



Digital MRO

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facturing unit shutdowns – all of this plagued the sector.

However, recovery post pandemic as prophesied by industry experts have marked 2023 as the year of regaining normalcy for the global digital MRO sector. A healthy demand is set to arise from spurt in pent up air travel across regions.

The aerospace MRO business has been quick to adopt digitisation in their systems to get back on the growth track. Projections indicate that the Digital MRO market... ■

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Brief News



Air works delivers sixth P-8I to the Indian Navy after concluding Phase 32 checks ■

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Airbus join hands with GMR to train young aviation engineers in India ■

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EXCLUSIVE INTERVIEW

Andy Nixon, President and Co-founder, MRO Insider

MRO Insider is a tech-based SaaS company with a network of service providers across many sectors of business aviation. Using proprietary technol-

ogy, MRO Insider allows aircraft owners and operators to send out a single request for the type of service they need.

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■ ENVISION is web-based, device-agnostic and accompanied by Rusada's suite of mobile apps, so the consumer can use it anytime, anywhere.

ENVISION software selected to manage Berry Aviation Maintenance activities

Berry Aviation has employed six of ENVISION's modules, which include aircraft Fleet Management, Base Maintenance, and Inventory Management.

Berry Aviation, a US-based private services operator, recently announced the selection of Rusada's ENVISION software to manage its Airworthiness and Maintenance activities. According to the agreement between the two companies, Berry Aviation has signed up for six of ENVISION's modules offered by the company, including Fleet Management, Base Maintenance, and Inventory Management, along with Rusada's ENVISION Tasks and ENVISION Stock mobile applications. The solution will be implemented by the company's North American Client Services teams. The work on the said project has already begun.

Steve Jenkinson, Director Flight Dispatch Operations at Berry Aviation said, "Due to the growth we've experienced over recent years, we were looking for a solution that could better handle the operations and maintenance of a more diverse and larger fleet. ENVISION stood out for us because of its use of modern technologies, and its user-friendly interface. In particular, we were very impressed with its quick and easy forecasting of maintenance activities, as well as its ability to efficiently handle component MRO. Even in these early stages of the implementation process we are already beginning to see the benefits Rusada's software will bring our business and our customers."

Berry Aviation provides specialty passenger, cargo, and medevac services to the U.S. Department of Defense, as well as cargo flights for civilian organizations, and third-party MRO services. The airline operates a mixed fleet of over 20 aircraft

consisting of De Havilland DHC-6, De Havilland DHC-8-200, Embraer 120, Fairchild Swearingen Metro III, King Air 350, and Cessna 206. The airline also serves all branches of the U.S. military. Berry Aviation's customers also include Fortune 500 companies, NCAA athletic teams, NASCAR teams, and other Part 135 and 121 carriers.

Julian Stourton, CEO, RUSADA said, "The services that Berry Aviation provide are incredibly complex in nature, which in turn leads to a complex maintenance environment. Managing such a diverse fleet is tricky enough as it is, but if you don't have an intelligent software solution to assist you, then the task becomes almost impossible. ENVISION has been tried and tested in complex operations around the world, so I am more than confident it can deliver the performance and oversight that Berry are seeking."

ENVISION is an aviation software solution for managing Airworthiness, Maintenance and Flight Operations. Currently used by over 150 aircraft operators and MROs worldwide to manage 2,000 plus airplanes and helicopters, ENVISION's wide range of functionality and user-friendly interfaces empower decision makers by providing them with accurate and insightful data. The culmination of over 35 years of experience, ENVISION is designed purely for aviation, with every piece of functionality developed with aircraft in mind, by industry experts.

Airbus Helicopters joins VRM Switzerland in developing world's premiere H145 VR simulator

Containing the OEM data package, the H145 VR simulator once qualified will allow pilots to perform proficiency checks and receive training credits.

Airbus Helicopters SAS, the helicopter manufacturing division of Airbus and VRM Switzerland has formed a coalition to co-develop a Virtual Reality (VR) training device for VRM Switzerland's twin-engine H145 helicopter. This new and innovative training tool will offer H145 operators an affordable and compact training solution with realistic flight behavior and full-body immersion, meanwhile offering a 3D vision and high-resolution scenery of VR technology.

"As we did with the H125 VR simulator, our Airbus pilots and experts will work hand in hand with VRM's team, bringing our OEM experience to this affordable, flexible training solution that will surely answer our customer's requirements

while also adhering to our high standards for operational safety. With this type of simulator, the pilot can enter operational scenarios that would be very risky to attempt in actual flight but which bring significant added value to training," Said, Christoph Zammert, Executive Vice President of Customer Support & Services at Airbus Helicopters.

Airbus Helicopters established their alliance with VRM Switzerland in 2021 to bring the EASA-qualified H145 VR training device to the aviation training market. This enables the H145 pilots to have a realistic training experience and execute complete proficiency checks on the simulator.

Fabi Riesen, CEO of VRM Switzerland

commented, "Having already successfully logged thousands of training hours with our simulators, we want to make this technology available to H145 operators by developing a VR flight training device for the five-bladed H145. This will allow H145 crews to prepare for their demanding missions with scenario-based training performed in a safe and realistic environment."

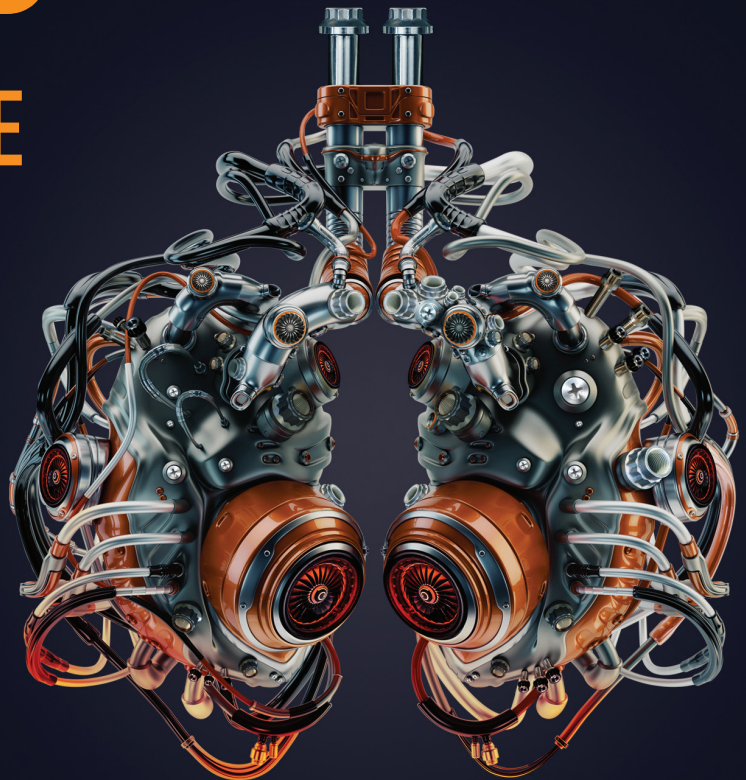
The H145 VR simulator contains the OEM data package. Once the simulator is qualified it will allow pilots to perform proficiency checks and receive training credits. It will be used to perform different types of ratings including normal flight, emergency situations, hoist operations, and flight with night vision goggles, as well as instrument ratings.

