverage for the full powerplant, including engine and nacelle, and priority access to our dedicated Business Aviation Service Network. Our customers love the mindset of CorporateCare Enhanced, which can be summarised as: 'If we provide it, we cover it."

CorporateCare Enhanced offers substantial financial and operational benefits to customers, such as increased asset value and liquidity, mitigating maintenance cost risk, and protection against unforeseen costs as well as unscheduled events anywhere in the world. Increased aircraft availability, reduced management burden, full risk transfer, direct priority access to the Rolls-Royce services infrastructure, and remote site assistance are further benefits for our customers.

Today, more than 2,400 aircraft are covered by CorporateCare and about 70 percent of new delivery Rolls-Royce-powered aircraft are enrolled in the program.

Sanad and Triumph join hands to provide advanced engine MRO services to MEA customers

The strategic alliance with TRIUMPH will amplify Sanad's ability to offer best-in-class MRO solutions.

Sanad and Triumph Group signed a memorandum of understanding (MoU) outlining their plans to collaborate on the provision of next-generation engine Maintenance, Repair, and Overhaul (MRO) capabilities in the United Arab Emirates (UAE). Through this strategic relationship, Sanad and TRIUMPH intend to collaborate to provide critical MRO solutions for multiple engine types for aerospace and aviation industry operators across the Middle East and Africa (MEA) region.

Jim Berberet, President of TRIUMPH Product Support said, "The discussions around this partnership with Sanad have progressed very quickly and confirmed the need for establishing the only comprehensive engine compo-

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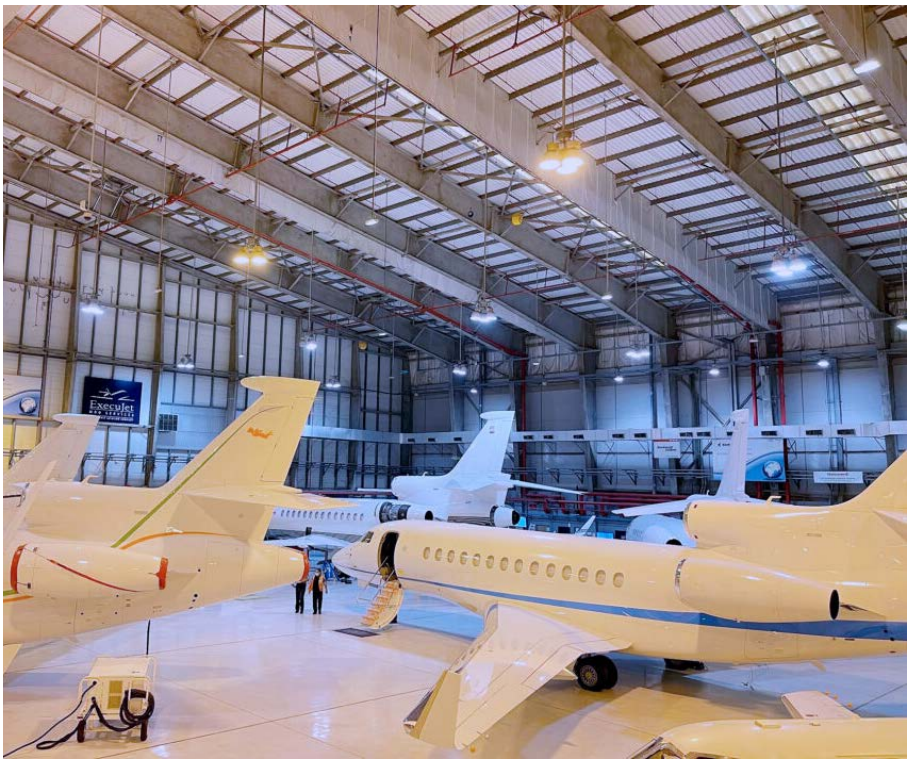
nents MRO in the Middle East region. Aside from offering a mature business environment and strategic geographical proximity at the intersection of Europe, Asia, and Africa, Abu Dhabi is very active and well-known as a global aerospace hub. Sanad, a well-established leader in global MRO services, also boasts significant in-market skillsets to support the strategic relationship. We are very excited to better serve one of the fastest-growing markets in the world and offer reliable solutions on legacy and new generation engines together with Sanad."

Mansoor Janahi, Group CEO of Sanad said, "As part of our ongoing expansion efforts across the Middle East and emerging African markets, our strategic alliance with TRIUMPH will amplify Sanad's ability to offer best-in-class MRO solutions to major industry players across two continents – and beyond. We look forward to collaborating with TRIUMPH, sharing best practices, offering new service solutions to our customers, and further elevating Abu Dhabi's standing as a globally recognized capital of MRO excellence."

The partnership would advance Sanad's service offerings beyond engine overhauls while simultaneously providing TRIUMPH with an immediate footprint in the Middle East & Africa and jointly establishing a dedicated "Center of Excellence" in Abu Dhabi, where Sanad and TRIUMPH can offer their unique MRO capabilities for next-generation engines to global customers. The parties also intend to jointly provide MRO solutions for V2500, CFM, and GE90 engine accessory repairs and overhauls.

Execujet MRO receives DGCA approval for line and base maintenance on Falcon 2000 classic

This latest approval from India's DGCA is significant because about half of the Dassault business jets registered in India are the Falcon 2000 'Classic'.



The latest approval enables ExecuJet to better support all Indian Falcon customers operating within the region.

ExecuJet MRO Services Middle East has received approval from India's Directorate General of Civil Aviation (DGCA) to perform line and base maintenance on Falcon 2000 'Classic' aircraft. The 'Classic' refers to the first model of Falcon 2000, which is equipped with a Collins Proline 4 Avionics System and powered by CFE738 engines. CFE was a joint-venture between General Electric and AlliedSignal (now Honeywell).

ExecuJet MRO Services' Middle East facility is already approved by India's DGCA to work on various types of aircraft registered in India, such as Falcon 7X, Falcon 8X, Falcon 900C/EX/EASy, and Falcon 2000EASy models. This latest DGAC approval adds the Falcon 2000 "Classic" to this impressive list of capabilities.

Nick Weber, Regional VP Middle East at ExecuJet MRO Services said, "India is a very big and growing market for Dassault Aviation and also a very important market for ExecuJet, thanks to geographic proximity. This latest approval from India's DGCA is significant because about half of the Dassault business jets registered in India are the Falcon 2000 'Classic'. Dubai is a short flight away from India and India-registered aircraft are regular visitors for business and tourism. This latest approval enables ExecuJet to better support all Indian Falcon customers operating within the region."

Besides India DGCA, ExecuJet holds comprehensive approvals from the US FAA, European Aviation Safety Agency (EASA), UAE General Civil Aviation Authority, and other national aviation authorities to work on Falcon aircraft and also aircraft types from other aircraft-makers.

