MRO BUSINESS TODAY

July 15TH, 2021

ITP Aero to provide Engine Condition Trend Monitoring for Engines of Gulf Helicopters

The contract spans five years and work will be carried out at ITP Aero's Albacete and Ajalvir (Madrid) facilities in Spain

ITP Aero has signed a contract to provide engine MRO for Gulf Helicopters. The contract includes ITP Aero's Engine Condition Trend Monitoring technology for predictive engine maintenance based on big data analysis. ITP will provide comprehensive support for its fleet of General Electric CT7-2E1 and CT7-8A engines that are flown in its Leonardo AW189 and Sikorsky S-92. The contract spans five years and work will be carried out at ITP Aero's Albacete and Ajalvir (Madrid) facilities in Spain.

Pablo Fuentes, Head of ITP Aero's MRO business said, "This new collaboration with Gulf Helicopters showcases the great results our ECTM technology is achieving. This agreement entails we will be applying ECTM to AW189 helicopters with GE CT7-2E1 engines for the first time, in addition to the S-92, allowing both operator and engine repair shop to identify future engine operation issues and provide logistics solutions to keep fleet operability and at the same time optimizing maintenance costs."

The contract includes ITP Aero's Engine Condition Trend Monitoring (ECTM), a technology based on big data analysis that offers important results in predictive engine maintenance. ECTM diagnoses engine health based on data extraction and analysis, anticipating future technical issues and scheduling of precise maintenance. This will allow ITP Aero and GHC to define the most appropriate moment to carry out preventive maintenance, which in turn will prevent issues of a larger scale that would create a higher outlay, thus optimizing maintenance costs.

In addition to ECTM, the contract also includes engine repair, fleet engineering activities and a mobile repair team for all GHC's helicopter fleet around the world.

RUAG Aerostructures to supply Airbus with first complex fuselage section

RUAG Aerostructures already delivered first side and floor elements to Hamburg in the spring

RUAG Aerostructures in Oberpfaffenhofen is all set to supply Airbus with a first complex fuselage section for its latest long-haul jet, the A321XLR. The second aft-most fuselage section, which is over 6 meters long and around 4 meters high, is home to the new jet's lavatories and rear galley. RUAG Aerostructures already delivered first side and floor elements to Hamburg in the spring.

With the completion of the first section 18/19, RUAG Aerostructures is already delivering the third major structural part for the new jet to Airbus in Hamburg. The fuselage's second rear section is weighing over one ton, measuring 6 meters in length and just under 4 meters in height. This forms the basis for the rear exits as well as the lavatories and galley. The main innovation of this fuselage section is the ability to accommodate larger tanks for drinking and service water, in order to make the flight times of over eight hours for passengers as comfortable as possible.

André Wall, CEO of RUAG International, is proud of the successful delivery. He said, "Thanks to our many years of experience in aircraft structure construction, we were able to respond flexibly and at short notice to design improvements. The higher take-off weight, also due to the additional fuel tanks, posed special challenges for the design of the aircraft structural components. A top performance by the entire Aerostructures team."

All three RUAG Aerostructures sites are involved in the production of the large assemblies for the new Airbus A321XLR. The upper side shells of the aircraft fuselage, the rear fuselage and floor structure, the tail spar and the pressure dome are produced in Oberpfaffenhofen, Germany. Individual small components are manufactured in Emmen, Switzerland. At the plant in Eger, Hungary, which recently received EASA Part-21 certification, the floor structures as well as the lower side shells including the landing gear well are manufactured.

IATA and Rolls Royce sign a joint statement on best practice for engine MRO

The statement clarifies Rolls Royce' ongoing commitment to an open and competitive approach to its maintenance, repair and overhaul (MRO) services

IATA and Rolls Royce have signed a joint statement after several months of productive and collaborative dialogue on industry best practice for engine MRO services. The statement clarifies Rolls Royce' ongoing commitment to an open and competitive approach to its maintenance, repair and overhaul (MRO) services. As per the statement Rolls-Royce does not prevent the development of legitimate non-OEM parts or non-OEM repairs by MRO providers and independent parts manufacturers, as long as they are approved by the appropriate airworthiness regulator; Their policy is to grant airlines, lessors and MRO providers non-discriminatory access to OEM parts, repairs and support (including access to Rolls-Royce Care)

Willie Walsh, IATA's Director General said, "This statement is timely as the post COVID-19 restart will see an acute need to repair damaged finances while operating at the highest standards of safety and reliability. Rolls-Royce has taken a proactive approach in working with us on this commitment that will stimulate a more open MRO industry and have a long-lasting impact in the market. Competition spurs innovation and creativity while typically driving down costs, helping to keep air travel affordable. We look forward to other OEMs making similar commitments."

Chris Cholerton, President Rolls-Royce Civil Aerospace, said, "We welcome this agreement that recognizes our ongoing commitment to providing customers with a flexible, capable and competitive MRO offering. We appreciate that an open and balanced ecosystem of MRO providers allows airlines to have access to greater choice and competitive pricing."

Rolls-Royce does not discriminate against airlines, lessors or MRO providers that use non-OEM parts or repairs and they will not insist that airlines or lessors subscribe to Rolls-Royce services.

FL Technics receives EASA certification for cargo carriage modifications in passenger aircraft

Such aircraft modification requires extensive knowledge and technical expertise to be certified by EASA.

FL Technics recently obtained EASA Supplement Type Certification for cargo carriage aircraft modification capabilities in passenger cabin. The scope of obtained certification covers one of the most popular aircraft currently in service like Boeing 737 and has already been applied in the B737-800 fleet conversion project for one of FL Technics trusted clients.

Liudas Jurkonis, Deputy CEO for DOA in FL Technics said, "For our organisation it is an important achievement that supports our strategic focus on providing services customised and tailored to any client needs. Also the fact that there were a total number of 50-70 applications submitted to EASA regarding this STC, and FL Technics was certified one of the first indicates both the high level of expertise of our teams as well as high demand of such modifications in the industry currently and in the future."

Such aircraft modification requires extensive knowledge and technical expertise to be certified by EASA. However, a rigorous process of approval, that takes up to 6 months to complete, is worth the effort as it allows FL Technics to provide crucial service to airlines and lessors.

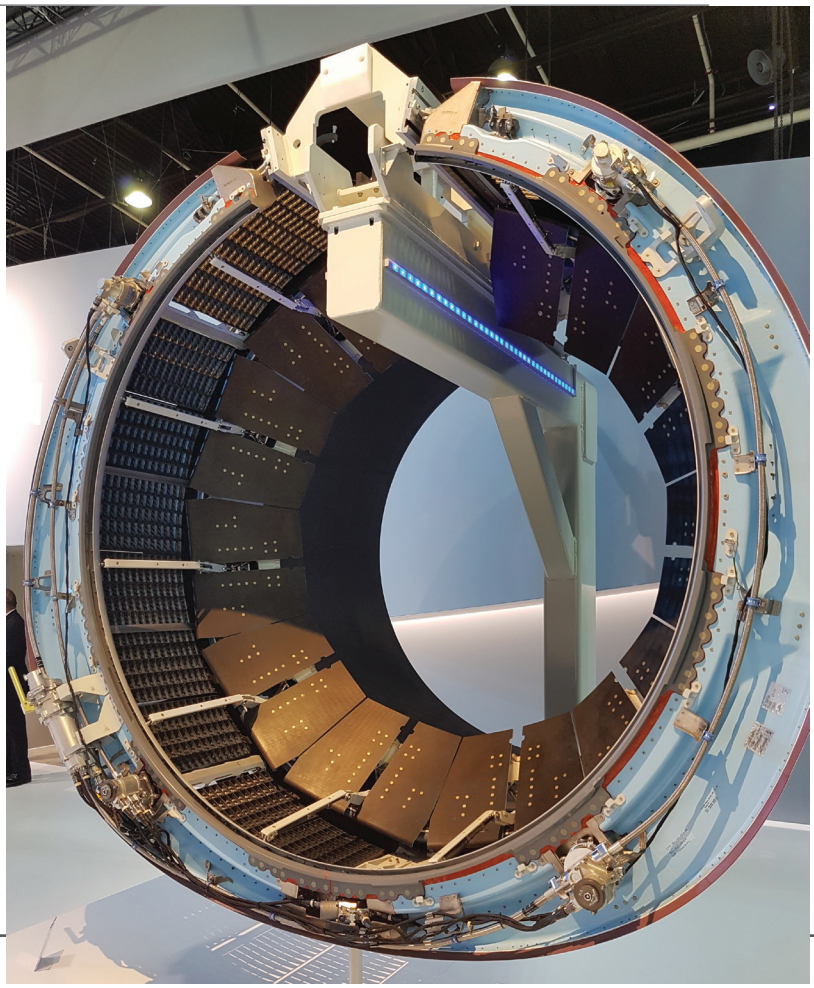
Due to COVID-19 pandemic, partial cargo conversion of passenger aircraft becomes increasingly popular as operators need to opt in for freight services and support delivering goods and medical supplies worldwide. This new STC enables maximizing cargo capacity without full aircraft conversion to a freighter.

S.S Technologies to provide flexible shafts to CFM LEAP turbofan engines of B737 MAX

S.S. White Technologies will be providing flexible shafts to CFM LEAP 1-B turbofan engines that powered the first flight of B737 MAX 10 aircraft. These shafts transmit power to activate critical Thrust Reverser Actuation Systems (TRAS) on the engines.

These shafts transfer power and enable safe operation during flight and deployment of the thrust reverser actuation systems during landing. Besides, all aerospace flexible shaft products are designed to one of the industry's highest performance criteria by utilizing a unique computer modeling software program developed by S.S. White called PERFLEXION.