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Raytheon Technologies to invest in VerdeGo Aero to support hybrid-electric technologies

RTX Ventures is the lead investor in VerdeGo Aero's \$12 million Series A funding round, which will support VerdeGo Aero's VH-3 185kW power plant.



RTX Ventures, a corporate venture capital group of Raytheon Technologies has signed an agreement to invest capital in VerdeGo Aero to encourage the development of hybrid-electric propulsion technologies for advanced air mobility applications. This investment will also provide opportunities for VerdeGo Aero to collaborate with Pratt & Whitney on future product development.

RTX Ventures is the lead investor in VerdeGo Aero's \$12 million Series A funding round. The fund will support VerdeGo Aero's expansion and development of its growing portfolio of hybrid-electric powertrain systems, including the VH-3 185kW power plant. Other investors participating in the funding round include DiamondStream Partners, Avfuel Technology Initiatives Corporation, Seyer Industries, and Standish Spring Investments.

"VerdeGo Aero is excited about the opportunity to continue to develop technologies that convert aircraft

engines into hybrid powerplants, and to expand our portfolio offerings and customer base," said Eric Bartsch, CEO of VerdeGo Aero. "As VerdeGo continues its recruiting of technical and commercial aerospace experts, our growing team is looking forward to leveraging a strong relationship with Pratt & Whitney to address the needs of the hybrid-electric aircraft segment at multiple power levels."

VerdeGo Aero is currently developing its third generation of full-scale hybrid-electric power plant hardware. The company has already delivered pre-production power plants for flight test operations. Employing a high-speed development culture, the company is expanding its team of industry-leading electric propulsion experts, creating numerous opportunities for engineering, marketing, finance, and project management professionals working among a world-class team of innovators.

Graham Webb, chief sustainability officer at Pratt & Whitney said, "VerdeGo

Aero is helping to pioneer the emerging field of hybrid-electric propulsion technology, which has an important role to play in enabling the aviation industry's goal of reaching net zero CO₂ emissions by 2050. This investment has promising potential to enhance our technology and capability in segments of our small engine business while moving quickly and nimbly to advance our hybrid-electric propulsion strategy."

VerdeGo is a U.S based company established in 2017 that specializes in delivering power plants that converts jet fuel or sustainable aviation fuel into electric power, enabling greater performance and mission capability for a wide range of electric aircraft segments which includes drones, electric vertical-take-off-and landing (eVTOL), short-take-off-and-landing (STOL) aircraft, regional aircraft, and high-speed VTOL airframes. VerdeGo Aero's current hybrid powertrain programs range from 150kW up to multiple megawatts of continuous electrical output.

Muirhead Avionics secures exclusive distribution rights for the SDR-OMNI in Europe

SDR-OMNI is being manufactured by Tel Instruments (TIC) and is the most advanced commercial flight line test set ever made.

Muirhead Avionics, a brand of American multinational AMETEK MRO has secured exclusive distribution rights for the SDR-OMNI All-in-One Avionics Flight Test Set in Europe. The SDR-OMNI Flight Line Test Set is manufactured by Tel Instruments (TIC). The combination of hardware and software can test virtually any RF signal from 200 kHz to 2.0 GHz.

The SDR-OMNI Flight Line Test Set provides the avionics technician with a comprehensive suite of radio frequency (RF) avionics test capabilities in a single rugged, yet lightweight, package for demanding commercial and military customers. Professionally formatted reports can be downloaded via USB or wirelessly printed to a local wireless printer.

Test functions are implemented using software-defined signal processes that generate, receive, and measure complex avionics signals covering narrow band analog or digital communications, intricate navigation, and wide-band pulse or data protocols.

Steve Wells, Managing Director and Divisional Vice President at Muirhead Avionics said, "This device will be a game changer for avionics testing. At Muirhead, we endeavour to deliver the latest technologies to our customers, and this test set fits into our portfolio perfectly, offering unmatched capability and ease of use. This is the first RF test set that is completely software defined – technicians simply need to specify the avionics test app, or combination of apps they would like to use. It is also the lightest test set in the market at only 4.2 pounds. Additionally, its large 7-inch colour display with responsive touchscreen means the SDR-OMNI is designed with the specialized demands of commercial and military customers in mind."

The breadth of services offered by Muirhead Avionics' OEM-approved repair facilities allows the company to be a major supplier to many fixed and rotary wing operators worldwide. The services offered by the company cover navigation, communication, flight recorders, cockpit voice recorders, instrumentation, and test equipment.

With an OEM-approved repair station status, and through exclusive sales agreements, Muirhead Avionics offers extensive capabilities on a wide range of avionics systems, and the OEM-trained technicians ensure that customers will always receive the highest level of service.



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Image Courtesy: Antelo.com



Digital MRO

Digital MRO Overview

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downs – all of this plagued the sector.

However, recovery post pandemic as prophesied by industry experts have marked 2023 as the year of regaining normalcy for the global digital MRO sector. A healthy demand is set to arise from spurt in pent up air travel across regions.

The aerospace MRO business has been quick to adopt digitisation in their systems to get back on the growth track. Projections indicate that the Digital MRO market is expected to grow from USD 606 million in 2020 to USD 1,809 million by 2030, at a CAGR of 11.6% (for the period 2020 to 2030).