ExecuJet commenced operations in Dubai more than 20 years ago and is currently building a new 15,000 square meter MRO facility at Al Maktoum International Airport (DWC) that includes a large hangar as well as adjacent workshops and offices. They will be moving base maintenance to DWC from Dubai International Airport (DXB), although it will retain AOG capability at DXB.

Airline of the week – Flexjet adopts GE's Maintenance Insight to help reduce operational disruptions and unplanned maintenance

Maintenance Insight will provide Flexjet with analytics that will help monitor component health to optimize performance and decrease inefficiencies.

Flexjet is a leading luxury private jet company offering private aviation services including fractional jet ownership, leasing, and jet card services, a division of Bombardier Aerospace and known for its high safety standards recently adopted GE's Maintenance Insight to its software solutions. GE's Maintenance Insight not only helps to process flight data but also provides a set of services and capabilities to provide early detection of aircraft and component degradation to avoid costly operational disruptions and support corrective action decision making. Flexjet is the first in its space to deploy this solution across its fleet to help predict and prevent disruptions and reduce maintenance costs, making FlexJet, this week's Airline of the week.

Avoid maintenance disruptions with sustainability

Maintenance Insight will provide Flexjet with analytics that will help monitor component health to optimize performance and decrease inefficiencies that lead to excess fuel burn and carbon emissions. Flexjet can thus avoid maintenance disruptions to keep its existing fleet running efficiently and reduce their carbon footprint. Maintenance Insight is designed to extract the full-flight data from the plane's sensors after a flight. Once the solution is onboarded, airlines, or as is the case with Flexjet a private jet provider, can proactively pinpoint their top reliability challenges, helping drive insight and decisions. The system generates new data with each flight, staying ahead of potential issues before they would typically be caught during routine maintenance. This data also enables airlines to reroute planes, if necessary, to ensure they can be serviced at maintenance hubs (avoiding out-station events).

Charles Starkowsky Flexjet Chief Safety Officer said, "Implementation of the GE wireless flight data transmission across the Flexjet fleet in 2019 was so successful we were enthusiastic about the Maintenance Insight. This powerful capability will lead to superior aircraft safety, reliability, and efficiency."

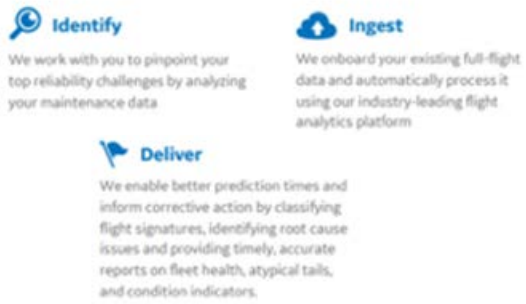
Sal Valentino, Flexjet's Vice President of Maintenance, Operations, and Strategy said, "The addition of Maintenance Insight to our robust flight data program allows us to enhance our proactive maintenance processes by analyzing real-time data regarding the status of aircraft systems on-board every Flexjet aircraft."

Overall efficient maintenance ops

Maintenance Insight includes a set of applications designed to deliver clear visibility into fleet health for early detection of aircraft and component degradation. Powerful analytics and insights help decrease unplanned maintenance burden and downtime. Downstream these reductions benefit airlines by avoiding costly operational disruptions and supporting corrective action decision making, improving maintenance effectiveness, and reducing out-station events.

Andrew Coleman, General Manager of GE Digital's Aviation Software business said, "Because Flexjet maintains its aircraft, Maintenance Insight gives them a powerful advantage of proactive insights allowing them to predict and prevent disruptions and reduce maintenance costs. Our software uses a wealth of data generated by each aircraft to build analytics that provide advance awareness of potential component failure and unplanned maintenance, helping to prevent unnecessary time on the ground while also raising the efficiency of the maintenance efforts."

The 3-fold Maintenance plan



Taking Maintenance from unplanned to planned

On average airlines spend around USD20.2 billion on unplanned maintenance in a year. By using Maintenance Insight airlines can avoid this unplanned cost. Almost 27 percent of the times, maintenance is unplanned.

1- Accelerate time to value

Tackle your most pressing maintenance issues, faster

- Reduce time dealing with incomplete and inaccurate data
- Run, execute, and test analytics in less than a day

2– Confident maintenance planning

Make better decisions by staying up-to-date and informed

- Identify problematic aircraft
- Visualize real-time fleet health
- Pinpoint maintenance issues at the component level

3- Boost customer satisfaction

Increase fleet reliability to keep your operation running at its best

- Improve maintenance effectiveness and enhance fleet health
- Implement an operational process your customers can count on

Maintenance Insight helps your airlines get more out of what they already have so that they can keep your fleet operating at its best. Extract more value out of the existing data to predict and prevent disruptions and reduce maintenance costs.

GAT's component Solutions Team schedules record airframes teardowns in 2022

FSG is well placed to continue its leadership position in the teardown and USM segment for years to come.

GA Telesis recently expanded their Used Serviceable Material ("USM") inventory with the disassembly of two IAE V2500-A5, two CFM56-7B, two General Electric CF6-80C2, and one Pratt & Whitney PW4000 engine. GAT's Component Solutions team will fully manage the distribution of the USM parts from these asset teardowns, building on their reputation as the world's leading independent aftermarket used serviceable material supplier

Alex Tuttle, Chief Operating Officer of the Flight Solutions Group said, "We have been laser-focused on sourcing more individual parts and whole assets to ensure our global sales teams satisfy customer requirements. As expected, we already see airframe and engine MROs at capacity as the need for lift is bouncing back quickly. Because of our previous anticipation of today's lift recovery, in late 2021, we put forth a successful long-term strategy in both our procurement and repair organizations, as well as our own MRO component and composite shops, to ensure we weather the storm on predicted longstanding supply chain challenges."

The Component Solutions team, part of the Flight Solutions Group ("FSG"), has scheduled a record number of engine and airframe teardowns throughout 2022. With significant changes in the airline and leasing companies' upcoming asset and material needs, coupled with large numbers of scheduled new aircraft deliveries, FSG is well placed to continue its leadership position in the teardown and USM segment for years to come. The Component Solutions team will strategically position the upcoming USM in its distribution centers in the US and the UK, with further expansion planned in the Asia Pacific region in 2022.

Constant Aviation expands into MRO of Drones, UAS and helicopters to remain ahead in emerging markets

In recent years, Constant Aviation has been dedicating additional resources to these platforms.