This program allows the design engineers to more fully model the behavioral characteristics of the wire bundles within the shaft core and arrive at an optimum product that provides maximum bending flexibility and torsion strength while allowing minimal torsion deflection with up to a 30 percent improvement above current industry standards.



APOC makes mark in airframe acquisitions, purchase four Boeing 737 for teardown

"This significant deal reinforces our strategic investment in premium 737 family spares to balance our comprehensive A320 inventory" said Jasper van den Boogaard, VP Airframe Acquisition & Trading

APOC has purchased four Boeing 737 airframes built in 2008-2009 for teardown from a large US based legacy carrier. These airframes have single operator traceability and were fully active until COVID-19 pandemic. The aircraft are currently being parted-out in Marana, Arizona. It is anticipated that the first serviceable parts, including landing gear, will become available by the end of this year.

According to Jasper van den Boogaard, VP Airframe Acquisition & Trading at APOC, the Company continues to secure investment for the right assets. "APOC was quick to seize this multi-million dollar opportunity and we had secure financing in place to close the deal. Despite the constraints of COVID-19, we are very pleased to have closed this important deal. As airlines seek to right size their fleets to balance demand with new inductions, opportunities will emerge to divest certain assets. When multiple airframe deals are under discussion it is important for airlines and lessors to co-operate with like-minded partners, such as APOC, who understand the dynamics in today's changeable marketplace."

"As airlines worldwide rebuild their operations narrowbodies will be the first to fly again" continued Van den Boogaard. "We will support our customers through the sale of parts but also exchange, loan and consignment – whatever is best for them. Our proactive teardown programme is designed to increase our stock of high-quality commercial parts, not just replenish."

Van den Boogaard, who is an ISTAT Certified Appraiser, is observing the fluctuations in aircraft asset valuations closely. "Over the next few months, APOC has further airframe acquisitions in the pipeline particularly LDGs and engines. We're pleased to say that we have the liquidity needed to take advantage of opportunities as they arise and complete transactions smoothly – we are always keen to talk to operators, OEMs and MROs that have assets for sale or seek a consignment partner."

The A320 and 737 family aircraft APOC seeks are those equipped with the latest modifications. So securing young vintage airframes is key to ensuring that the Company's growing parts inventory, which will be located at its stock hubs in The Netherlands, Singapore and Miami, comprises the most desirable components.

BOC completes delivery of seven Boeing 737 MAX to TUI

The delivery was completed in just four months reflecting high level of teamwork and dedication from both sides

BOC Aviation has delivered the seventh of seven new Boeing 737 MAX 8 aircraft for lease to TUI Travel Aviation Finance Limited. All aircraft are powered by CFM LEAP-1B engines.

Robert Martin, Managing Director and Chief Executive Officer, BOC Aviation, said: "We are delighted to work with our long-standing customer TUI, and to provide TUI with the most fuel-efficient, latest technology aircraft. Following the international re-certification of the Boeing 737 MAX aircraft, we delivered all seven aircraft to TUI in just four months, which reflects a high level of teamwork on both sides. We look forward to developing our relationship with TUI further and remain committed to providing our customers with large scale financing solutions as well as technologically advanced aircraft."

Tom Chandler, Managing Director, Fleet and Asset Management, TUI Group, said: "We are very pleased to have expanded our relationship with BOC Aviation through these financing transactions, agreed in two tranches August 2020 and October 2020, with the completion of the deliveries in time for the peak summer season. We look forward to other opportunities to work with BOC Aviation in future. These additional Boeing 737 MAX aircraft are a valuable addition to our fleet, characterized by considerably lower fuel consumption and noise emissions than the aircraft that they replace. This contributes to our aim to reduce the environmental impact of holidays and to maintain our top ranking among the world's most carbon-efficient airlines."

ITP Aero to design, manufacture and assemble Mid Turbine Frame and LPC for Pratt engines

The PW812D is an engine developed by Pratt & Whitney Canada to power Dassault's new Falcon 6X business jet

ITP Aero formalized an agreement with Pratt & Whitney Canada for the design, manufacture and assembly of the Mid Turbine Frame (MTF) and Low Pressure Compressor (LPC) modules for the PW812D engine.

ITP Aero, a risk and revenue sharing partner in the PW812D engine, is carrying out the operations at its centres in Spain (Zamudio, Ajalvir, Alcobendas and Barakaldo), in Mexico (Querétaro) and in the UK (Lincoln).

The PW812D is an engine developed by Pratt & Whitney Canada to power Dassault's new Falcon 6X business jet, which is designed to offer the best market standards in terms of fuel economy, reliability and sustainability. The first deliveries of the modules will take place during 2021 and it is estimated that once the engine enters service, at the end of 2022, its production will extend over two decades.

Mikel Lantero, Executive Director of ITP Aero's Civil business unit said, "This milestone adds to our long-standing partnership with Pratt & Whitney Canada and will contribute to ITP Aero's ongoing efforts to overcome the current aviation crisis. This agreement reinforces the line of business growth and development with Pratt & Whitney Canada and will facilitate ITP Aero's participation in future applications of the PW812D engine."

ITP's participation in the PW812D program is one of the many features of the collaboration and business development between ITP Aero and Pratt & Whitney Canada, together with the previous signing of a maintenance contract for the PW814 and PW815 engines between the two companies.

Pratt & Whitney Canada's PW800 family of engines has been developed using advanced manufacturing technologies and sustainable materials. PW800 engines equip Gulfstream G500 aircraft with the PW814GA, G600 aircraft with the PW815GA engine and Falcon 6X aircraft with the PW812D.

Global 7500 to soar Canadian skies for the first time

The Global 7500 aircraft continues to exceed the market's expectations and reinforces its reputation as an entirely new class of business jet.

Bombardier recently handed over two Global 7500 aircraft to two different Canadian customers for the first time. Both aircraft will be managed and offered for charter by leading Canadian aircraft services provider, Chartright Air Group, and will be based at Toronto's Pearson International Airport. With production ramped up and a growing worldwide fleet numbering more than 50 aircraft, the Global 7500 aircraft continues to exceed the market's expectations and reinforces its reputation as an entirely new class of business jet.

Éric Martel, President and Chief Executive Officer, Bombardier said, "As the Global 7500 business jet is assembled in Toronto and completed and delivered from Montreal, we are delighted that more Canadians will have the opportunity to share the enormous pride we feel at Bombardier when we witness this spectacular aircraft take to the skies."

Peter Likoray, Senior Vice President, Sales, New Aircraft, Bombardier said, "Our Global 7500 aircraft continues to redefine long-distance business travel. The superior performance, luxurious in-

flight experience and signature smooth ride of this aircraft will open a new world of long-range travel possibilities for Canadian customers, as it has done elsewhere in the world."

The Global 7500 aircraft has the largest, most luxurious cabin, the longest range and the smoothest ride of any business jet ever built. With a maximum range of 7,700 nautical miles, a top speed of Mach 0.925 and an unrivalled short-field performance, the aircraft can fly passengers from Toronto to Johannesburg and Montréal to Bangkok* nonstop while bringing a host of secondary destinations and demanding airfields within easy reach.

Adam Keller, President, Chartright Air Group said, "There is a tremendous buzz around the Global 7500 business jet and for very good reason. This aircraft sets a new industry standard on virtually every level, and the team at Chartright is thrilled to be the first charter operator in Canada to welcome these prestigious aircraft as part of its managed fleet. With more customers turning to charter for convenience and peace of mind, we see nothing but a bright future ahead."

The aircraft's four spacious living areas, including a stateroom with an optional permanent bed and shower, are designed to deliver the ultimate in comfort and well-being over long-distance flights. Bombardier's patented Nuage seating collection provides revolutionary, deep-recline comfort, an exclusive Soleil lighting system helps to combat jet lag, Bombardier P r Air, a sophisticated air purification and circulation system with an advanced HEPA filter, captures up to 99.99 per cent of allergens, bacteria and viruses, and the cutting-edge Smooth Fl x Wing minimizes the effects of turbulence for an incomparably smooth and restful ride.

Vman Aviation chooses Airbus H125 as launching product of leasing business in India

The global acceptability of H125 as an asset class suits the lessor as a good candidate for investment

Vman Aviation Services recently placed a firm order of Airbus H125 Helicopters to start first lease transactions onshore. The H125 has already proved to be a preferred choice for helipilgrimage, urban air mobility, rescue, air ambulance and aerial work missions in India as well as the world.

Vishok Mansingh, CEO, Vman said, "One of the biggest challenges this segment faces are access to leased equipment at reasonable costs. However, with recently announced Government initiatives, incentives, IFSCA's policy on aircraft leasing, GIFT city infrastructure and our own extensive domestic market experience, Vman can provide economical leasing solutions to the general, business and helicopter segment in India. We have chosen the Airbus H125 as the launching product for our aircraft leasing business. We also plan to include additional types of Airbus platforms in our portfolio to meet the requirements of our potential customers in India & globally."

Rajarshi Sen, SVP-Leasing & CFO Vman said, "This will help fuel this segment's growth on par with commercial civil aviation, provide services to new unserved markets, and generate significant employment. This asset has very good value retention from an investment point of view. The global acceptability of H125 as an asset class suits the lessor as a good candidate for investment. Vman will be announcing its first dry-lease transaction also shortly."

Vman Aviation Services is India's first aircraft leasing company and is focused on operating lease solutions to the general aviation market which currently has less than twenty percent assets.

Gulfstream Aerospace delivered final G550 to an international customer

This delivery has further increased the G550s worldwide fleet to over 600

Gulfstream Aerospace recently delivered the final commercial Gulfstream G550 to an international customer, further increasing the worldwide fleet of more than 600 G550s already in service. The delivery took place June 30.