Global Digital MRO Market Trends

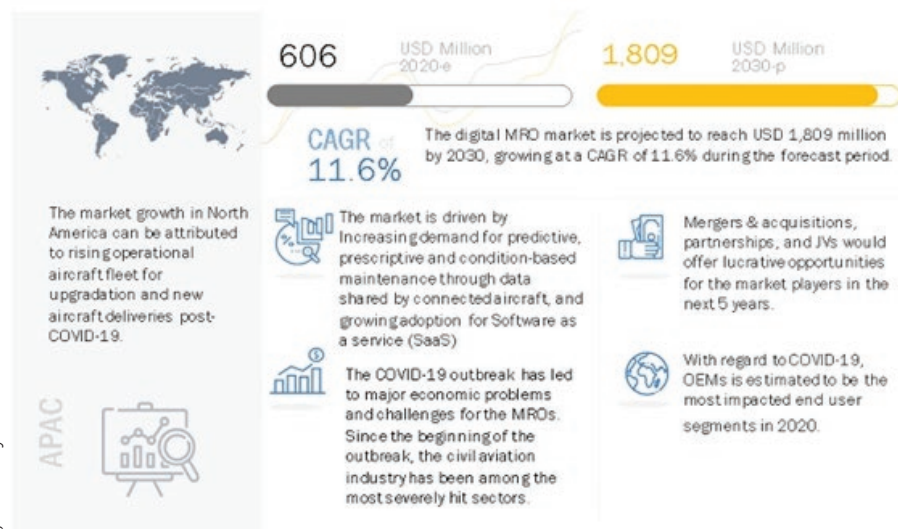


Image Courtesy: marketsandmarkets.com

Technologies in Vogue

As indicated above, an important area driving the sectoral growth is expected from the increase in digitalization of MRO activities by commercial airlines and aerospace MROs. Airlines are looking at increasing the life of existing assets by top-of-the-line, quality maintenance and servicing.

In vogue are exiting terms in digital MRO activities like Predictive Maintenance, AR/VR, 3D Printing, Blockchain, Artificial Intelligence, Robotics, Big Data Analytics, Digital Twin, IOT in terms of technology. 'End-User' being MROs, Airlines and OEMs.



Furthermore, aviation MRO software is bringing to the fore, digital solutions for ERP-based software. For instance, Lufthansa Technik developed a digitalized platform, wherein the company has integrated all possible stakeholders through integration software, IoT sensors, and other connected infrastructure. Now, that's 'ease' of managing operations and ultimately, business.

Digital MRO – A world of conveniences

Seeing a surge in demand for their

services, MRO companies have invested in software to help aircraft operations run efficiently, resulting in a reduced turnaround time (TAT) of aircraft in maintenance. This is an important cost saving benefit for going digital.

While MRO service providers use data analytics to maintain precise levels of inventory, data analysis helps determine staffing levels that get adjusted basis number of aircraft arriving for maintenance servicing.

Connected aircraft are enabled with

data connectivity provided by satellite communication and connected to ground stations. Data is garnered and shared with different entities in the aviation ecosystem regarding health of aircraft system components, engines, as also condition of the aircraft in real-time. These entities are the airlines, OEMs, and MRO service providers. This data in turn can then be used for predictive maintenance scheduling.

Importance of Artificial Intelligence (AI)

Leading the growth story is the application of artificial intelligence (AI) in the digital MRO space. An impressive CAGR is the forecast for the period (2020-2030). The segment is buoyed by the increasing preference and demand for predictive maintenance that allow MRO operators to conduct preventative maintenance, prescriptive analytics, automated reporting and communication features, voice recognition, and deep learning. Monitoring and auditing performance, parts failure analysis, troubleshooting and assessing equipment condition, all come within the package. All this greatly helps in the crucial task of reducing the risk

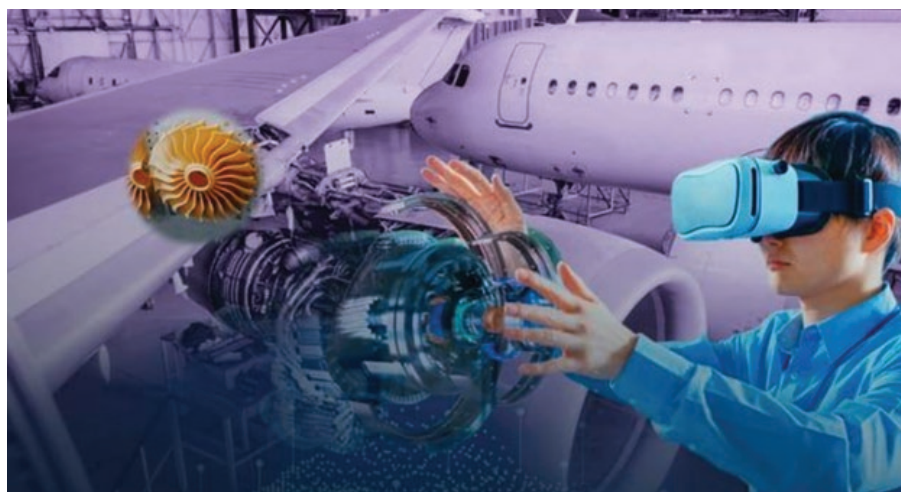


Image Courtesy: Openpr.com

of failure. AI is also used for equipment inspection, parts replacement, mobility, and functionality that result in streamlining workflow, reducing time and expenditure on routine maintenance.

Finger-mind, a French software company developed a software suite that gives quick and easy access to technical documents relating to aircraft maintenance, and accessible from hand-held tablets. Now data and management of same is available at your fingertips. This MRO suite is designed to meet predictive maintenance requirements.

MRO providers are engaged in developing software digitalization that open up areas such as intelligent memory use, task recognition, and in gaining scalability. Aviation asset management is further aided to better response time, and cost curtailment incurred due to human error.

Apart from airline companies and MROs, engine OEMs are making use of 'smart engines' that allow data analyses, from data generated from sensors installed on engines.

Advanced Text Analytics to avoid duplicate orders

To avoid duplicate orders and subsequent expenditure arising out of it, digitalisation allow MROs to apply Advanced Text Analytics to sift out this duplication. MRO datasets can often be ridden with dupes arising out of variations in nomenclature. This results in the same item being bought from different vendors and at varying prices.