Constant Aviation has expanded its MRO capabilities to include rotorcraft such as helicopters, drones, and other Commercial Unmanned Aircraft Systems (UAS). As part of this initiative, Constant is completely refurbishing the Sikorsky S-76 helicopters flown by Flexjet's new private helicopter division. The interiors of each helicopter are being refurbished in Flexjet's LXi custom cabin interiors, with the first being the "Phantom" interior theme. All veneers are being refinished and all soft goods (seats, carpets, and side walls) are being restored with new materials rich with texture. The newly painted livery was designed by Constant Aviation to pay homage to Flexjet's distinctive business jet liveries which include a chameleon paint with an added carbon fiber accent

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on the upper cowling and leading edge on the vertical tail.

David H. Davies, Constant Aviation's Chief Executive Officer said, "We have striven to be at the forefront of aviation technology in all its forms, including servicing helicopters and emerging technologies such as Commercial Unmanned Aircraft Systems. Our expansion into these sectors positions us well for the future, including our ability to serve even newer emerging technologies such as Electric Vertical Take-Off and Landing (eVTOL) aircraft. We are fully staffed and equipped to service any private aircraft that can fly, from fixed-wing aircraft such as business jets to helicopters, drones, and other rotorcraft."

The private helicopter division refurbishments are being performed at Constant Aviation's maintenance, repair, and overhaul (MRO) facility at Orlando Sanford International Airport (ICAO: KSFB).

Davies added, "We are proud that Flexjet has chosen us to ensure that its private helicopters meet its exacting standards. The refurbishment demonstrates how we have successfully expanded our offering to include providing maintenance, repair, and overhaul services to helicopters and other rotorcraft. The aviation industry is evolving quickly, with new systems coming to the fore, especially in vertical flight and unmanned systems. We want to be positioned as the leader in servicing these newer forms of flight, and have been expanding our capabilities to offer them the same levels of skill, speed, and quality that we have long provided to business jets and other fixed-wing aircraft."

Constant Aviation's expansion into helicopter MRO services is a natural step in ensuring the company remains at the forefront of aviation maintenance needs across the full range of aircraft. It also prepares Constant Aviation for the next generation of rotorcraft that will require MRO services. The expertise developed with helicopters and other traditional rotorcraft systems strategically positions the company to serve emerging technology areas such as UAS and eVTOLs, which employ similar engineering, materials, and systems.

In recent years, Constant Aviation has been dedicating additional resources to these platforms, including adding even more FAA-authorized capabilities to its repair station certificates. These have the express purpose of working tip-to-tail on today's helicopters, UAS, and, eventually, eVTOLs that require specific expertise that frequently is not aligned with standard repair station capabilities and issued ratings.

In 2021 Constant Aviation renewed its partnership with Robotic Skies, a global marketplace for drone maintenance services, to support next-generation aviation sector UAS. With one of the nation's largest aircraft-on-ground (AOG) mobile fleets, Constant Aviation can repair drones wherever they may be, an important consideration given how widely such vehicles are now used in business and industry. The continuation of this partnership, which resulted in Constant Aviation becoming an authorized UAS service center in 2017, positioned the two companies at the forefront of these emerging markets.

Lufthansa System's Lido mPilot 6.1, a pilot's guide to enhanced safety, situational awareness & efficient operations

By displaying the own-ship symbol on the airport moving map, enroute modules, and terminal charts, pilots benefit from improved situational awareness.

Lufthansa Systems recently released an iPadOS-based charting solution for pilots called the Lido mPilot 6.1. This new version has improved features like single procedure selection and significantly helps to improve workflows, enhance situational awareness, and increased efficiency in downloading data. With Lido mPilot, pilots benefit from enhanced situational awareness, efficient operations, and access to all necessary navigation charts, documents, and messages on their iPad – anywhere and anytime.

Philipp Barzen, Managing Director FlightNav AG at Lufthansa Systems said, "The Lido Pilot Solutions are designed together with, and specifically for, pilots. We continually strive to improve the user experience of our apps and are excited to share some new features within the Lido mPilot, which make the workflows of pilots more efficient than ever before."

To increase the safety of missions, the Lido mPilot now also offers the display of an own-ship symbol on terminal charts. By displaying the own-ship symbol on the airport moving map, enroute modules, and terminal charts, pilots benefit from improved situational awareness.

Lufthansa & AIR SUPPORT

AIR SUPPORT partnered with Lufthansa to give their pilots the best experience using PPS CrewBriefing with Lido mPilot. AIR SUPPORT customers can now use the Lido charts by the recent integration of Lido mPilot into their PPS CrewBriefing app for iOS devices. This provides pilots with seamless access to all relevant information required to perform a safe and efficient flight.

The partnership will open new opportunities for both airline and business aviation fleet operators, which will be expanded in the near future.

Peter Gravesen, Chief Commercial Officer at AIR SUPPORT said, "This is the first step in our ambition to expand our cooperation with Lufthansa Systems, and it will add more freedom for our customers to select the best product."

Philipp Barzen, Managing Director FlightNav AG at Lufthansa Systems said, "AIR SUPPORT has been using Lido Sky Data for many years now for their flight planning solution, PPS, as a reliable source of information that matches customers' expectations with more than 25,000 airports covered. We are pleased to develop the cooperation further between AIR SUPPORT and Lufthansa Systems."

AIR SUPPORT provides the PPS Flight Planning system as well as Flight Watch, the newly developed flight tracking system for aviation professionals. AIR SUPPORT serves more than 450 companies, mainly business aviation, service providers as well as airlines.

Lufthansa & KLM

The new version of Lido mPilot comes with the single procedure selection feature, which also enables charts to display in split view. KLM has already successfully tested Lido mPilot 6.1 in practice.

Maarten Koudijs, Air Traffic Management, Digitizing & Navigation at KLM Royal Dutch Airlines said, "For us at KLM, the evolution of this product has benefited us greatly, due to the ability to select a single procedure for take-off and landing by runway and type. It not only improves the process of setting up the flight but also significantly reduces the time to do so. The readability of the chart is enhanced, as it displays only the particular procedure and its pertinent information. Moreover, the split view allows the pilot to more easily read the navigational information."

Weather feature

Lufthansa Systems also introduced new weather features that reduce data consumption by 90 percent. After a flight plan is loaded, the app sends coordinates along the route, building a 500 nautical miles radius to the weather server. The corridor extends on both sides, left and right, in order to depict only the relevant weather for the flight, so pilots can focus on the most pertinent information based on the corridor.

Easy registration via MDM

Registering Lido mPilot is made easier now when using the new registration option via MDM.

Barry Comerford, Head of Flight Operations Technical & Captain Boeing 737-800 at Jet2 confirms this enhanced feature with their experience "The biggest benefit for us is around the MDM auto-registration, especially because we are in the middle of an iPad and MDM refresh. Previously the DDS process was very onerous for airlines, and now it is almost a non-event."