"For nearly two decades, the G550 has been exceeding customer expectations," said Mark Burns, president, Gulfstream. "The G550 set a new standard for performance and reliability and continues to outperform and impress with its wide-ranging capabilities. Given our vast G550 fleet in service, we look forward to continuing to support all G550 customers around the world with Gulfstream Customer Support's extensive network."

The award-winning G550 entered service in 2003 as the launch platform for the Gulfstream PlaneView flight deck. It was also certified with Enhanced Vision System now known as Enhanced Flight Vision System (EFVS) as a standard feature, leading the way for subsequent aircraft to incorporate the pilot safety tool in their array of offerings.

The G550 can fly 6,750 nautical miles/12,501 kilometers at Mach 0.80, putting the aircraft at the top of its class while earning more than 55 speed records.

Bombardier receives firm order of 10 aircraft worth USD 451.8 million

This order unlocks new travel possibilities amid a growing demand for business aviation.

Bombardier has received a firm order for 10 aircraft from an existing customer worth USD 451.8 million. Bombardier's family of class-leading business jets are ideal choices for those who prefer the comfort, convenience and peace of mind offered by business aviation. This order unlocks new travel possibilities amid a growing demand for business aviation.

Éric Martel, President and Chief Executive Officer, Bombardier said, "We are filled with pride as we announce the year's largest business jet order. Our portfolio ideally responds to the growing interest in private aviation, with spacious, high-performing aircraft that are designed to offer the best passenger experience in terms of convenience, comfort, air quality and a smooth ride."

Bombardier's industry-leading line of business jets allows customers and operators to efficiently meet their evolving business and travel needs. As passengers increasingly look to private aviation for convenient and worry-free travel, Bombardier's family of business jets offer a compelling array of choices.

AL- Sharqiya to become first operator in Middle East to fly H145

The addition of the new helicopter will support ASA's fleet expansion and will enable the provision of reliable onshore and offshore passenger transport and Emergency Medical Aviation Services

AL-Sharqiya Aviation (ASA), the first and only commercial helicopter operator in the Sultanate of Oman, announced today that it will shortly take delivery of its first Airbus H145 helicopter, leased from Milestone Aviation. Not only is this the first five-bladed Airbus H145 for ASA, but it is also the first to be delivered to a customer in the Middle East.

Mr Tariq Al Barwani, CEO of AL-Sharqiya Aviation, said, "AL-Sharqiya Aviation is thrilled to be the first operator of the five-bladed H145 in the Middle East. The H145 complements our fleet perfectly and fulfills a variety of mission profiles which match our overall business development objectives. We have been working closely with Milestone on this project and we are grateful to have Milestone as our leasing partner in this transaction where a certainty of execution is critical to

delivering for our customers."

Michael York, Head of Emerging Markets at Milestone, said, "We are proud to have been selected by ASA as their leasing partner in this transaction. The five-bladed H145 is a new type for ASA, which will provide them with a whole new level of helicopter capability and technology. The Milestone team has worked very hard to put together a tailor-made solution for ASA, a key differentiator for us. Milestone is pleased to start a long-term relationship with ASA, and we look forward to working closely with the team on the successful delivery of this brand-new helicopter to ASA later this year."

The addition of the new helicopter will support ASA's fleet expansion and will enable the provision of reliable onshore and offshore passenger transport and Emergency Medical Aviation Services throughout the Sultanate of Oman. The helicopter will complement ASA's existing fleet and capabilities affirming ASA's leading market position in providing commercial helicopter services in the Sultanate of Oman.

Milestone is also providing ASA with a number of training slots and a state-of-the-art Disaster Management Kit to support them with the phasing-in of this new helicopter type into its fleet.

Greece joins the list of countries flying ATR 74-600 with SKY express

Greek airline to optimise connectivity to islands with sustainable regional turboprop

ATR recently delivered ATR 72-600 to Greek airline SKY express. This deal represents a new country of operations for the ATR 72-600 which is currently flying in over 50 countries around the world. With a fleet of 10 ATR -500 series aircraft, the airline has opted to continue its long relationship with ATR for its fleet modernization project. When the ATR 72-600 enters into service later this month, it will be the first step in ensuring continued and sustainable operations to Greece's many islands.

SKY express President of the Board of Directors, Theodoros Krokidas said, "We are delighted to be introducing the ATR 72-600 into our fleet. In today's context, it is more important than ever before to be able to offer our passengers efficient and flexible solutions with the best possible standards of comfort and safety. At SKY express we are committed to contributing to reduce CO_2 emissions, and the ATR 72-600 fits perfectly in this strategy. ATR aircraft are well suited to serving islands with their ability to take-off and land from runways other aircraft simply cannot access and this is essential for regional operations in a country such as Greece. We know that when our passengers see this aircraft with its beautiful new livery, they will be looking forward to enjoying the very latest standards of on-board comfort."

ATR Chief Executive, Stefano Bortoli said, "There is no better solution with which to provide essential links and connectivity than an ATR 72-600, which is the sustainable benchmark in regional aviation today. Studies have shown than an increase of 10 percent in regional flights can lead to a 5 percent increase in local GDP, proving the value of regional air transportation and the fundamental role of regional connectivity. With many more aircraft needing to be replaced, we hope that airlines all over the world will follow the example set by SKY express and put their faith in turboprop aircraft, which are the economical solution to reducing emissions in aviation."

In the context of the aviation industry's collective goal of decarburization and with many communities reliant on air links to supply essential connectivity, ATR aircraft represent the ideal solution to creating a more sustainable industry. The ATR 72-600 burns up to 40 percent less fuel and emits up to 40 percent less CO_2 than a similarly-sized regional jet. In 2019, this advantage allowed it to become the first aircraft eligible for Green Financing loans.

Qatar becomes the first Airline in Middle East to join IATA Turbulence Aware platform

The real-time, accurate information enables pilots and dispatchers to choose optimal flight paths, avoiding turbulence and flying at optimum levels to maximize fuel efficiency and thereby reduce CO_2 emissions

Qatar Airways have become the first airline in Middle East to join IATA Turbulence Aware platform. IATA's Turbulence Aware helps airlines mitigate the impact of turbulence, a leading cause of passenger and crew injuries and higher fuel costs each year, by pooling and sharing anonymized turbulence data from multiple participating airlines and thousands of daily flights. The real-time, accurate information enables pilots and dispatchers to choose optimal flight paths, avoiding turbulence and flying at optimum levels to maximize fuel efficiency and thereby reduce CO_2 emissions.

Qatar Airways was the first Middle Eastern airline to participate in the Turbulence Aware initiative when it was launched as a pilot project in December 2018. Turbulence Aware has since expanded into a fully operational platform with over 1,500 reporting aircraft sharing real-time turbulence data. Qatar Airways has equipped 120 aircraft with the Turbulence Aware platform, with plans to expand to the rest of its fleet.

Qatar Airways Group Chief Executive, His Excellency Mr. Akbar Al Baker, said: "With safety and environmental sustainability as our top priority, we show our commitment towards responsible flying. We continue to innovate as one of the world's leading airlines by adopting this new solution that combines technology and big data for more efficient flight planning not only to ensure a smooth journey, but also to reduce fuel burn, in turn lowering our carbon emissions. To make flying safer and more sustainable, the airline industry must leverage such digital innovations, and work together to share turbulence data for more precise forecasting."

IATA's Director General, Willie Walsh, said, "We welcome this major commitment from Qatar Airways in becoming the first Middle East airline to join the Turbulence Aware program. This will significantly increase the coverage area for this important safety and operational initiative, providing real-time turbulence information not only to Qatar Airways aircrew, but to all the other participating airlines. Qatar Airways has a long history of working with IATA and supporting us on multiple industry initiatives."

The challenge of managing turbulence is expected to grow as climate change continues to impact weather patterns. This has implications for both safety and efficiency of flight. Turbulence Aware is a significant improvement in turbulence reporting and avoiding excess fuel consumption.

Qatar Airways also see this as a contributor to helping the aviation industry tackle its carbon targets, alongside other initiatives like carbon offsetting, sustainable aviation fuels, electric aircraft, and general awareness about the impact of flying.

Air Belgium to replace A340s with latest fuel efficient A330-900

The A330 neo is a new-generation aircraft that combines environmental and economical performances offering greater comfort and a unique passenger experience.

Air Belgium will add two brand new A330-900 to replace their old A340s as a part of their fleet modernization program. The new aircraft has a planned route from Brussels Airport to Mauritius starting October this year. The A330 neo is a new-generation aircraft that combines environmental and economical performances offering greater comfort and a unique passenger experience.

Niky Terzakis, CEO of Air Belgium said, "Air Belgium is very happy and proud to present these new aircraft in Belgium. They are the most modern aircraft that will operate under the Belgian flag. We are very pleased by our experience operating the Airbus A340s, demonstrating reliability, comfort and performance. With the A330neos customers will directly benefit from even greater comfort and superior service on board, while reducing our environmental impact by 25 percent."

Christian Scherer, Chief Commercial Officer and Head of Airbus International said, "We are glad that Air Belgium

recognizes the productivity and flexibility advantages of the A330neo, setting it up as the best-in-class and most cost-effective aircraft for the airline's long-haul network. Thanks to a maximum range of 8,150 nautical miles and a 25 per cent fuel reduction and lower CO_2 emissions compared to previous generation aircraft, the A330neo is the ideal fit for airlines to overcome the crisis and meet the demand of passengers eager to fly again. For this reason, the A330 Family is the world's most popular wide-body aircraft, with 1,500 A330s delivered, and has been the most used long-haul aircraft during the pandemic."