Advanced Text Analytics software helps to clean up data by essentially flagging duplicate items by tokenizing the text associated with each item. An algorithm is then applied to match entries. Thus, data is bucketed into perfect or closest text matches, creating a new standardized classification. (See McKinsey & Company image below). As a result, companies can make purchases of a given item to a smaller short-listed number of preferred vendors at the best negotiated price. It also creates a universal catalogue, simplifying inventory

category management. Most importantly this helps reducing overall MRO spend by 20 percent. This is an example that applies to aerospace MROs as well.

Ushering in Industry 4.0 capabilities

Setting up smart factories will deliver technologies to benefit certain key areas of aircraft manufacturers' entire gamut of operations: Connectivity is enhanced with assets outfitted with smart-sensors throughout the whole value chain can feed into the business information systems. Real-time data visualization is brought about across entire processes and operations. Smart factories allow detection of anomalies through predictive maintenance. Increased automation brings about better capabilities. Digitalisation brings in simulation (read digital twins), that greatly aids dynamic decision making.

Challenges in rolling out Integrated MRO software suites

Airlines and MROs are focused on increasing investments in advanced aviation MRO software.

However, while rolling out integrated MRO software suites, hurdles show up as a large number of Tier 2 and Tier 3 MROs have budgetary limitations to align with such technological advancements.

With the MRO industry being capital intensive most of the funds are allocated with caution, towards critical areas like infrastructure, operational maintenance, and skilled human resource.

Software failure of any kind needs to be ruled out as this can cause huge losses for MROs. Therefore, robust software planning is required by all entities, end-to-end.

Regulatory Requirements

With passenger and equipment safety being paramount in aviation, MRO service providers are required to adhere to aviation-specific regulations and statutory requirements mandated by regulators. MRO solutions, especially delivered by suppliers on the cloud platform are accepted only if in compliance with industry-specific needs. (There are a host of MRO service seekers that include financial services, aircraft maintenance, fleet management, E-documentation, airworthiness certificates, and similar).

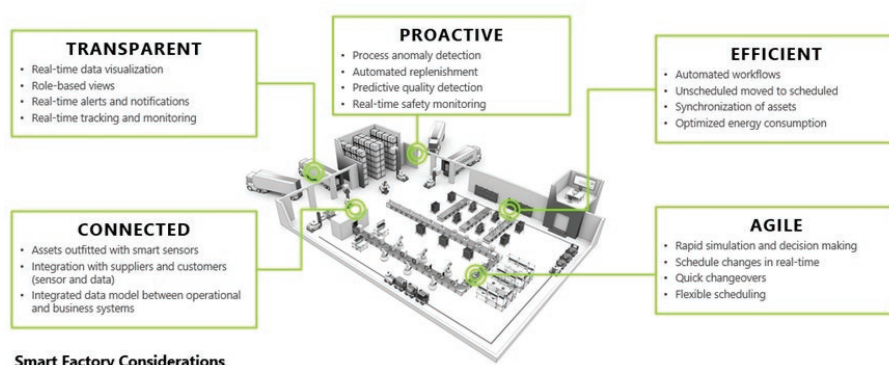
There is a cost attached to attaining

Advanced text analytics recognizes when different descriptions refer to the same item.

Example text matches			lowest price		Example outcome	
Description	Unit price (\$)	Units				
V-Belt; SPC2650	520	100			Unit price (\$)	463
V Belt Spc 2650	463	150				
VB-spc 2650	501	120				
2650 VBELT	487	130				
					Units	500
					Savings	\$13.4K

Image Courtesy: McKinsey & Company

Image Courtesy: Deloitte Aerospace



regulatory compliance by MROs while they go digital. No compromise is possible even while MROs try and reduce TAT and cost of aircraft maintenance.

The European Aviation Safety Agency (EASA) has specific regulatory requirements for MRO activities and are detailed out for each of these areas to include airworthiness; aircrew; air operations; third country operators (TCO); air traffic controllers (ATCO); airspace usage requirements (AUR); Standardized European Rules of the Air (SERA); aerodromes (ADR); safety key performance indicators (SKPI); Items like inspections, fees and penalties and similar, also come under the purview of EASA.

Continuing Airworthiness Management Organizations (CAMO) inspection guidelines are monitored by EASA, and they regulate MRO service providers to ensure that specific resources are allocated purely towards safety of aircraft. This then is a substantial cost.

MRO Software developers are mandated to follow guidelines laid down by regional aviation regulators like the FAA and the DGCA. This includes regulatory authorities across regions and countries. Regulations require MROs to first obtain regulatory approvals before outsourcing cloud computing services.

Some recent developments

- In July 2020, GE Digital unveiled the latest updates on its industry-leading digital plant software portfolio: Proficy Plant Applications, Proficy Operations Hub, Proficy Historian, and Proficy CSense. The updated version of software enables continuous improvement for the aviation sector

- In June 2019, Capgemini and Airbus signed an agreement to develop the Skywise platform's data services to airlines

- In November 2018, Honeywell International signed an agreement with Hainan Airlines of China for Honeywell's

GoDirect Connected Maintenance service

- In April 2019, JetBlue Airways signed a contract with Lufthansa Technik for its new engineering consulting service 'Maintwise'

Key Digital MRO players and more...

Ramco Systems, Rusada, Boeing, Swiss Aviation Software AG, IBM Corporation, IFS AB, Lufthansa Technik, General Electric, Honeywell International, SAP, HCL Technologies Limited, Oracle Corporation, Traxxall Technologies, Ansys, Capgemini, Hexaware Technologies, Winair and Microsoft Corporation. These companies have a presence across geographies including North America, Europe, Asia Pacific, Middle East, Africa, and South America.

Resource Credit: Marketsandmarkets.com

McKinsey & Company

Deloitte Aerospace

ASIA CONNECT

Aviation Strategy

— September 7, 2022
Istanbul, Türkiye, Lazzoni hotel
International conference

Conference Focus

The conference focused on the current state and prospects of the air transport market in South Eurasia, where leaders of airlines, airports, leasing companies, financiers, aircraft manufacturers, and market experts meet together to discuss the region's air transport development.