In a nutshell, the airline administrator can set up and distribute registration files to pilots, which will pre-fill all the required data on Lido mPilot's registration page. This simultaneously synchronizes with Lido's back-end systems to speed up the automatic approval.

mPilot@darkmode

Lufthansa Systems continues to enhance the dark mode colors to improve the functionality of the app in low-light conditions and improve the iPad's battery consumption. By updating the dark mode colors for terminal charts, which maintain the minimum color contrast ratios, Lufthansa Systems improved the legibility of our charts, reducing eye strain in low-light conditions.

Lufthansa Systems provides customized solutions to airlines to benefit from digitization by providing tactical data for a safe and efficient flight. They also offer best-in-class maps for navigation in the air and at the airport thus paving the way got connectivity above the clouds that goes far beyond entertainment.

SkySelect's eProcurement-as-a-Service solution for quicker leasing transactions

This service will resolve the issues of high demand and capacity constraints and increases aircraft lease transition efficiency.

SkySelect has introduced a service that will resolve the issues of high demand and capacity constraints and increase the efficiency of aircraft lease transition. SkySelect's eProcurement service and technology platform enables accurate and timely lease transitions. Instead of being bogged down by time-consuming manual quotations, SkySelect offers 10x faster price estimates and an automated end-to-end procurement process while providing the knowledge and skills needed to procure materials. This means lessors can execute leases quicker and more efficiently while staying within budget and on time.

Erkki Brakmann, SkySelect CEO said, "We see the importance of lessors within air travel, and we have delivered a new service that will benefit lessors themselves and contribute to excelling the whole ecosystem. Entering the leasing market was a logical next step given their strong presence and value in the aircraft market. With our eProcurement-as-a-Service solution, lessors can transform their aircraft transition services into a quicker and leaner operation."

As air travel continues to recover, there's an increasing interest in leasing aircraft, especially given the aviation supply chain challenges created by the COVID-19 pandemic.

Natalja Lagno, Strategic Purchasing Manager at Magnetic Group, commented on the global supply chain disruptions. She said, "OEMs are confronted with their own supply chain challenges as they face a long backlog of orders to fulfill as well as raw material and manpower shortages."

Facing these increased volumes, leasing companies may not have the internal labor resources, the right skill set, or experience to meet short turnaround times. SkySelect's eProcurement service and technology platform is the perfect tool for lessors to procure parts for aircraft lease transitions faster than ever.

Rusada rebrands and reshines with a new logo, new imagery, new color and new website

The new brand perfectly demonstrates Rusada's focus on modern technologies, streamlined solutions, and a user-friendly approach.

Rusada, a leading aviation software company that has been developing solutions for the industry since 1987 recently underwent rebranding after a successful two-year spell. To capitalize on this period of success and adapt to a new chapter in the aviation industry, Rusada has refreshed its brand to reflect its identity and offering more clearly. The re-branding includes a logo, new imagery, a new color scheme, and a new website.

Rusada has undergone significant internal transformations over the last two years to better serve the needs of the industry. Despite the challenges presented by the COVID-19 pandemic they hired over 60 new employees, delivered 10 major releases of our ENVISION software along with three new apps, and signed up over 15 new customers.

Julian Stourton, CEO, Rusada said, "The initial months of the pandemic were filled with uncertainty and caution as the world stopped flying. Fortunately, due to our diverse customer base of well-managed organizations, we were able to regroup and begin to plan for a post-pandemic industry. We reorganized our development teams to better exploit the collective talents of our staff and used our increased capacity to further increase the performance and functionality of our software. We felt that our previous branding didn't properly convey the dynamic company we have become or the sophistication of our software. This new brand perfectly demonstrates our focus on modern technologies, streamlined solutions, and a user-friendly approach. We are now better placed than at any point before to support aircraft operators and maintainers in their quest for maximum efficiency."

The industry's attitude towards maintenance software has changed since the beginning of the pandemic. The benefits a modern solution can bring to operations are now much more appreciated, and the increases in profitability are more visible and tangible than ever. Let's hope the new brand image brings more success, more customers, and more milestones for Rusada. We wish them all the best!

Flying Colours Corp to transform the CRJ 200 for a charter operator as demand boosts for private flying

With airline routes reduced due to Covid-19, many regional jets are now hangered by airlines which are willing to discuss sales for conversion purposes.

Flying Colours Corp has signed an agreement for the conversion of CRJ 200. The new client, a charter operator customer, anticipates using the aircraft to satisfy rising charter demand from corporate customers, sports teams, and music group tours, to strengthen its fleet portfolio at a time when business aircraft are in high demand.

The corporate shuttle interior will feature 29 seats, with six business jet seats and a divan at the front of the cabin and a further twenty seats configured airline style at the aft of the cabin. Gogo Avance connectivity will power passenger connectivity keeping travellers productive and entertained in flight. Further cabin comforts include storage at the fore and aft of the cabin for small suitcases and other carry-on items, as well as additional storage for small items including briefcases, purses, and laptops in the side ledges. A forward galley and aft lavatory also feature.

Externally a new fuselage paint scheme will be applied at the Flying Colours Corp. state-of-the-art paint shop

in Peterborough. Each conversion made by Flying Colours Corp. is delivered with a two-year warranty, and maintenance is performed by Flying Colours as required. The CRJ conversion work will be performed at Flying Colours' St. Louis, MO. and Peterborough. ON. Facilities.

Eric Gillespie, Flying Colours Corp. Executive VP said, "With airline routes reduced due to Covid-19, many regional jets are now hangered by airlines which are willing to discuss sales for conversion purposes. Business aviation needs an influx of available aircraft, and the airlines are looking to sell. The regional jet conversion provides an excellent choice for owners seeking a fully customized aircraft and we have seen more inquiries in the last six months than in the last few years. We can adapt the design to specific budgets, while delivering an as new aircraft, inside and out, for a competitive fee. In a market where good aircraft are hard to find, and new production aircraft waiting times are long, conversions provide an excellent solution for operators who want to quickly access aircraft."

Flying Colours has extensive experience in the field and has already performed more than 30 regional jet conversions, along with some 15 green CRJ 200 VIP completions. Efficient re-entry into service is supported by numerous supplemental type certificates Flying Colours holds for this type. As the industry leader in CRJ conversions, Flying Colours has delivered aircraft in every possible configuration: corporate shuttle, VIP, medevac, special mission, multi-purpose and in Flying Colours Corp.'s own VVIP ExecLiner format.

Jet Aviation selected to complete cabin interiors of BBJ MAX 9 for an undisclosed VVIP customer

Jet Aviation plans to create an ultimate cabin experience through innovative engineering with a balance of low cabin sound and weight.

Jet Aviation recently signed a completion contract for a BBJ MAX 9. This follows the signing of two BBJ MAX 8 aircraft earlier this year. The aircraft is for an undisclosed VVIP customer and is scheduled to arrive at Jet Aviation's completion facility in Basel in early-2023. The design has been created by an external designer and will be engineered, crafted, installed, and certified in-house at Jet Aviation.