The A330neo is the latest and most advanced version of the long line of Airbus A330s. Making good use of advanced materials, it features new optimised wings more efficient and cost-effective Rolls-Royce Trent 7000 engines and benefits from the newest technologies developed for the A350. These improvements contribute to reducing fuel consumption and CO_2 emissions by 25 per cent compared to previous generation aircraft. The new Airspace cabin on the A330neo offers passengers and crew a futuristic design, increased overhead bin space, soothing and soft LED lighting scenarios and advanced in-flight entertainment features. It is the lowest cabin noise level in its category. The new aircraft are configured in three classes (Business, Premium and Eco) and carry 286 passengers compared to 265 on the current A340.

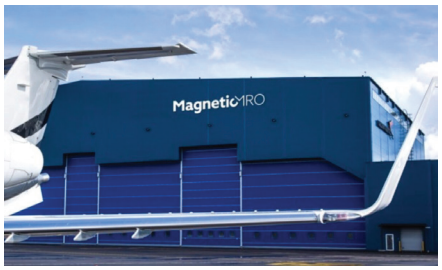
Magnetic MRO signed cooperation and representation agreement with Component Overhaul Services

This agreement allows Magnetic MRO to work as the exclusive representative of COS in the European and African markets, providing landing gear overhaul and repair services.

Magnetic MRO recently signed a cooperation and representation agreement with Component Overhaul Services (COS) commercial/regional landing gear, accessory, and airframe repair station located in Miami, Florida. The agreement is the extension of previous ad-hoc cooperation between two companies and allows Magnetic MRO to work as the exclusive representative of COS in the European and African markets, providing landing gear overhaul and repair services.

Eigirdas Keblikas, VP Asset Trading and Leasing at Magnetic MRO said, "Although we have been working with Component Overhaul Services for many years, this exclusive agreement is a big step forward for both companies. It is a perfect example of a long-lasting partnership that holds many benefits not only for us but to our clients also, as we can provide better pricing on landing gear maintenance events."

Julio Medina, General Manager at Component Overhaul Services said, "Magnetic MRO has always been a trustworthy and valuable partner for us with a great track record; thus, the exclusive agreement is a natural step forward in this partnership that allows the growth for both companies. With the expansion of our new facilities here in South



Florida and added capacities, we hope to strengthen our brand and relationship for the foreseeable future with Magnetic MRO."

In 2020, Magnetic MRO performed 25 landing gear overhaul and repairs while representing COS, and, according to company's representatives, the aim to double the number throughout 2021.

Bombardier's certified Pre-Owned aircraft program for richer customer experience

As a part of the program customers can discover the high-quality array of available Bombardier business jets and sign up to receive alerts when an aircraft becomes available

Bombardier recently launched the Bombardier Certified Pre-owned aircraft program which will offer customers premium class of pre-owned products. Each available aircraft is meticulously selected, inspected and updated to adhere to Bombardier's highest quality and safety standards. For buyers seeking a "like-new" experience, every Bombardier Certified Pre-owned aircraft is backed by an exclusive manufacturer one-year warranty*.

Chris Milligan, Vice President, Pre-owned Aircraft Services, Bombardier said, "As life gradually begins to return to normal, the supply of business jets across the industry has been outpaced by demand. A Bombardier Certified Pre-owned aircraft provides buyers with the highest quality pre-owned product, equipped with the latest safety and cabin enhancements – while providing the new aircraft delivery experience customers are looking for."

Thanks to the Bombardier Certified Pre-owned aircraft program, customers can discover the high-quality array of available Bombardier business jets and sign up to receive alerts when an aircraft becomes available. As with all new Bombardier business jets, Bombardier Certified Pre-owned aircraft hold the promise of excellence in quality and reliability while demonstrating our commitment to maintaining the overall residual value of all Bombardier aircraft. Customers can count on Bombardier's unparalleled expertise and know-how as the OEM to access, refurbish and provide services for the most exclusive selection of Bombardier pre-owned aircraft on the market.

"Bombardier's Certified Pre-owned aircraft program is capitalizing on a resilient market where supply still hasn't caught up with demand," said Jean-Christophe Gallagher, Executive Vice President, Services and Support, and Corporate Strategy, Bombardier. "With so many new prospective buyers on the market, Bombardier can fulfill this demand and harness our world-renowned product knowledge, refurbishment capabilities and valuation know-how."

For further customer peace of mind, each aircraft is equipped with the latest improvements in reliability through recommended maintenance inspections, service bulletins, systems upgrades and enrollment in Bombardier's Smart Parts program, as required. Comfort is also at the forefront of this premium experience as the aircraft is delivered with a pristine cabin benefiting from the utmost care of services that range from a complimentary deep cleaning and sanitization to a fully refurbished interior.

A Bombardier Certified pre-owned aircraft combines operational efficiency with aesthetic beauty, while a fresh coat of Matterhorn white paint is the perfect canvas for customers to apply a personal touch with their signature livery. Upon delivery, customers have the guarantee that Bombardier as the OEM will stand by its products, providing support at the onset of operations and beyond.

Customers can count on an exclusive manufacturer warranty, which extends to operational support during the first year, just like with new Bombardier aircraft. Those in search of the best quality in pre-owned aircraft can fly confidently knowing that Bombardier's leading families of Learjet, Challenger and Global aircraft are backed by the strength and reach of Bombardier's customer services offered across its worldwide and award-winning support network.

Gulfstream Dallas facility expands to accommodate G600 completions

In addition to the Dallas expansion, Gulfstream large-cabin completions are conducted in Savannah and Appleton, Wisconsin.

Gulfstream Aerospace is expanding Gulfstream G600 completions operations to the Gulfstream Dallas facility, further increasing growth and large-cabin capacity for customers. As part of this expansion, Gulfstream's director of Savannah completions, Melissa Grant, has been named vice president and general manager of the Dallas facility and will be relocating to facilitate the seamless transition of expertise and experience.

"We are seeing great demand for our next-generation aircraft, including the G600," said Mark Burns, president, Gulfstream. "Thanks to our long-term strategic planning, the growth of Gulfstream Customer Support at Fort Worth Alliance Airport is allowing us to optimize completions at our Dallas Love Field facility and add the G600 to operations there. Our world-class interior outfitters and artisans in Dallas will deliver the Gulfstream quality and excellence that has made our award-winning interiors the best in the business."

In addition to the Dallas expansion, Gulfstream large-cabin completions are conducted in Savannah and Appleton, Wisconsin. In February, Gulfstream announced the expansion and renovation of the Appleton facility's completions operations. Completions for the super-midsize Gulfstream G280 are also performed at the Gulfstream Dallas facility.

In February 2020, Gulfstream Customer Support announced the expansion of its Dallas-based service center to Fort Worth Alliance Airport to help meet the needs of its growing customer fleet. The new, nearly 160,000-square-foot/14,864-square-meter maintenance, repair and overhaul facility in Fort Worth will include hangar space, back shops and employee and customer offices.

ST Engineering opens expands widebody hangar at Pensacola International Airport

When fully completed, the expansion will add three large state-of-the-art hangars and associated support shops

ST Engineering recently celebrated the opening of a new maintenance hangar at Pensacola International Airport. The construction of the new hangar is the first phase in the development of a 655,000 sq ft airframe Maintenance, Repair & Overhaul (MRO) complex that was originally announced in October 2018. The project expands on an existing two-bay widebody hangar operated by ST Engineering. When fully completed, the expansion will add three large state-of-the-art hangars and associated support shops, and around 1.5 million labour hours to ST Engineering's annual capacity in Pensacola.

Tom Vecchiolla, ST Engineering North America President and CEO said, "We are thrilled at the opportunity to strengthen our existing partnership with the City of Pensacola and play a major role in its post-pandemic recovery and growth. We are driven by our commitment to help customers be better prepared, better protected and better connected for a more sustainable future. Through Project Titan, we pledge to do just that."

The total development cost for the airframe MRO complex is budgeted at USD 210 million, funding for which comes from ST Engineering, Triumph Gulf Coast and other state and federal organizations. The complex is expected to bring about 1,300 jobs to Pensacola. When combined with the first hangar, the total number of jobs at the facility will reach about 1,700. To meet the future demand for talent expected at the facility, ST Engineering is evaluating the creation of an Aviation Training Academy that would add an additional 150 graduates a year to the local aviation maintenance programs.

Jeffrey Lam, President of Commercial Aerospace, ST Engineering, said, "The plan to go ahead with the expansion is a reflection of our confidence in the sector's long-term prospects and growth as the aviation industry in the US and the rest of the world gradually recover from the pandemic. We are extremely grateful for the strong support provided by the City of Pensacola and the State of Florida, and we look forward to being a significant contributor to the region's aviation and economic ecosystem through this milestone project. We are also taking the opportunity to ensure that the new hangars are built with sustainability in mind to reduce the carbon footprint of the business."

Besides Pensacola, ST Engineering currently operates aviation MRO facilities in Mobile, Alabama; San Antonio, Texas and Middle River, Maryland, and offers aircraft engine washes through Eco-Services in Wethersfield, Connecticut. The expansion plan in Pensacola, which aligns with their commitment to invest in its core business, would strengthen ST Engineering North America's aerospace network in the US to better serve its growing customer base in the Americas.

ISI to establish World's first Passenger to Freighter conversion site in Italy

Freighter conversions require huge investment, advanced technology, and skilled personnel, with high barriers to entry in the sector

Israel Aerospace Industries will establish the World's first Passenger to Freighter conversion site in Italy. This site will convert Boeing 737-700/800 with Atitech Company at their MRO center in Naples. This cargo conversion site in Italy will join two existing cargo conversion sites in China.