Among Participants



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ASIA CONNECT

MRO

— November 9–10, 2022
Istanbul, Türkiye, Halic Congress Center
International conference & exhibition

Reasons to Join

The event will provide attendees with a significant opportunity to explore the region's commercial aviation and its MRO industry in depth. Exhibitors will have an excellent chance to share their capabilities and innovations, as well as to discuss vital issues with market leaders, and build new business relations in the region.

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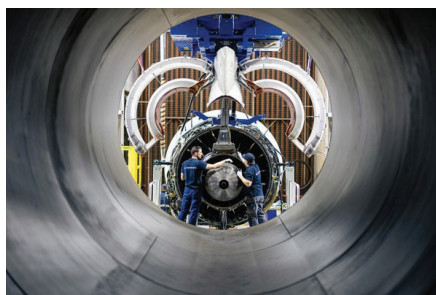


SR Technics signs Safran to extend test capabilities for key engines

Safran will reactivate the second Test Cell at SR Technics Zurich facility for the GTF, LEAP and CFM56 engine.

SR Technics recently signed an agreement with Safran Test Cells, a division of Safran Aero Boosters, for extending its test capabilities and capacities in Zurich (Switzerland) by reactivating its second test cell. Safran Test Cells will provide SR Technics with the aerodynamic and acoustics construction design for the test cell to enable local contractors to recommence operations at the facility for engine testing.

Under the terms of the agreement, Safran Test Cells will also design, produce and install specific equipment such as aero-acoustic elements and all required systems to enable testing of the new engine types PW1100G-JM, LEAP-1A/-1B as well as legacy engines CFM56-5B / -7B. The design & planning phase of the reactivation is currently in progress, well-handled by an internationally composed project team. The partial teardown of the actual building will begin in November 2022, and in February 2023 the construction rebuilt will be launched.



Jean-Marc Lenz, Chief Executive Officer at SR Technics stated, "With Safran Test Cells we have a very experienced partner on board who supports our major cornerstone in our company development to extend our capabilities by providing maintenance, repair, and overhaul services for the GTF and LEAP engines at our facilities in Zurich."

SR Technics is substantially investing in the facilities at the Zurich-Airport site to accommodate the extended maintenance work. The company is aiming to enhance its overall competitiveness by securing and expanding its highly

skilled workforce in Switzerland by more than 400 additional jobs over the coming six years to meet the new capability and related demand.

Jérôme Morhet, Test Cells Senior Vice President at Safran Aero Boosters said, "We are very pleased to have been chosen by SR Technics, a world-renowned player, for this very promising, high-performance and environmental friendly MRO test facilities. Our Safran Test Cells teams will have the opportunity to implement the best of our state-of-the-art technologies, including our latest DACS software, Test Nacelle Equipment as well as our innovative green products".

SR Technics has already received the EASA/FAA approval for its targeted activities. The company will start to offer repair services for LEAP-1B within its Quick Turn Line Services. SR Technics recently became a member of the global Pratt & Whitney MRO network to maintain the new turbofan engine PW1100G-JM.

RED Aircraft's AO3 series engine to power Ampaire Eco Caravan aircraft

RED Aircraft will be the exclusive supplier of the RED engine that will provide the base power for the hybrid-electric propulsion system.

RED Aircraft was recently announced as a key exclusive supplier for the hybrid-electric propulsion system by Ampaire. The latter is developing the system for its Eco Caravan aircraft which is an upgrade to the current Cessna Grand Caravan. Ampaire will use a AO3 series compression ignition engine rated to 550 hp (405 kW) in an integrated parallel configuration.

Under the terms of an MOU signed between the RED Aircraft GMBH and Ampaire, the companies will collectively work to commercialize electrified propulsion aircraft, with Ampaire developing complete hybrid-electric propulsion

systems and certifying them for various applications up to 800 hp, while RED Aircraft will develop, certify, and supply Jet A/SAF compatible engine subsystems to Ampaire.

"The modern, powerful and ultra-fuel-efficient RED engines have exactly the right characteristics for the Eco Caravan's hybrid-electric propulsion system and for many other upgrades or all-new designs we may pursue," said Ampaire CEO Kevin Noertker. "We are very pleased to take this first step in collaboration with a company that shares our goal to decarbonize aviation while reducing costs for aircraft operators and

their passengers." He added further.

The new propulsion system for the Eco Caravan offers substantial benefits to users and will be the first in a series of electrified fixed-wing aircraft that reduce aviation's carbon footprint.

- Fuel consumption is reduced by 70 percent on shorter trips and 50 percent on longer ones with greater corresponding reductions in CO₂ emissions due to the contribution of the electric motor and the optimized use of the RED engine.

- The RED engine provides high thermodynamic efficiency that is 2X better than a comparable turboprop engine.



•The RED engine is JET A/SAF compatible. With SAF usage, CO2 emissions have the potential for net zero.

•Engine initial cost and ongoing maintenance are substantially lower than for

a turboprop engine. Durability and reliability of the RED engine has been demonstrated in applications such as the Air Tractor AT 301, an agricultural aircraft, and the YAK-152 aerobatic trainer.

•Eco Caravan operating cost is 25-40 percent lower depending on an operator's route structure.

Jürgen Schwarz, CEO said, "RED Aircraft sees enormous potential for hybrid-electric aircraft and believes the Eco Caravan is just the first step to bringing a new level of efficiency and vastly lower emissions to a large swath of aviation. We are thrilled to be pursuing these opportunities hand-in-hand with Ampaire."

Ampaire conducted the first Eco Caravan hybrid powertrain ground runs in April 2022, with plans to fly the aircraft in the second half of the year. The company is working with the FAA to achieve supplemental type certificate (STC) approval by 2024. The Eco Caravan will retain the payload capabilities of the Grand Caravan, carrying up to 11 passengers or 2,500 pounds of cargo. Range improves to 1,100 nautical miles.

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AVIATION WEEK
NETWORK

GE Aviation signs five-year TrueChoice Agreement for Korean Air GE90-115B engines

TrueChoice Material offers new and used OEM parts, advanced repairs and technology upgrades to enhance engine performance and support higher engine residual value.

GE Aviation, an operating unit of GE has signed a five-year TrueChoice Material Service Agreement with Korean Air to provide the Airline with spare parts, component repair, and used serviceable part upgrades for GE90-115B engines. The TrueChoice program of engine maintenance offers airline operators an array of GE capabilities and customization across an engine's lifecycle. All TrueChoice offerings are underpinned by GE's data and analytic capabilities and experience to reduce maintenance burden and service disruptions for customers.