Christoph Fondalinski, vice president completions at Jet Aviation said, "We are delighted to have been selected to complete this beautifully ornate cabin interior. Customers are desiring cabins that offer the comfort and environment of a private residence. We continue to push boundaries to create the ultimate cabin experience through innovative engineering such as our industry-leading balance of low cabin sound and weight, all at our exceptional level of craftsmanship. These were key factors in winning this contract."

Matthew Woollaston, Jet Aviation's vice president of completion sales said, "As these particular aircraft will see some lengthy missions, it was imperative to the customer that the completion center demonstrate industry-leading abilities to minimize weight without sacrificing the quality of the cabin experience. Alongside expert industry knowledge and capabilities, our team went above and beyond to provide an incredibly thought-through response, further demonstrating our agility, flexibility, and ability to truly understand what a customer is looking for while working with them to achieve it seemingly effortlessly."

The BBJ MAX 9 signing success follows a contract signed earlier this year for two BBJ MAX 8 aircraft. The two aircraft are part of a turnkey project with Boeing Business Jets for a head-of-state customer and are scheduled to arrive in Basel during the first half of 2023. The BBJ MAX 8 interiors, designed by the Jet Aviation Design Studio, will be completed by Jet Aviation in Basel.

Essenza, ergonomically crafted, customized line-fit seating for Eurowings

The Essenza model for Eurowings features an exclusive design scheme and dedicated Eurowings trim and finish.

Eurowings, the leisure carrier of Lufthansa group, fleet of around 100 aircraft, known for its low-cost products and non-stop flights in Europe have selected Essenza, the custom-made line-fit seating for its fleet. Essenza was Lufthansa Group's first choice as a part of a larger partnership since 2017. The Essenza model for Eurowings features an exclusive design scheme and dedicated Eurowings trim and finish.

The highly successful and ergonomically crafted Essenza represents the choice, which delivers incomparable comfort on board for a memorable passenger experience with the utmost cost efficiency.

Managing Director of Geven, Alberto Veneruso said, "We are delighted at the success of our cooperation with the LH Group and proud of the satisfaction with the product they have expressed. We are especially proud of the punctuality with which the stringent Eurowings delivery schedule is being met – 23 ship sets, all at a rhythm of two per week between April and July of this year. Geven has a record of 100% on-time delivery, which we mean to keep unblemished. The teamwork on both the linefit and this Eurowings retrofit program was fruitful and synchronized in such a way as to meet with maximum precision the needs and expectations of this exacting customer. There is sound confidence that the product delivered to Eurowings is one of high customization and one which will offer the long-term service performance such a customer command."

Essenza features generous in-arm and rear meal tables with an all-device accommodating dedicated holder, coat hook, as well as customized literature and amenity pockets as well as life vest pouch. It carries super comfort bottom cushions, completed for the Eurowings fleet with a play of light and dark grey, finished with a personalized accent of violet-red on the backrest for the dress covers.

Pasquale Savelli, Program Manager, Geven said, "The tailor-made product created for Eurowings, is the result of close teamwork between Geven and the airline, which has proven to be the special element behind the force of enthusiasm driving the two teams."

Essenza is the best solution for on-board comfort thanks to its outstanding living space and careful ergonomic design, which combined with the lightweight, long service life reliability, and overall low cost of ownership will surely add value to the already prestigious Eurowings brand.

CTT Systems to supply humidification system for ACJ TwoTwenty business jets

The ACJ TwoTwenty aircraft combines intercontinental range, unmatched personal space, and state of the art technology.

CTT SYSTEMS recently signed a business agreement with Airbus Corporate Jets to supply the humidification system for the ACJ TwoTwenty business jet. The TwoTwenty humidification system is developed by CTT in partnership with ACJ. The joint ambition is to achieve a minimum weight solution while ensuring the highest levels of performance, including optimized humidity in the entire cabin with efficient anti-condensation protection. The humidification system is designed to equally distribute humidified air in the extra-large business jet cabin. The CTT SYSTEMS is the current market leader in aircraft humidity control systems.

Benoit Defforge, President ACJ said, "The ACJ TwoTwenty includes a flexible cabin catalog, opening the Xtra large business jet categories. Airbus is committed to offering market-leading comfort and the best cabin performance in the extra-large TwoTwenty business jet. As part of this effort, we will promote the humidification system. Because only if humidity is restored to adequate and ground-like level, passengers can fully benefit from long-haul travel in the best large-cabin business jet on the market."

Peter Landquist, Vice President Senior Advisor Sales at CTT Systems said, "We are delighted that Airbus Corporate Jets includes humidification as part of the comfortable climate in ACJ TwoTwenty aircraft. ACJ is first in the large-cabin business jet segment to offer significantly elevated cabin air humidity with total moisture protection that eliminates all fuselage condensation issues."

ACJ is launching humidification as part of its cabin catalog for the TwoTwenty to be delivered as a bolt-on-kit system with STC together with new build TwoTwenty (green) aircraft.

Without an efficient humidification system, the business jet cabin is far more dehydrating than any place on Earth – below 5 percent relative humidity. The ACJ TwoTwenty humidification system will enable a cabin climate restored to comfort and well-being level, due to a striking humidity increase, to above 20 percent Relative Humidity. Passengers on long-haul flights benefit from reduced dry air-related problems like fatigue, jet lag, red eyes, dry skin, and the spread of virus diseases, plus the added advantage of improved wellbeing and sleep.

The CTT humidifier is based on evaporative cooling technology and uses a method that effectively precludes the transfer of bacteria. The ACJ TwoTwenty business jet will be protected by the CTT Anti-Fuselage-Condensation system.

Innovation of the week – NAVBLUE's Mission+ rousing success, eight airlines under its fold in a year

Mission+, the next evolution of NAVBLUE's Electronic Flight Bag (EFB) that integrates the necessary data and information under the same platform to assist in the full mission of the pilot.

NAVBLUE launched Mission+, one of the first Electronic Flight Assistants last year. Since then, already eight airlines from across the globe have subscribed to Mission+ underlining its operational efficiency and making it this week's – Innovation of the week. NAVBLUE used its Flight Operations expertise, the technical experience of Airbus pilots, and the feedback from airlines worldwide to create Mission+. The Mission+ community includes National Airlines, Air Transat, Peach Aviation, flyadeal, Jazeera Airways, Cyprus Airways, Air Malta, and Airbus Transport International (ATI).

How does Mission+ work

Mission+ gathers all information pilots need in one single application on a globe-centric display. It integrates mission management data, documentation, electronic navigation charts, cockpit checklist, navigation charts and airport maps, real-time weather conditions, and aircraft performance data usually only available to pilots via multiple sources. This mission-centric solution optimizes the pilot's journey from preparation to the closure of a flight.