President of Atitech, Gianni Lettieri said, "I am personally glad to see Atitech expanding its services portfolio with this new very high-tech product, in line with the strategy of the company targeting to make the Italian National MRO. Freighter conversions require huge investment, advanced technology, and skilled personnel, with high barriers to entry in the sector. Atitech, possessing all the above and the know-how to retrofit Boeing's passenger aircraft, looks forward to building support and cooperation with IAI. Based on its world-class MRO infrastructure, Atitech will convert in parallel two aircraft, in a nose to tail line, contributing to strengthening the competitiveness of the Italian aviation industry."

Executive VP of IAI and General Manager of Aviation Group, Yossi Melamed said, "Establishing the first cargo conversion site in Europe is a historical step for IAI. The company started its path almost 70 years ago as a maintenance house for airplanes, since then IAI has become a world-leading name in converting passenger aircraft to freighters. Today, IAI's converted freighter aircraft serve the world's largest cargo companies, and most of the e-commerce market. Atitech MRO was selected as a business partner to provide a solution to the European market among other markets as well. I feel confident the collaboration between these companies will mutually contribute to IAI and Atitech business."

Atitech MRO is a veteran global company with extensive experience in aviation and is certified by the Federal Administration Agency (FAA Part 145) and the European Union Aviation Safety Agency (EASA Part 145). The MRO center will supply solutions in maintenance and aircraft renovation, converting passenger aircraft to cargo configuration. In addition, it will provide training and support in licensing and registration. The establishment of the center is a testament to IAI growing impact around the world.

MTU expands MRO operations in Germany with new repair facility in Serbia

This new site will focus exclusively on the repair of commercial engine parts

MTU Aero Engines AG started construction work on its new repair facility for MTU Maintenance Serbia as a part of their expansion program. This new site will focus exclusively on the repair of commercial engine parts. MTU plans to start operations at the end of 2022.

"We welcome MTU's commitment to our country," says Serbia's President Aleksandar Vu i . "I am convinced that MTU, as a global engine specialist, can become a key part of a strong aviation industry in Serbia. We are supporting this by expanding our infrastructure and investing in the training of highly qualified specialists."

Commercial aircraft engine maintenance is a key driver of MTU's business success. An additional location provides the company with further flexibility and strengthens its global competitiveness.

"Commercial maintenance business accounts for more than 60 percent of our business volume – and the trend is rising. The new facility in Serbia will add efficiency to our high-performance network of MRO locations in Europe, Asia and North America," explains Michael Schreyögg, MTU Aero Engines' Chief Program Officer. "The ramp-up of this additional capacity in Serbia is an essential element in our ability to offer competitive services in the global market. MTU stands for quality and reliability among partners and customers. The basis for this is professional training and development, which has been the focus of our efforts in Serbia since the beginning of our project. We greatly appreciate the excellent support and partnership of the Serbian government."

Over the past two years, MTU has worked with the Serbian Ministry of Education to develop the Aviation Academy in Belgrade into a leading training center for aviation professions. In line with the quality standards of the aviation industry, job profiles specially tailored to engine technology were implemented as early as September 2020, and the first MTU Maintenance Serbia specialists have now been trained. Additionally, employees are also already learning additional skills in on the job training at MTU locations in Germany and Poland. At present, MTU Maintenance Serbia has more than 60 employees on board. Over the next few years, the number of employees at the site is expected to grow to around 500.

S7 launches first automated plant for production of Airbus panels in Russia

If stable demand in the market arises they will further modernize the production area for the manufacturing of panels for Boeing and Sukhoi Superjet 100 aircraft

S7 Technics have launched the first automated plant for the production of Airbus aircraft panels in Russia. Aircraft panels will be manufactured from composite materials by milling on a high-precision computer numerical control (CNC) machine made by the Czech company Volter. The complex of works, starting with graphic processing (creating a 3D model of panels, preparing programs for CNC machines) and ending with certificate release for a finished product, will be performed by experienced S7 Technics specialists who have already completed the training in working with CNC equipment and programming.

Maxim Akchurin, S7 Technics Business Development Project Manager said, "During base maintenance checks such as C-Check, 30-80 percent of the aircraft cabin panels are replaced according to redelivery check from 60 percent to 90 percent. Our own production of panels will speed up the process of replacing them on aircraft that are undergoing maintenance, thereby reducing the TAT (turn-around-time)."

S7 Technics will focus on the production of panels for A320 Family aircraft; however, if stable demand in the market arises they will further modernize the production area for the manufacturing of such panels for Boeing and Sukhoi Superjet 100 aircraft.

Aviation Blade Services, AMS Group and AirAsia signed main and tail rotor blade repair for Taiwanese fleet

AMS and ABS are collectively committed to provide AACL with on-going training, engineering consultation and maintenance support to sustain the ROCN and ROCA S-70/UH-60 fleets mission readiness requirements

Aviation Blade Services (ABS), AMS Group and Air Asia (AACL) signed a multi-year contract for Main and Tail Rotor Blade repair for Taiwanese fleet. Aviation Blade Services will be providing multi-year Inspection and Repair Training and Maintenance to support repair for the fleet of S-70/UH-60 rotorcraft.

ABS General Manager John Brennan said, "We are excited to continue growing our footprint with foreign military operators of the Blackhawk and Seahawk by expanding our longstanding relationship with the AMS Group and AACL. The training and service partnership allows AACL to support fleet readiness in the country and reduce turnaround times (TAT) by leveraging ABS's industry leading technical capabilities."

AMS Group SVP, Business Development, Dr. Matthew Wentzel said, "AMS Group is extremely excited to expand our partnership with ABS to enhance the AACL Vertical Flight Center's current in-country Depot Level S-70/UH-60 Rotor Blade maintenance capabilities. AMS and ABS are collectively committed to provide AACL with on-going training, engineering consultation and maintenance support to sustain the ROCN and ROCA S-70/UH-60 fleets mission readiness requirements."

AACL VP, Tsai, Sung-Lin said, "The AMS and ABS partnership has demonstrated dedicated customer support, competitive cost/TAT options, technical capability and a reputation for quality support and services. These were all key factors in our decision to enter into a long-term technical partnership."

Aviation Blade Services looks to continue to grow its influence within the UH-60/S-70 rotor blade maintenance marketplace with continued investment in engineering and capacity. The establishment of partnerships with AMS, as well as direct government contracts is proving to be a successful growth path.

Air Nostrum renews agreement with NYCO for using TURBONYCOIL 600 engine oil for their fleet

Air Nostrum Engineering & Maintenance have been using TURBONYCOIL 600 in their fleet for several years with a very good operational experience

NYCO announces that Air Nostrum Engineering & Maintenance, the leading regional airline headquartered in Spain and operating as a franchisee of Iberia as Iberia Regional, has extended the strategic partnership with NYCO to continue operating its mixed fleet with the TURBONYCOIL600 engine oil.

Fermin Tirado, Air Nostrum Engineering & Maintenance Accountable manager said, "We have been using the TURBONYCOIL 600 in our fleet for several years with a very good operational experience. Engine teardowns and shop inspections confirms the outstanding oil performance for our demanding operations. The NYCO team has been very supportive and comprehensive during this challenging time."

Pedro Dasi , NYCO Head of Sales & Marketing aeronautics said, "We are really glad to renew our support to Air Nostrum during this exceptional time for the aerospace industry with our field proven turbine engine oil TURBONYCOIL 600. We do thank Air Nostrum, being one of the leading and industry-recognized regional airlines, for the trust and the confidence in our products and our people."

Air Nostrum has been using the TURBONYCOIL 600 since 2017 for its regional fleet of 43 aircraft operated by CRJ100s, CRJ200s, CRJ900s, CRJ1000s and ATR72s.

Airbus and Delta TechOps expand Digital Alliance to include GE Digital

GE's entrance into the alliance will connect its extensive aerospace systems engineering expertise and best-in-class predictive analytics to Airbus' Skywise suite

Airbus and Delta TechOps are expanding their aviation Digital Alliance to include a new member GE Digital to further develop real solutions that curb operational disruptions, drive progress in unplanned maintenance events and ultimately benefit global commercial operators' bottom-line financial performance.

Under the umbrella of the alliance the industry leaders will combine their respective know-how of aircraft systems, airline and maintenance operations, digital analytics, as well as operational data and front-end user applications. In particular, GE's entrance into the alliance will connect its extensive aerospace systems engineering expertise and best-in-class predictive analytics to Airbus' Skywise suite of proven digital solutions and Delta's operational and maintenance excellence and related predictive models.

Andrew Coleman, Senior Vice President & General Manager Aviation Software at GE Digital said," We are looking forward to bringing our analytics capabilities and significant coverage on aircraft parts to the aviation Digital Alliance, together with Airbus and Delta TechOps. In doing so, our joint capabilities will integrate into Skywise' powerful applications, and also bring GE Digital's software expertise to the fleets of 140 customer airlines engaged with the Skywise Core platform."

The resulting cross-fleet portfolio of integrated services offered by the alliance will deliver cost savings, network efficiencies and increased fleet availability to around 140 customers worldwide which are already engaged with Skywise Core. With GE Digital's added analytics capabilities and systems portfolio covering a variety of aircraft, airlines will further benefit from cross-fleet health monitoring and diagnostics, reliability analysis and predictive maintenance analytics enabling airlines to avoid operational disruptions and accelerate maintenance decisions by quickly predicting potential in-service issues across their entire aircraft fleets.

Don Mitacek, Senior Vice President, Delta TechOps & President, Delta TechOps Services Group (DTSG) said, "Delta TechOps teams have unparalleled expertise in their roles to safely and strategically support Delta's vast, global aircraft fleet maintenance operations in addition to the comprehensive portfolio of services for our more than 150 maintenance, repair and overhaul customers worldwide. Together in the aviation Digital Alliance with Airbus and now welcoming GE Digital, our teams are looking forward to combining our complementary strengths on the Skywise platform, for the mutual benefit of all."