Soo Keun Lee, Executive Vice President and Chief Safety & Operating Officer of Korean Air said, "Our Boeing 777 fleet is maintained by industry-leading engi-

neers and mechanical experts to satisfy the industry's highest safety standards. This continued cooperation with GE is another step in our commitment to meet these safety standards and enhance competitiveness in the market together."

Korean Air, a major global airline serving 120 cities in 43 countries, operates a fleet of 154 of the latest Boeing and Airbus aircraft, including the GE90-powered Boeing 777. Korean Air performance and during the pandemic, granted the airline numerous awards including 2021 Airline of the Year and 2022 Cargo Operator of the Year by Air Transport World, and a 5-star COVID safety rating from Skytrax.

Russell Stokes, president and chief executive officer of GE Aviation's Services

organization said, "We are delighted to continue our longstanding relationship with Korean Air with this service offering. This agreement gives Korean Air more options to enhance engine performance and reduce cost of operations."

Korean Air is a founding member of the SkyTeam airline alliance, and has grown into one of the largest transpacific airlines through its joint venture with Delta Air Lines. Korean Air became one of the world's top 20 airlines, carrying more than 27 million passengers in 2019, pre-COVID. With its global hub at Incheon International Airport (ICN), the airline serves 120 cities in 43 countries on five continents with a modern fleet of 154 aircraft and over 20,000 professional employees.

Lufthansa Technik Aero Alzey completes 30 years of support for the CF34 engine

The first CF34-3 engines were overhauled and redelivered by Lufthansa Technik at the Alzey facility in 1992.

Lufthansa Technik AERO Alzey (LTAA), the wholly owned subsidiary of Lufthansa Technik AG has completed 30 years of services in the maintenance, repair and overhaul of CF34 engines. CF34 engine is a type that mainly powers regional and business aircraft. The first CF34-3 engines overhauled by LTAA were redelivered in Alzey. That was also the first engine type of the later CF34 series. The engine type has since then developed as a regular entry in the service portfolio of the company. The CF34-8 engine was introduced in 2002, and the CF34-10 in 2011.

Cristina Seda-Hoelle, General Manager, Regional and Business Aviation for GE Aviation said, "Congratulations to LTAA on 30 years of supporting the CF34 program. Our commitment remains strong in the continued investment of the

CF34 engine line to keep supporting our customers in the regional and business aviation space. LTAA's technical capabilities and proven support fit well with GE's mission to provide superior engine service."

In addition, to this Lufthansa Technik AERO Alzey also announced the construction of a new production building with 1,500 m² area that is planned for mid-2023. According to LTAA the expansion is done after taking the further growing demand into consideration. This will allow the company to create a production-related storage area for tools, modules and devices, which will enable four additional engine bays by repurposing hall space. LTAA also has plans to hire more than 40 new employees with different specializations within two years.

Matthias Gruber, Managing Director of LTAA said, "To have over 30 years of sustainable and innovative success with an engine requires a strong partner like GE on the one hand, and our excellently trained employees on the other." "Their outstanding commitment as well as the cooperative partnership has allowed LTAA to shape and help develop the market over a long period of time. That is what makes me personally extremely proud of our company."

Being one of the world's leading providers of repair and overhaul services for the CF34 program engine, Lufthansa Technik AERO Alzey has been complementing the network of engine manufacturer General Electric (GE) for 30 years. During this time, the employees of LTAA have managed close to 2,000 shop events and more than 200 customers.



SkySelect intends to “shake-up” the status quo of the \$100 billion aircraft material industry

SkySelect is the modern Aviation Company that solves procurement problems for the \$100B aircraft material industry through algorithmic purchasing system. SkySelect was founded in 2017 by young minds of the aviation with a clear mission to connect aircraft material buyers and suppliers through digital transactions and make the commercial aviation leaner by building a world class aircraft material supply chain. SkySelect is a fast-growing company backed by top tier investors from Silicon Valley such as Bain Capital Ventures, Lux Capital and Initialized Capital. The people at SkySelect would like to define it as an idea that disrupted the status quo by challenging the same old choice making and made the market more accessible, faster, and safer for everyone. **MRO Business Today** in a conversation with one of the young entrepreneurs that shaped SkySelect and carved out an identity for themselves in the male-driven industry the **Co-founder and Head of Operations at SkySelect, Tulika Dayal**. Read on.....

Q - As the Co-founder of SkySelect, Can you tell us how did this idea of a platform for bridging a gap between the buyers and the manufacturers came forth. And what was the process?

A - I have always been passionate about bringing efficiency to the Pro-

curement and Supply Chain operations in the B2B industry and have been obsessed with driving digitization of very manual and archaic processes to help businesses stay competitive and agile with evolving business conditions. Digitization is the need of the hour in

every business unit and function for the B2B industry. It's not in the future; the time is now!

We acquired aviation customers in our previous venture and got first-hand experience of the challenges of Aviation MRO procurement operations. I was surprised by how manual and painful the procurement operations are in Aviation; it's like the 70s, with paper, phone calls and emails. And the stress levels are pretty high for aviation operations because if you do not have the right part on time, the aircraft can get grounded, causing massive losses for airlines and customer dissatisfaction.

For any entrepreneur, it's important to be empathetic, and at the core, we care about making people's work experiences better, hence it was compelling to go and start building a technology solution in the Aviation MRO supply chain. Even before we had a product, LATAM was our first customer and we scaled very quickly. We could feel that we are helping people and the Procurement departments, and that was a good feeling to have.



Q - What would you like to comment about the contributions and achievements made by SkySelect in such a short span of time in the Aviation industry?

A - SkySelect is all about challenging the status quo and infusing innovation into aviation. We work closely with airlines and MROs, constantly listening to new ideas. Our number one achievement is our satisfied customers and employees. SkySelect has received very positive feedback from its global customer base, including Azul, Iberia, Finnair, Vueling, TAP Air Portugal, JetBlue and many others. Adopters of SkySelect's platform are experiencing up to 20% price savings and up to 90% automated purchasing. Material buyers can now do 100x more and unlock savings with the support of artificial intelligence.