A true Electronic Flight Assistant, Mission+ reduces pilot workload and streamlines the flow of information between ground and onboard systems. Mission+ also increases efficiency by reducing manual entries and therefore risks of errors. The solution ensures a flexible platform with optional modules that can be customized to airline-specific requirements.

Fabrice HAMEL, CEO of NAVBLUE said, "With over 30 years of experience in charting and paperless cockpit operations, we offer the first Electronic Assistant that enhances the pilot's journey experience and the airline's operational efficiency. We are proud to already count 8 airlines joining the Mission+ community".

National Airlines, Air Transat, Peach Aviation, flyadeal, and Air Malta will use the mission management module (electronic flight folder), while Jazeera Airways, Cyprus Airways, and Airbus Transport International (ATI) have selected Mission+ for both charting and mission management modules.

Captain Ali Bourahla, Chief Pilot at Jazeera Airways said "With NAVBLUE and Mission+, we aim to improve our airline's operational efficiency, with a new generation EFB integrating all the information our pilots need, before, during, and after the flight, on an easily accessible and fully integrated platform."

Mission+ includes the following

Mission+ FLIGHT – fleet agnostic

The integrated electronic flight folder module for mission management provides briefing packages, flight follow-up, and reporting capabilities to pilots, such as:

- Operational Flight Plan (OFP)
- Filtered NOTAMs and weather information
- Last-minute change handling functionalities
- Flight follow-up (fuel and weight)
- En-route alternate management and secondary flight plans e-reporting (OOOI, air safety report...)
- It also includes a ground tool that manages the workflow between OCC systems and the application in the flight deck which covers all mission data required for a flight, including archiving of any reporting.

Mission+ MAPS

This charting module contains all the NAVBLUE aeronautical data for Enroute, Terminal charts, and Supplement information.

It includes terrain display and an Airport Moving Map (AMM) which is seamlessly integrated into the Enroute map enhancing situational awareness. The FOMAX connection can be activated to retrieve the aircraft's own-ship position using the Aircraft Interface Device (AID).

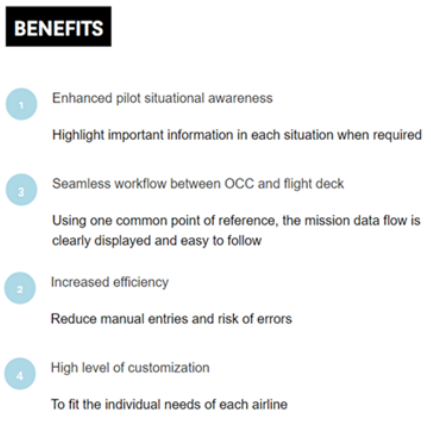
Weather Options

Graphical weather data can be displayed on the Enroute Map with different layers that can be activated and deactivated by the pilot. The available weather data is composed of the following items: TAF/METAR, wind, SIGMET, turbulence, icing, thunderstorms

The Interface with Flysmart+ for aircraft performance calculations – Airbus only

This interface allows the automatic entry of aircraft and flight data related to the context of the mission like flight number, city pair, fuel load information, etc. It also provides the possibility to consult the eQRH and other operational documentation.

Benefits of Mission+



About NAVBLUE

NAVBLUE is an Airbus Services company, wholly owned by Airbus, and dedicated to Flight Operations & Air Traffic Management Solutions. NAVBLUE provides products and services and supports both civil and military environments, on the ground and onboard any aircraft and offers expertise in a range of areas, including digital cockpit operations, Operations Control Centre (OCC) systems, Flight Ops Engineering, Performance Based Navigation (PBN) and Air Traffic Management (ATM). NAVBLUE employs 465 employees spread across the world, with offices in Canada, France, Sweden, Thailand, the UK, and US and representatives in several other countries across the globe

As a global provider of flight operations solutions, NAVBLUE has formed partnerships with aircraft manufacturers such as BAE and Fokker, adding to its existing partnership with Airbus. NAVBLUE's goal is to reach out to the entire market and develop software, charts, and data customized to companies operating any type of aircraft.

Strong ties with AIRBUS Defence and Space Intelligence leverage unique expertise in the products and services thanks to high-quality satellite datasets.

Collins Aerospace extends support to RNLAF for F-35 and CH-47F fleet

Collins and Royal Netherland Air Force have a common goal of supporting the F-35 helmet and maximizing the availability of CH-47F avionics.

Collins Aerospace signed two new Letters of Intent (LOI) with the Royal Netherlands Air Force (RNLAF) building upon existing projects in support of their F-35 and CH-47F programs. As part of the first LOI, Collins plans to integrate its F-35 simulator helmet into TNO's ultimate motion simulator, DESDEMONA, at the RNLAF's F-35 Pilot Readiness Center (PRC) in Soesterberg, The Netherlands. This simulator's spatial disorientation program will help provide insight into physiological dynamics that may further drive helmet innovation, like better understanding adverse conditions as they occur to ensure pilots maintain control of their aircraft. This joint initiative will develop a single, integrated training environment to provide new operational benefits to the F-35 community.

Major General Elanor Boekholt-O'Sullivan, Deputy Commander of the RNLAF said, "Offering F-35 pilot dynamic training and testing in the human centrifuge, as well as the DESDEMONA simulator, will be a high-end capability within our PRC F-35 concept. Together with our partners, we are supporting the 5th generation of dynamic testing, training, and helmet fitting, while driving continuous innovation."

Lisa Steffen, vice president, and general manager, Avionics Service and Support for Collins Aerospace said, "Collins Aerospace and the RNLAF are working toward a common goal of supporting the F-35 helmet and maximizing the availability of CH-47F avionics in-region. We're currently providing Performance-Based Logistics (PBL) avionics support to the Air Force's CH-47F fleet at the Gilze-Rijen Air Base, and we look forward to now bringing depot repair capability for the F-35 and CH-47F platforms at LCW – both of which will provide seamless support to the armed forces."

Collins has been working with the RNLAF for the past year to develop the world's first PRC outside of the United States delivering on-location helmet fitting and dynamic testing for F-35 pilots.

Collins has been working with the RNLAF for the past year to develop the world's first PRC outside of the United States delivering on-location helmet fitting and dynamic testing for F-35 pilots. The PRC, located at the RNLAF's Center for Man in Aviation, recently achieved Initial Operating Capability.

Collins signed another LOI together with the RNLAF with the intention of creating a service center at the Logistics Center Woensdrecht (LCW) Air Base. The new center will help provide a robust and agile supply chain for both the F-35 Helmet-Mounted Display and CH-47F avionics components to support the RNLAF and other operators in the region. Work to establish the F-35 and CH-47F avionics depots, and to place local support personnel, is slated to begin in early 2026.