The integrated capabilities will digitally transform airline operations by bringing stronger collaboration between the airline maintenance control centers (MCCs) and engineering and reliability teams, while breaking down existing information silos.

Lionel Rouby, Senior Vice President, Customer Services Innovation & Digital Solutions at Airbus said, "We are delighted to welcome GE Digital into the aviation Digital Alliance. The resulting combination of Delta's know-how in both airline operations and maintenance, Airbus' aircraft design expertise, Skywise' operational fleet 'big-data' and now GE's industry leading predictive analytics, will provide even greater value for the multitude of airlines worldwide already connected to the Skywise Core platform. These airlines will soon benefit from even more powerful 'nose to tail' and cross-fleet digital solutions."

The alliance covers airframe and systems analytics and predictive maintenance for a wide range of ATA Chapters on both single-aisle and widebody Airbus aircraft. Delta contributes analytics capabilities covering nearly all airframe and engine types and configurations across Airbus and other OEM aircraft fleets. As currently the only customer among the alliance members, Delta can also ensure products are validated and applicable.

GE Digital will complement the alliance's existing portfolio by bringing its own extensive analytics capabilities. The equipment and related predictive models which GE Digital will contribute encompasses many types of aircraft systems in various ATA Chapters. Overall, GE's joining the alliance will approximately double both the number of analytics algorithms as well as the number of aircraft parts which can be monitored by the analytics.

To support the growth of the aviation Digital Alliance, Airbus has set-up a dedicated team of data scientists, customer experience designers and software developers based in Atlanta to work closely with Delta TechOps and GE Digital.

AAR partners with Druck for global AOG support for engine pressure sensors

Druck's industry leading pressure sensors will complement AAR's existing sensor and LEAP product offering

AAR has signed an agreement with Druck, a Baker Hughes business, to offer global aircraft-on-ground (AOG) support for a range of engine pressure sensors. This service will be performed through AAR´s customer support team and worldwide warehouses network.

"We are excited to add Druck´s pressure sensors to our portfolio to enhance our existing AOG solutions for customers," said Darren Spiegel, AAR Vice President and General Manager OEM Solutions. "The AAR AOG team already supports a global customer base with parts supply and the addition of Druck's industry leading pressure sensors will complement our existing sensor and LEAP product offering."

"Druck has supplied more than 500,000 sensors to the aerospace sector providing unrivalled levels of accuracy and reliability across pressure measurement applications," said Gordon Docherty, Druck Vice President. "Working in partnership with AAR provides our customers with seamless access to our pressure sensor technology, helping optimize operations."

Complementing existing solutions provided to AAR's client base, this multi-year agreement will prevent parts supply delays and provide customers with immediate access to pressure measurement technology. Druck sensors will be used to support applications such as: hydraulics; environmental control systems; fuel monitoring; auxiliary power unit operations; engine measurement; air data measurement; and cabin pressure.

Delta Air Lines riding high on sustainability wave, signs multi-year SAF agreement with CTM

This partnership is the first multi-year SAF commitment for Delta and builds on the growing list of travel management companies and corporate partners that share in Delta's commitment to bolster the future of sustainable air travel.

Delta Air Lines and Corporate Travel Management (CTM) have signed a multi-year sustainable aviation fuel (SAF) agreement. The three-year deal will reduce lifecycle emissions by 209 metric tons of carbon dioxide, which is equivalent to the amount of carbon sequestered by 256 acres of US forests. This partnership is the first multi-year SAF commitment for Delta and builds on the growing list of travel management companies and corporate partners that share in Delta's commitment to bolster the future of sustainable air travel.

Delta's Amelia DeLuca, Managing Director, Sustainability said, "These partnerships are a core driver for decreasing the aviation industry's reliance on conventional jet fuel and encouraging the economic viability of SAF by building industry demand and supply. The collective impact we are making with our corporate partners delivers real change for the industry."

In total, 300,000 gallons of SAF have been purchased in collaboration with Delta's corporate partners. This means life cycle emissions from Delta operations will be reduced by 2,100 metric tons, which is equivalent to removing 457 passenger vehicles from the roads for one year.

With a future vision of zero-impact aviation, Delta's first step is to solve for its largest impact on the environment carbon dioxide emissions. To do so, it is investing in the readily available resources that can make a difference today, like SAF, which has limited supply and a ticket price 3-5 times that of conventional jet fuel. It is why partnerships like the one with CTM are necessary.

"CTM is committed to developing and supporting initiatives that provide practical and sustainable benefits to businesses, the environment and local communities," said Kevin O'Malley, Chief Executive Officer of Corporate Travel Management North America. "We are proud to take this next long-term step alongside Delta in supporting the lasting sustainability of our planet by reducing the impact of business travel on the environment."

SAF is a critically important lever in Delta's Flight to Net Zeroas it reduces the life cycle carbon emissions from aviation fuel. In its pure form, it can reduce life cycle carbon emissions up to 80 percent compared to petroleum-based jet fuel. The collaboration with BCD Travel, CWT, Deloitte, Nike, Takeda and now CTM underscore the significant positive environmental impact that can be achieved through collaboration.

CAE and Volocopter to certify and deploy pilot training program for eVTOL operations

As part of the agreement, Volocopter will purchase a simulator from CAE to be used in its pilot training program certification.

CAE and Volocpoter signed a strategic partnership to develop, certify and deploy an innovative pilot training program for electric vertical takeoff and landing (eVTOL) operations. A first in the industry, this eVTOL pilot training program will develop the pilot workforce of the future and ensure safe introduction of eVTOL operations globally by leveraging CAE's advanced technologies such as Artificial Intelligence (AI), Virtual Reality (VR), Mixed Reality (MR), as well as data analytics and Volocopter's leading understanding of requirements for integration into the UAM ecosystem.

UAM is an emerging part of the aviation industry focused on aerial connectivity in and around cities. Volocopter's family of electric aircraft are designed to relieve today's heavily fossil-fueled, inner-city traffic for both people (VoloCity, VoloConnect) and goods (VoloDrone) . The company's first commercial eVTOL aircraft, the VoloCity, is well into its certification program with the European Union Aviation Safety Agency (EASA) and is positioned to launch first services in time for the 2024 Olympics in Paris. Through existing agreements and partnerships with global leaders, such as Daimler, Aéroports de Paris, Microsoft Azure, and now CAE, Volocopter plans to launch its services in a number of cities globally within the next five years. Volocopter is committed to seeking certification with the highest global safety standards for aircraft and operations.

Florian Reuter, CEO of Volocopter said, "As we scale our UAM services in cities around the world, specific pilot training and qualification for our Volocopters will be an important element. We are proud to be partnering with CAE, who have a track record in developing best-in-class, innovative pilot training solutions for new aircraft programs. It will greatly benefit Volocopter's entry-into-service timeline and scale. We are excited about CAE's endorsement and look forward to collaborate as partners focused on combining future-oriented technologies to ensure aviation safety."

CAE commits to expanding its worldwide training network with a forecasted investment of up to USD40 million to meet Volocopter's projected pilot demand in the early years of operation. CAE will be deploying training equipment and instructors in lockstep with Volocopter's growth. As part of the agreement, Volocopter will purchase a simulator from CAE to be used in its pilot training program certification. CAE will create new, student-centric courseware, specifically designed for the pilots of the future as Volocopter's courseware provider and will also offer pilot trainees customized resources that enable faster, more efficient pilot training.

Nick Leontidis, CAE's Group President, Civil Aviation Training Solutions said, "As a high-technology company and the industry leader in pilot training, we continuously look at providing solutions that make the world a safer place. We are committed to supporting Volocopter's inspiring vision and we look forward to leading in the design of UAM pilot training that prioritizes safety of operations through our data-driven solutions, world-class pilot training experience, and longstanding relationships with civil aviation authorities across the globe."

A recent survey predicted that advanced air mobility will create an additional surge in the demand for pilots, with an estimated 60,000 pilots needed within the first decade of operation. Volocopter and CAE will work closely together to obtain regulatory approval for their pilot training program of the future.

Boeing to provide maintenance support to Royal Air Force's fleet of P-8 Poisedon for USD 321.6 million

The RAF is on contract for nine Poseidon aircraft with five already delivered and the remaining four scheduled for later this year

UK Ministry of Defense has signed Boeing to support the Royal Air Force's fleet of Poseidon MRA1 maritime patrol aircraft and crew training.The contract valued at USD 321.6 million will provide maintenance services, spares and repairs, including tools and ground support equipment, as well as supply chain management, forecasting and inventory management, and airworthiness services for the RAF's P-8 fleet.

Defense Secretary Ben Wallace said, "Our new Poseidon fleet continues to grow from strength to strength and is already defending the UK's maritime interests at home and abroad. This contract with Boeing Defense UK secures our critical submarine-hunting aircraft capabilities whilst also creating a home-grown training enterprise and creating over 150 British jobs."

The training element of the contract will offer a suite of training systems and courseware to prepare aircrew and maintainers to safely and effectively operate and maintain the fleet. Boeing will provide the flight instructors to train P-8A pilots, and under the terms of a subcontract, Burgess Hill-based CAE UK will create more jobs in the UK to provide rear crew and engineering instructors, and console operators and controllers who will perform role playing and support functions during training and mission rehearsal exercises.

These agreements will create 150 jobs in the UK, including more than 100 at RAF Lossiemouth in northern Scotland. Boeing employees are already working alongside RAF personnel at the station in Moray, supporting the current fleet of five Poseidons.