Because every organization is different, and we want our customers to feel comfortable with new technology, SkySelect always offers a risk-free pilot. This pilot shows the immediate value and creates a strong business case. Customers are not required to unplug old processes until they are ready to digitize completely.

Our people are behind our success and are motivated and experienced to take this industry to the next level. We feel like we are on a mission, where both our customers and our employees are constantly contributing to new product features and suggestions that leads us to a lot of innovation. Nothing is built at SkySelect in silos, almost every feature

is a contribution of great ideas from our users, and we have a lot of fun building the solution that our customers love.

Q- Can you tell us about SkySelect's current solutions to the Aviation industry?

A - In 2021 during COVID, because we like to stay close to the voice of the customers, SkySelect spoke to over 30+ airlines and 150 suppliers and identified four challenges within the MRO supply chain: Poor Supply Chain Visibility, Capacity Constraints, Time Spent on Manual Tasks, and Excessive Costs. There are completely new business dynamics, supply chain and production timelines are impacted, lead times are ever unreliable, fuel prices have made the cost of doing business more expensive for airlines as well as workforce shortages are all top of mind for the executives.

Airlines have realized that they can overcome these challenges by digitizing and automating low-value tasks and working with vendors to add capacity and free up working capital. By adjusting their business models and optimizing MRO activities such as parts purchasing, they can dedicate themselves to customer acquisition and experience and focus on their core business of transporting people from A to B.

Change management is often complex and slow, especially given the current labor crunch.

To address pain points and concerns for both airlines and suppliers, SkySelect

developed a new eProcurement-as-a-Service (ePaaS) offering. The ePaaS technology platform for aircraft material combines experts and technology to enable airlines to digitize and automate material purchasing for leaner and more asset-light operations. The advantage of this approach is that it overcomes the adoption problem, and an airline or MRO can basically transform their supply chain overnight instead of in 6-12 months that it typically takes to implement a new technology or platform. Secondly, they get instant access to AI, Big Data, and Cloud to enhance the visibility of their supply chain.

Q - What are SkySelect's plans of expansion in the near future?

A - For us, "the Sky is the limit" - we want to make the aircraft material market more accessible, faster, and safer for all airlines, MROs, lessor and suppliers. We are anticipating rapid deployment of ePaaS solutions across the globe that will show organizations immediate ROIs, better access to data, and the knowledge that machine learning and AI can bring.

SkySelect in this value chain transforms supplier-buyer relationships into a value network. Suppliers will become specialized partners who cooperate as 'best-of-breed' in a data-driven ecosystem. Growth for the buyer represents growth for the "on-demand" business process partner. This highlights the direct goal alignment between supplier and buyer in the value network.

Our future goals include expanding to other MRO industries as well, which is a pretty big untapped market (\$650B+) struggling from similar challenges.

Q - Can you explain how the AI Algorithm that works for the purchase of plane parts on the platform?

A - The advantage of AI-based purchasing combined with real-time data is that it does not have any limitations - it runs 24 / 7 and it can crunch hundreds of maintenance requirements simultaneously in a matter of seconds. This cuts the purchasing cycle times from days or weeks to minutes allowing airlines to run more lean and efficient operations. AI purchasing empowers people to spend their time where it really matters

by freeing them up from manual data entry work and finding true meaning in their work.

The AI finds the best options available based on the need by dates of the maintenance requirements. We highlight the risk areas showing how far the maintenance requirements are in the supply chain, i.e., green if the supplier has the part in stock, orange if there is a lead time, etc. The platform constantly monitors the open orders and if a risk is identified (i.e. something has not been shipped on time) our expert supporting the customer gets involved to find a proper solution.

SkySelect's e-Procurement-as-a-Service platform has data that allows buyers and suppliers to make strategic decisions. For improved maintenance planning, aircraft parts buyers have access to all the relevant data to see the lead time, pricing options, condition, and location, are there any alternative (interchangeable) parts to consider. Suppliers can easily connect to the demand to better plan their operations and support customers.

Additionally, the platform allows organizations to reach their sustainable development targets by consolidating and reducing their carbon footprint. The AI combines shipments, simplifies logistics, and minimizes the number of shipments.

Q - As a woman entrepreneur, you have carved a niche in the Aviation sector and it is a definitely an encouragement for other women to take a plunge in the entrepreneurship and business management? Your advice and comments?

A - It takes confidence and courage to see opportunities and seize them. As a colored woman, I definitely had my fears and doubts but I saw more possibilities out there. When you do not have a lot of examples for role models for colored immigrant women in Business Leadership positions, Board Executives, and Entrepreneurs; it can be quite intimidating. However, I allowed myself to trust the opportunity and really believe that this problem needs to be solved. The industry is very supportive, and I have only received support and been seen as an equal by every person in the Tech as well as Aviation Industry. Don't underestimate the power of your ideas and skills. Today, the industry has its challenges, more than ever, and there are so many opportunities where you can add value and do good for yourself and for the industry.

I believe we all have equal opportunities in the aviation industry - no matter if you are a man or a woman or your ethnic background. It all starts with believing that "the only limit is you."

You will always achieve more and go further if you trust, listen and empower your colleagues. Every entrepreneur and manager needs people who believe in you. My advice for young women is to invest in their knowledge, skills and to not hesitate to reach out to other women for support, guidance and mentorship. Always uplift others, and be a positive force in the world, and positive things will follow.

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Boeing delivers First 737 MAX to mark Bonza Airlines launch

Bonza has signaled a commitment to add seven Boeing 737 MAX airplanes to its fleet within its first year of operation.

Boeing has delivered the first 737-8 airplane to Bonza, a low-cost Airline soon to commence business in Australia. With this delivery, Bonza airlines became the first Australian carrier to fly the new 737 MAX. Bonza held an arrival ceremony to commemorate the milestone and welcome the arrival of the fuel-efficient 737-8 at its Sunshine Coast base.

The 737-8 jet will help Bonza Airlines to optimize its domestic operations, at the same time will reduce the fuel use and carbon emissions by 20% and will help the carrier create a 50% smaller noise footprint than the previous generation airplanes.

"We are beyond excited to welcome our first 737 MAX to Sunshine Coast Airport and with so much buzz around the country for Bonza, we hope today is also exciting for the communities we'll be flying to," said Tim Jordan, CEO of Bonza. "Our teams have been working hard behind the scenes to reach this significant milestone and we cannot wait to launch operations in the near future. The efficiency, reliability and overall capability of the 737 MAX will enable us to provide our customers with low-cost flights and the highest level of comfort onboard," he added.