Jianwei Zhang is appointed as the Chairman, Bombardier, China

This appointment will reinforce Bombardier's presence and impact in China's business aviation market.

Jianwei Zhang is appointed as the Chairman of Bombardier, China effective immediately. This appointment reaffirms Bombardier's commitment to China where they offer market-leading business jets and provide aftermarket services at its strategically located service centre in Tianjin.

Éric Martel, President and Chief Executive Officer said, "I am very happy to welcome Jianwei back to Bombardier, and back at the helm of our important outpost in China. With his strong connections, outstanding reputation and his deep understanding of China and the West, Jianwei is the perfect ambassador of our company and will provide a welcome bridge between the different cultures to further reinforce Bombardier's presence and impact in China's business aviation market. His appointment, along with our active service centre in Tianjin, is testament to our long-term commitment to China as a key strategic market and the importance we place on supporting our customers in the region."

Jianwei Zhang, who was previously part of Bombardier's management team, will report to Éric Martel. He brings more than 26 years of experience in the aerospace and transport industries, most of them spent in multiple roles with Bombardier.

Bombardier maintains a strong presence in China where it offers its innovative, long-range Challenger and Global aircraft families, famous for their cutting-edge cabin design, performance and reliability. It also provides a full range of maintenance and support services at its service centre in Tianjin.

Rick Deurloo appointed as President, Commercial Engines at Pratt & Whitney

Deurloo will assume this expanded role effective immediately and will continue to report to Pratt & Whitney President Shane Eddy.

Rick Deurloo is appointed as the President of Commercial Engines business by Pratt & Whitney. Rick will retain his current responsibilities as senior vice president and Chief Commercial Officer (CCO) for Pratt & Whitney while assuming overall leadership of the Commercial Engines business from Carroll Lane, who has elected to leave the company for another leadership opportunity

Pratt & Whitney President Shane Eddy said, "Pratt & Whitney commercial engines business is well-positioned for long-term success thanks to its technology and product offerings across a strong portfolio of major platforms such as the GTF, V2500, and mature engines. That momentum will continue and grow with Rick, who brings a wealth of experience and deep knowledge of our commercial customers to this expanded role. I'm confident the commercial business will continue to deliver on our customers' high expectations under Rick's leadership. We thank Carroll for his leadership in Commercial Engines, and for his decade of distinguished service at Pratt & Whitney and the former United Technologies Corporation."

Deurloo will assume this expanded role effective immediately and will continue to report to Pratt & Whitney President Shane Eddy.

Deurloo joined the former United Technologies Corporation in 1998 and has more than 20 years of experience in management and sales in the global aerospace industry. Prior to his role as senior vice president and CCO, where he was responsible for leading and directing all Sales, Marketing and Customer Support worldwide for Pratt & Whitney Commercial Engines and International Aero Engines (IAE), Deurloo held other senior leadership positions including regional vice president of sales for the Americas.

Lane has held leadership roles with the former United Technologies Corporation and Pratt & Whitney for more than nine years, including president of the Commercial Engines business for the past two and a half years, where he led the organization through the pandemic as well as the realignment of the Commercial Engines business.

Thomas. C Foley. Jr promoted as Chairman at Stevens Aerospace

Mr. Foley will oversee the operations, growth, as well as future acquisitions at Stevens.

Thomas. C Foley. Jr, board director at Stevens Aerospace since 2019 was recently promoted as the Chairman. In his new role, Mr. Foley will oversee the operations and growth of Stevens, as well as future acquisitions, as the company continues to expand in the MRO segment. In his previous role, Mr. Foley was actively involved in overseeing company direction as well as the development and addition of Stevens' new MRO facility in Nashville, Tenn.

Tom Foley, Sr., Partner & Founder, NTC Group said, "Serving as chairman of Stevens has been an honor and has provided me the opportunity to work for thirty-three years with outstanding colleagues in an outstanding industry. Stevens will benefit from the energy and new ideas a new chairman will bring to serving our customers. I look forward to remaining on Stevens' board and supporting the company's new leadership."

Mr. Foley also serves as a director at NTC Group, Inc, an investment management company that organizes majority control investments and oversees those investments post-acquisition. NTC specializes in aviation, aerospace, government and defense, and select complex manufacturing companies, along with other related technologies and products.

Mr. Foley's background includes a B.A. in Economics from Harvard University, and he has spent several years in the automotive industry, specifically focusing on e-commerce software used by several major automotive manufacturers for their in-store and online mobile commerce solutions.

Klaus Roewe, ex-Airbus, joins Lilium as the Chief Executive Officer

Klaus as CEO will give Lilium an unparalleled execution leadership to complement Lilium's innovative DNA.

Klaus Roewe is appointed as the Chief Executive Officer by Lilium, effective 1st August 2022. Daniel Wiegand, Lilium co-founder, and the current CEO, will continue as Lilium's Chief Engineer for Innovation and Future Programs and as a Board Director. Klaus Roewe is an industry veteran with 30 years of experience in Airbus. During his 30 years at Airbus, Klaus Roewe has spearheaded all phases of the life cycle of a commercial aircraft across Engineering, Manufacturing, Program Management and Customer Support. He led Airbus' most important business line, the A320 and A320neo programs, to unprecedented success during his tenure.

Lilium Chairman, Tom Enders said, "The Board ran an extensive global CEO search and are genuinely excited with the appointment of Klaus Roewe. We believe adding Klaus as CEO will give us unparalleled execution leadership to complement Lilium's innovative DNA as we continue the development of the Lilium Jet and advance towards Type Certification and scale production – Klaus has a breadth of operational experience that is very rare in our industry."

Klaus was responsible for aircraft performance, doubling EBIT, and cutting unit costs, while increasing market share and FCF, making it the most successful large commercial aircraft program of all time during his tenure at Airbus.

Daniel Wiegand, Lilium co-founder said, "I am absolutely thrilled to have Klaus Roewe as our next CEO – I firmly believe that he is the right person to lead us through this next phase, and adding him gives Lilium the ideal mix of Silicon Valley innovation with deep aerospace know-how."

On his appointment, Klaus Roewe said, "I'm proud to be joining the most innovative and differentiated eVTOL company in our industry. I look forward to working with all the Lilium teams to advance the development of our aircraft and to drive Lilium's success in revolutionizing sustainable air transport."

Barry Engle, former President of GM North America and Lilium Board Director, said: "As CEO, Daniel has inspired us with a bold vision of transforming sustainable regional mobility with a breakthrough electric jet technology. As a Board and as investors, we are delighted that Daniel will continue to focus on this vision and to help drive innovation around core technologies and future products."