"The P-8A Poseidon brings the RAF critical reconnaissance capabilities, and we are proud to be a trusted partner in helping to keep RAF aircrew trained, and the P-8A mission ready," said Anna Keeling, managing director of Boeing Defence UK. "We are excited to see our continued growing presence in Scotland with the creation of these highly-skilled jobs, in addition to our existing footprint of more than 2,500 employees across the UK, reaffirming our commitment to help strengthen the aerospace and defense sector in Scotland."

The RAF is on contract for nine Poseidon aircraft with five already delivered and the remaining four scheduled for later this year, when around 200 Boeing employees are expected to be based at RAF Lossiemouth focused on maintenance, training and support.

The second of two Operational Flight Trainers, jointly developed by Boeing and CAE for the Poseidon fleet, arrived at RAF Lossiemouth last month. Both will be installed in the Boeing-built Strategic Facility, which accommodates three Poseidon aircraft, squadrons and mission support facilities.

The P-8A Poseidon supports maritime surveillance, anti-submarine warfare and anti-ship warfare for the UK, and increases protection of the UK's nuclear deterrent and Queen Elizabeth class aircraft carriers. More than a dozen UK-based suppliers produce components for the P-8, making up five percent of every P-8 aircraft around the world. Marshall Aerospace and Defence Group has built and delivered more than 900 auxiliary fuel tanks from its production facility in Cambridge.

US Navy awards Raytheon with contract to produce Next Gen Jammer Mid-Band

NGJ-MB is the Navy's advanced electronic attack system that offensively denies, disrupts and degrades enemy technology, including air-defense systems and communications

US Navy has awarded Raytheon with USD 171.6 million contract for Low-Rate Initial Production of Next Generation Jammer Mid-band (NGJ-MB). The award advances the program from the development stage into production and deployment. NGJ-MB will fundamentally change the way the Navy conducts airborne electronic attack.

NGJ-MB is the Navy's advanced electronic attack system that offensively denies, disrupts and degrades enemy technology, including air-defense systems and communications. NGJ-MB uses the latest digital, software-based and Active Electronically Scanned Array technologies. This allows operators to non-kinetically attack significantly more

targets and at greater distances.

"With its power and ability to jam multiple radars simultaneously, NGJ-MB will fundamentally change the way the Navy conducts airborne electronic attack," said Annabel Flores, vice president of Electronic Warfare Systems for RI&S. "NGJ-MB will increase the survivability and lethality of fourth-and fifth-generation fighters, making naval aviation that much more effective."

The award follows last week's Milestone C decision, advancing the program into the production and deployment phase. NGJ-MB has completed more than 145 hours of developmental flight-testing using mission systems and aeromechanical systems. The program has also completed over 3,100 hours of anechoic chamber and lab testing at Naval Air Station Patuxent River, Maryland, and Naval Air Station Point Mugu, California. Chamber tests evaluated the system's performance both on and off the EA-18G Growler aircraft, in addition to jamming techniques and reliability testing.

General Atomics Aeronautical Systems completed first MQ-9A for Royal Netherland Air Force

An extremely reliable aircraft, MQ-9A Block 5 is equipped with a fault-tolerant flight control system and triple redundant avionics system architecture

General Atomics Aeronautical Systems recently completed first MQ-9A Block 5 Remotely Piloted Aircraft (RPA) and Ground Control Station (GCS) for the Royal Netherlands Air Force (RNLAF). The total Foreign Military Sales agreement includes four MQ-9A Block 5 aircraft and four mobile Ground Control Stations, along with associated support equipment. The aircraft will begin its acceptance testing early next year at GA-ASI's Gray Butte Flight Operations Facility and will be delivered to the Netherlands soon after.

"We are proud to begin this new relationship with the Royal Netherlands Air Force," said Linden Blue, GA-ASI CEO. "With millions of hours of proven performance under its wings, the MQ-9 is ideally suited to support their nation's ISR needs. The Netherlands now joins the United Kingdom, Italy, France and Spain as NATO countries operating our advanced RPAs, with Belgium coming online in the next few years."

With unmatched operational flexibility, MQ-9A Block 5 has endurance of over 27 hours, speeds of 240 KTAS and can operate up to 50,000 feet. It has a 3,850 pound (1,746 kilogram) payload capacity that includes 3,000 pounds (1,361 kilograms) of external stores. It provides a long-endurance, persistent surveillance capability with Full-Motion Video and Synthetic Aperture Radar/Moving Target Indicator/Maritime Radar. An extremely reliable aircraft, MQ-9A Block 5 is equipped with a fault-tolerant flight control system and triple redundant avionics system architecture. It is engineered to meet and exceed manned aircraft reliability standards.

Lockheed Martin and IAI enter in a MoU for Integrated Air and Missile Defense systems

Both companies will establish an executive steering committee and working groups for the implementation of this MOU and cooperation.

Lockheed Martin and Israel Aerospace Industries (IAI) have entered a Memorandum of Understanding (MOU) for collaboration in Integrated Air and Missile Defense (IAMD) systems. Under this collaboration, the companies will explore potential joint opportunities in areas such as research and development, production, marketing and other activities.

Tim Cahill, Lockheed Martin Senior Vice President, Global Business Development said, "Our long-standing relationship with the State of Israel and its defense industries opens new opportunities for Lockheed Martin, aimed to expand our businesses around the world while delivering unmatched IAMD capabilities to our global customers. This new Memorandum of Understanding is yet another step in our strategy for cooperation with IAI, as a partner in some of our key programs."

Boaz Levy, IAI's President & CEO said, "The MOU entered today is a strategic agreement for us. Combining the development capabilities and the vast know-how of Lockheed Martin and IAI experience accumulated over the years in IAMD systems will create win-win opportunities for both sides. IAI looks forward to exploring this cooperation and optimizing the possibilities in it."

Both companies will establish an executive steering committee and working groups for the implementation of this MOU and cooperation.

Introducing Rafael's Sea Breaker – 5th Generation, Maritime, Land-based Long-Range Attack Weapon System

Sea Breaker utilizes Rafael's technological innovations such as electro-optics, computer vision, Artificial Intelligence and decision-making algorithms for full operational capability in GNSS-denied environments for maritime superiority missions

Rafael Advanced Defense Systems recently unveiled Sea Breaker, a 5th generation long range, autonomous, precision-guided missile system, enabling significant attack performance against a variety of high-value maritime and land targets. Sea Breaker is a naval and artillery unit force-multiplier, designed to overcome the modern warfare arena challenges, using Rafael's legacy of high-end precision-guided solutions.

Sea Breaker provides surgical, pin-point precision strikes from stand-off ranges of up to 300 km. It features an advanced IIR (Imaging Infra-Red) seeker, ideal for engagement of maritime and land targets, stationary or moving, in advanced Anti Access/Area Denial (A2/AD) arenas, and in littoral or brown water, including archipelago, as well as for engagements in which previous generation RF-seeker-based missiles are not effective.

Sea Breaker can be launched from

naval platforms, varying in size, from fast attack missile boats, to corvettes and frigates. The land version is a central part of the shore defense, based on Rafael's highly-mobile SPYDER launchers. The battery architecture supports standalone launchers, or operation as an integrated solution, with a command and control Unit (CCU) and various sensors, based on customer requirements.

Using Artificial Intelligence, Sea Breaker performs deep-learning and big data-based scene-matching, a unique combat-proven Rafael technology, enabling Automatic Target Acquisition (ATA) and Automatic Target Recognition (ATR). The system has full operational capability in GNSS-denied arenas, in all weather conditions. The missile is ECM immune and jam-resilient. Sea Breaker's mission profile enables sea-skimming and terrain-following low-level flight above ground.

Flying at high subsonic speeds, Sea Breaker has a multi-directional, synchronized full sphere attack capability, based on predefined attack plans, according to waypoints, azimuth, impact angle and aim point selection, ensuring a high probability of mission success, with a 250 lb. penetration, blast and fragmentation warhead, making a single hit effective enough to neutralize a frigate-sized ship.

The missile's datalink supports real-time man-in-the-loop decision-making and tactical updates. It also features a mid-flight abort capability and Battle Damage Assessment (BDA).

Boeing expands German collaboration with five P-8A Poseidon for German Defense

With this order, Germany became the eighth customer of the multi mission maritime surveillance aircraft

In the latest milestone for Boeing P-8A Poseidon, the German Ministry of Defense recently accepted five aircraft under US Foreign Military Sales process. With this order, Germany became the eighth customer of the multi-mission maritime surveillance aircraft, joining the United States, Australia, India, the United Kingdom, Norway, Korea and New Zealand.

Michael Hostetter, Boeing Defense, Space & Security vice president in Germany said, "Boeing is honored to provide Germany with the world's most capable maritime surveillance aircraft. We will continue to work with the US government, the German government and industry to establish a robust sustainment package that will ensure the German Navy's P-8A fleet is mission ready."

The P-8A Poseidon offers unique multi-mission capability and is the only aircraft in service and in production that meets the full range of maritime challenges faced by European nations. Deployed around the world with more than 130 aircraft in service, and over 300,000 collective flight hours, the P-8A is vital for global anti-submarine warfare, intelligence, surveillance and reconnaissance and search-and-rescue operations.

Dr. Michael Haidinger, president of Boeing Germany, Central & Eastern Europe, Benelux and the Nordics. Said, "Bringing this capability to Germany is not possible without the contributions of German industry. With the P-8A, we will expand our collaboration with German companies, create new jobs and contribute to long-term local economic growth."

German companies that already supply parts for the P-8A include Aljo Aluminum-Bau Jonischeit GmbH and Nord-Micro GmbH. Recently, Boeing signed agreements with ESG Elektroniksystem- und Logistik-GmbH and Lufthansa Technik to collaborate in systems integration, training, support and sustainment work. By working with local suppliers, Boeing will provide support, training and maintenance solutions that will bring the highest operational availability to fulfill the German Navy's missions.

Sri Lanka Air Force selects Israel Aerospace Industries to upgrade Kfir aircraft

The deal, valued at USD 50 million, includes upgrades to the Kfir aircraft and enhancement of operational capabilities

Israel Aerospace Industries (IAI) recently signed a contract, worth USD 50 million with Sri Lanka's Ministry of Defense to upgrade Kfir aircraft for the Sri Lankan Air Force. The deal includes replacing the aircraft's basic avionics with the advanced 4+ generation fighter aircraft avionics in order to one day integrate advanced radar, sensors, communication systems, and new helmets. The upgrade process will also include transfer of knowledge and skills for refurbishment to Sri Lankan Air Force personnel. The upgrades will be completed in cooperation with Sri Lanka's Air Force and in their local facilities.

IAI Executive VP and GM of IAI's Aviation Group, Yossi Melamed, said,

"I am proud that IAI's Kfir has been chosen by customers around the world, including in the United States and as the Columbian Air Force's primary fighter jet. I am grateful to Sri Lanka's Air Force for choosing to renew their Kfir selection and continue using the Kfir as their Multi-Role Combat Aircraft. I believe this deal is an early step in preparing for future upgrades to the advanced model KNG (Kfir New Generation)."

The Kfir, when first developed, was a game changer on the battlefield with its ability to carry heavy ammunition (thousands of tons) and reach enemy targets in a precise manner. The decision to upgrade the aircraft now, was based in part, on the successful completion of this process in the Columbian Air Force. In 2012 and 2018, the Columbian Air Force's Kfir fleet participated in the United States Red Flag exercise, alongside the U.S. Air Force and other air forces. The Kfir displayed exceptional capabilities throughout the exercise, far better than the F15, F16 and other participating aircraft.

James Coogan promoted as Senior VP and Chief Financial Officer at Kaman

During his 12-year career at Kaman, Jamie has demonstrated deep financial acumen, a strong strategic mindset and proven leadership abilities.

Mr. James Coogan is promoted to the post of Senior Vice President and Chief Financial Officer effective immediately of Kaman. He will succeed Robert Starr who will help with a seamless transition for a few months. Mr Coogan had initially served as the Vice President, Investor Relations and Corporate Development.

Mr. Coogan joined Kaman in 2008 as Manager of External Reporting and SEC Compliance, during which time he helped enhance Kaman's SEC reporting systems and controls. In addition to serving as the primary contact with the investment community, Mr. Coogan played an integral role in the acquisition of Bal Seal in 2020 and the divestiture of Kaman Distribution Group in 2019.

Ian K. Walsh, Chairman, President and Chief Executive Officer said, "During his 12-year career at Kaman, Jamie has demonstrated deep financial acumen, a strong strategic mindset and proven leadership abilities. He has served in several positions with increasing responsibility across the organization and has played a key role in the development of the Company's growth strategies. Jamie brings a diverse skill set to the CFO role which will prove invaluable as we continue to deliver on our long-term value creation initiatives. Furthermore, Jamie's appointment is a reflection of the strength of our management bench and our focus on providing opportunities for advancement from within. Supported by our strong finance team, we look forward to benefiting from Jamie's expertise as we continue to build on our strong financial position."

On his appointment Mr Coogan said, "Kaman is an outstanding company with a strong financial foundation and significant opportunities for growth and value creation, and I am honored to be named CFO at this important time. I look forward to working closely with Ian, the leadership team and finance organization to drive growth and enhanced value for all stakeholders."

Robert Starr added, "It has been a highlight of my career to serve as Kaman's CFO and to have worked with such an outstanding team during a period of significant transformation. I'm proud of all we have accomplished and am confident that Kaman is well positioned for continued success. Jamie is a talented leader well suited for this new role, and I look forward to working closely with him over the coming month to enable a smooth transition."

In his new role, Mr. Coogan will oversee financial reporting, accounting, tax, treasury, risk management and financial planning and analysis. He will also continue to oversee the Company's investor relations and corporate development functions.

Brian West appointed as the executive VP and CFO at Boeing

"Brian is the ideal executive to serve as Boeing's next CFO given his significant financial management and long-term strategic planning experience in complex global organizations across the aerospace, manufacturing and services industries"

Boeing has appointed Brian West as their executive vice president and chief financial officer. In the new role he will lead all aspects of Boeing's financial strategy, performance, reporting and long-range business planning, as well as investor relations, treasury, controller, and audit operations. West will also oversee Boeing's business transformation efforts and will have executive responsibility for the company's global financing arm, Boeing Capital Corporation. He will report to Boeing President and CEO David Calhoun and will serve on the company's Executive Council.

"Brian is the ideal executive to serve as Boeing's next CFO given his significant financial management and long-term strategic planning experience in complex global organizations across the aerospace, manufacturing and services industries," said Calhoun. "I have had the pleasure of working with Brian previously, and he is an exceptional leader whose broad operational expertise and commitment to transparency with stakeholders will advance our efforts as we continue our focus on safety and quality, improving our performance and transforming our company for the future."

West joins Boeing following a successful and diverse career in senior financial and operational roles spanning several industries, including aerospace, manufacturing, infrastructure, healthcare, global information services, financial and risk management. He has served as the chief financial officer of Refinitiv since 2018, and was previously CFO and executive vice president of Operations for Oscar Health Insurance and CFO and COO of Nielsen. Prior to Nielsen, West spent 16 years at General Electric, where he served as CFO of GE Aviation and CFO of GE Engine Services. His additional finance leadership positions in GE businesses encompassed plastics, transportation and energy.

"I want to thank Greg again for his outstanding contributions to our employees, customers, communities and our company throughout his more than thirty years of service with Boeing," said Calhoun. "I also want to thank Dave for assuming interim leadership of our Finance organization. With decades of executive leadership experience at Boeing across treasury, investor relations, financial planning and more, Dave is a highly respected and effective leader who will bring informed and balanced guidance to our Finance organization during this transition period."

West succeeds Greg Smith, who previously announced his plans to retire, effective in early July. The company has named Dave Dohnalek, currently Boeing's senior vice president and Treasurer, to the role of interim CFO until West joins the company in late August.

Gerrod Andresen appointed as the director of Products and Programs at Elliott Aviation

Gerrod was most recently a Systems Engineer at Boeing for the Innovation & Portfolio Management Office and Complex Systems Analysis

Elliott Aviation has appointed Gerrod Andresen as Director of Aviation Products and Programs at their headquarters in Moline, IL. Gerrod joins Elliott Aviation with 25 years of aviation experience in engineering and product development at Boeing.

Greg Sahr, CEO of Elliott Aviation said, "Gerrod has an excellent background bringing a wide variety of products to market. His background in product design as well as leading and mentoring product design teams align well with our rapidly growing product development initiatives."

Gerrod was most recently a Systems Engineer at Boeing for the Innovation & Portfolio Management Office and Complex Systems Analysis. During his tenure, he managed program metrics for a portfolio of products worth over USD 3 billion. He also helped create the strategy for the C-17 Global Sustainment Partnership performance-based logistics contract valued at more than USD 1 billion a year.

Additionally, he was the affordability lead on Air Force, Navy, and Joint Unmanned Combat Air System (J-UCAS) programs to ensure the development of affordable products. He was also a team member on Army Joint Tactical Radio System (JTRS) Cluster 1, Air Force Small Diameter Bomb (SDB), Navy Aegis Combat Systems Engineering Agent (CSEA), and Air Force Research Laboratory (AFRL) Air Vehicle Integration and Technology Research (AVIATR) proposals.

Gerrod will lead Elliott Aviation's product development and engineering teams to create new and innovative products. This includes Elliott Aviation's technical product division, Elliott Technologies, which currently manufactures Prizm Cabin Lighting.

MRO BUSINESS TODAY

International CALENDAR

2021

31 AUG 01 SEPT	**ISTAT Asia** Millenia, Singapore
14-16 SEPT	**Aircraft Interiors Expo** Virtual
22-23 SEPT	**17th Maintenance Cost Conference (MCC)** Montreal, Canada
11-14 SEPT	**ACPC Conference** Atlanta, GA
15-16 SEPT	**Aero enginees Europe** Stavanger, Norway
15-16 SEPT	**MRO Russia** Moscow
20-24 SEPT	**MRO Asia pacific** Virtual
03-05 OCT	**ISTAT EMEA 2021** Edinburgh, Scotland
05-06 OCT	**Helitech World Expo** London
12-14 OCT	**NBAA Business Aviation Convention & Exhibition** Las Vegas, NV

MRO BUSINESS TODAY

International CALENDAR

2021

19-21 OCT — MRO Europe
RAI Amsterdam, The Netherlands

14-16 NOV — ISTAT Americas 2021
Austin, TX

14-18 NOV — Dubai Air Show
DBC, Dubai

2022

15-20 FEB — Singapore Airshow
Singapore

22-23 FEB — AIME 2022
Dubai, UAE

22-23 FEB — MRO Middle East
Dubai, UAE

03-04 MAR — PBExpo
Miami, FL

06-09 MAR — World Defense show
Riyadh, Saudi Arabia

07-10 MAR — HAI Heli Expo
Dallas, TX

MRO BUSINESS TODAY

International CALENDAR

2022

28-31 MAR	**AEA International Convention & Trade Show** New Orleans, USA
26-28 APR	**MRO America** Dallas, TX, USA
03-04 MAY	**NBAA Maintenance Conference** San Antonia, TX
23-25 MAY	**EBACE** Geneva, Switzerland
07-08 JUN	**Engine Leasing, Trading & Finance** London, UK
02 JUL	**AERO South Africa** South Africa
06-08 OCT	**Istanbul Airshow** Istanbul Atatürk Airport, Istanbul

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