Daniel and his co-founders launched the company in 2015, designing and proving out a novel eVTOL jet architecture – and attracting some of the best talent in the industry to help them achieve their mission. Since then, the company has gone from a start-up to a Nasdaq-listed company with over 800 employees and a dynamic, experienced, leadership team pulled from the best of aerospace and high-tech. Lilium is the developer of the first all-electric vertical take-off and landing (eVTOL) jet.

Lee McConnellogue appointed as CEO at ecube

ecube is an end-of-life service provider and asset custodian providing a wide range of parking, care, maintenance, and disassembly programs.

Lee McConnellogue is appointed as the CEO at ecube. Lee has had a very successful career in the aerospace sector with roles at Monarch Aircraft Engineering, Flybe and Rolls Royce PLC, where he was Vice President and Senior Vice President of Aircraft availability services, and more recently, Senior Vice President of Service Operations. Lee succeeds Tim Schmidt who founded the business, along with Mike Corne, who will continue to work with Lee during the next phase in the development of the business.

ecube Chairman Charles Matthews OBE said, "We are delighted to announce the appointment of Lee at this exciting time. Lee brings a wealth of skills and experience which will accelerate our growth plans. I also want to thank Tim for his leadership and vision in creating the business which ecube is today."

On his appointment, Lee said, "I am delighted to be joining ecube at this time. We have a strong team with ambitious plans for the business and I am looking forward to helping deliver these plans as we move forward."

Working alongside Lee will be Steven Taylor, Chief Commercial Officer. Steven said, "I look forward to working with Lee as we execute the next stages in the strategic development of ecube."

ecube is the world-leading aircraft end-of-life service provider and asset custodian providing a wide range of parking, care, maintenance, and disassembly programs, trusted to deliver

flexible solutions for our global customer base of lessors, airlines, and parts customers.

Jacqueline Jiang promoted from COO HAECO Xiamen to Director of Airframe Services

Ms. Jiang will take up her new role effective 1st July 2022, and has extensive management experience in MRO services.

HAECO made certain major senior management changes recently. Jacqueline Jiang is appointed Group Director of Airframe Services and will join the HAECO Group Leadership Team effective 1 July 2022. Ms. Jiang is currently the Chief Operating Officer of HAECO Xiamen and has extensive management experience in MRO services. HAECO Xiamen Director of Operations Kevin Guan will succeed Ms. Jiang in the re-titled role of Chief Executive Officer, HAECO Xiamen on the same day.

Kevin Kruger, Director and General Manager of HAECO Hong Kong will retire in August 2022. He will be succeeded by Benjamin Scheidel in the re-titled role of Chief Executive Officer, HAECO Hong Kong from 1 September 2022. Mr. Scheidel will continue to oversee Base Maintenance operations in Hong Kong until a successor for his current role is appointed later in the year.

Frank Walschot, HAECO Group Chief Executive Officer, said, "I would like to thank Kevin Kruger for his considerable contributions to the company over many years and wish him well in his much-deserved retirement. Also, I offer my congratulations to Jacqueline Jiang, Benjamin Scheidel, and Kevin Guan on their appointments and look forward to working with them in their new roles."

HAECO provides a comprehensive range of products and services in the Airframe, Cabin, Component, and Engine segments.

Michael Turpin to spearhead FEAM's new vertical in major repairs and recovery

Mr. Turpin is a former United States Navy Crew Chief who began his career in aviation working to repair SH-3H and CH-53E helicopters.

FEAM AERO has expanded its portfolio of services with a new vertical in Major Repairs and Recovery that will allow FEAM to offer a turnkey solution to all customers who are looking for high quality, cost-effective ways to recover and repair aircraft without paying OEM prices. FEAM's Major Repair and Recovery teams will be deployed throughout their US and other international locations to support Adjusters, Underwriters, and Airlines with on-the-ground repairs.

Michael Turpin, with over 37 years of aviation experience is appointed as the Vice President of Major Repair and Recovery to oversee this new service offering and will uphold FEAM's standards of quality and safety in this category.

Cam Murphy, President of FEAM AERO said, "We are thrilled to add Michael Turpin to our growing team. The creation of his position, and the corresponding new capabilities it represents are a glimpse into the big-picture thinking that FEAM has embarked on as part of our global expansion plan. We are extremely confident in Mr. Turpin's ability to exceed expectations, and look forward to all that he will accomplish in this new role."

Mr. Turpin is a former United States Navy Crew Chief who began his career in aviation working to repair SH-3H and CH-53E helicopters that had acquired significant structural damage. He later joined RAMS at McDonnell Douglas and traveled extensively repairing Douglas aircraft.

Rodney Townsend quits United Airlines to join JetBlue

Rodney is appointed as the new Vice President, technology products.

Rodney Townsend will join JetBlue as the new Vice President, technology products effective immediately. In this role, Townsend will oversee JetBlue's technology product portfolio and identify new opportunities to leverage technology in ways that will enhance the customer and crewmember experience. He will report to Carol Clements, JetBlue's chief digital and technology officer.

Carol Clements said, "Rodney is a solutions-oriented leader who is as passionate about personalizing the travel experience as we are. I'm confident that with his leadership, our team will continue to deliver best-in-class technology that will enhance customer and crew member touch points throughout the travel ribbon."

On his appointment, Townsend said, "I have always admired JetBlue's focus on customer service. I am excited to join the team and help continue to design and deploy impactful tools and products for our crewmembers and customers."

Townsend joins JetBlue with more than 25 years of technology experience and has held a number of technology leadership roles throughout his career. Most recently, he served as managing director of digital channels and personalization at United Airlines.

International CALENDAR 2022

2022

Date	Event	Venue
15-16 June	MRO BEER	Istanbul, Turkey
21-23 June	World ATM congress	Madrid , Spain.
07-09 July	AERO South Africa	South Africa
07-08 Sept	Aero-Engines Europe	Dublin, Ireland
07-08 Sept	Helitech Expo	ExCeL London
15-17 Sept	Vietnam International Aviation Expo 2022	National Convention Center, Hanoi
20-22 Sept	MRO ASIA-PACIFIC	Singapore
06-08 Oct	Istanbul Airshow	Istanbul Atatürk Airport, Istanbul
18-20 Oct	MRO EUROPE	London, UK
25-27 Oct	IATA Safety Conference	Dubai, UAE
01-03 Nov	Abu Dhabi Air Expo	Abu Dhabi
06-09 Nov	ATCA	Washington, D.C.
15-16 Nov	Predictive Aircraft Maintenance 2022	London, UK
05-06 Dec	Aviation Forum 2022	Munich
06-08 Dec	MEBAA	DWC, Dubai

For Editorial : **editorial@ mrobusinesstoday.com**
For Advertisement : **jennifer@mrobusinesstoday.com**
Contact Us : **info@mrobusinesstoday.com**