Based in Australia's Sunshine Coast, Bonza has signaled a commitment to add seven 737 MAX airplanes to its fleet within the first year of beginning operations in Australia. The airline is working hard to commence flights as soon as late September subject to regulatory approval. The airline has also launched a nationwide contest on social media platforms to ask locals to help name its airplanes.

Christy Reese, vice president of Commercial Sales and Marketing Asia Pacific, Boeing Commercial Airplanes said, "This is a tremendous milestone for Bonza and Boeing as the airline joins many operators around the world who have launched service with the 737 MAX. Bonza has created a new business model to create new markets in Australia's dynamic commercial aviation market. We are confident that the fuel-efficient 737-8 airplanes will enable the airline to provide their passengers with a comfortable flying experience and a more sustainable option to travel throughout the country."

The 737 MAX family has the latest CFM International LEAP-1B engines, and other features such as advanced technology winglets and other aerodynamic enhancements to improve performance and reduce operating costs. Over 40 airlines around the globe are currently operating the 737 MAX, which has made over 720,000 revenue flights totaling more than 1.8 million flight hours since late 2020.



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Airbus delivers first A321neo to Jetstar Airways

The delivered A321neo aircraft is the first of 38 A320neo Family aircraft for Jetstar, comprising 18 A321neo and 20 A321XLR.

Jetstar Airways, an Australian low fares airline recently received the delivery of a solo A321neo Aircraft from Airbus. The aircraft is the first of 38 A320neo Family aircraft for Jetstar, comprising 18 A321neo and 20 A321XLR. These aircrafts are part of a larger backlog of single-aisle aircraft ordered by the Qantas Group, which now stands at 149 aircraft. Jetstar Airways is a part of Australia's largest airline by fleet, the Qantas Group.

The newly delivered A321neo aircraft to Jetstar is fitted with an additional fuel tank, which will enable the aircraft to fly between all destinations on its domestic network, as well as to South East Asia,



including the popular leisure destination of Bali.

Features of Jetstar the new A321neo

- Featuring the airline's refreshed livery, the aircraft is powered by CFM International LEAP-1A engines and

configured in a single class layout with 232 seats.

- The cabin features extra-large Airspace overhead bins offering a 40% increase in volume, USB ports and tablet holders at every seat and the latest lighting system for an overall enhanced passenger experience.

The A321neo is the longest-fuselage member of Airbus' best-selling, single-aisle A320 Family, comfortably seating 180 to 220 passengers in a typical two-class interior layout, and as many as 244 in a higher-density arrangement. As of June 2022, the A320neo Family has received more than 8,000 firm orders from over 130 customers worldwide.

Universal Avionics to supply cockpit upgrades for McDonnell Douglas MD-80 fleet

In addition to modernizing the cockpit for improved flight operations, the upgrades will tackle important challenges around MD-80 maintenance and parts availability.

Universal Avionics (UA), an Elbit Systems company, was recently awarded a contract by Everts Air Cargo (EAC) to supply cockpit upgrades for installation on its fleet of McDonnell Douglas MD-80 aircraft. In addition to modernizing the cockpit for improved flight operations, upgrades tackle important challenges around MD-80 maintenance and parts availability.

The upgrades for the MD-80 fleet will be fitted in partnership with LB Aviation. In addition to Universal Advanced Flight Displays; SBAS-Flight Management Systems (FMS) with LPV capability, integrated GPS, and UniLink Communications Management systems will provide safety enhancements and operational efficiency for Everts' MD-80 fleet. EAC will also be a lead customer of FlightPartner, UA's recently unveiled Connectivity Ecosystem.

"Air cargo plays a pivotal role in global supply chains, and we are proud to



support Everts' cargo and commercial operations with the technology to meet worldwide compliance and continue reliable operations on diverse airlines," said Dror Yahav, CEO of Universal Avionics. "This project with Everts Air is Universal's second large avionics upgrade on MD-80s/DC-9s in the last few months, solidifying UA's position as the leader in avionics modernization solutions for these aircraft," he added further.

By enabling two-way Wi-Fi integration

between the FMS and EFB (Electronic Flight Bag), pilots can take advantage of connectivity on the ground and in-flight using FlightPartner applications for seamless flight operations, and Flight Review for cloud-based data analytics. Universal technology meets existing and upcoming regulations mandated by the FAA, such as the ADS-B (Automatic Dependent Surveillance-Broadcast), the mandate for enhanced safety, and situational awareness through traffic, weather, and flight information services.

Bridging the gap through technology: MRO Insider app shows the path as technology takes over the aviation MRO market

MRO Insider is a tech-based SaaS company with a network of service providers across many sectors of business aviation. Using proprietary technology, MRO Insider allows aircraft owners and operators to send out a single request for the type of service they need.

MRO Insider has over 250 provider locations on the network. More than 2500 aircraft are registered using the network to request AOG, fuel, ground handling, detailing and parts – allowing each operator efficiency in their request process and each provider the opportunity respond with dynamic pricing based on capacity in real-time. Requests are only sent to network providers based on capabilities.

The MRO Insider app is updated in real-time, allowing your AOG, Detailing and GSE requests to be pushed to any provider within a 300-mile radius of your request. To know more about this path breaking development in the Aviation MRO Industry, **Andy Nixon, President and Co-founder, MRO Insider** speaks with **MRO Business Today. Read ON!**

Q - MRO insider has added 6 FBO's to the existing 8 FBO's totaling to 14 FBO's and this is available in App developed by MRO Insider. MRO insider has plans to increase Fixed base operator or FBO's to more than 100. How do you aim to increase 100 FBO's or Fixed base operators in 2022?

A - We will accomplish this goal by continuing national and international outreach and educating FBOs on the advantages of quoting through our platform such as utilizing for hangar rental, ground transportation, lav service, and other ancillary services. The MRO Insider model is focused on current market pricing, which proves to be more advantageous to flight departments, service providers, and FBOs. Instead of restricting our platform to one FBO at one airport, our app allows flight departments to ping any FBO within 100 nm



of the destination ICAO, thus driving competition based on the supply and demand of ramp space, fuel pricing, fees, and more.

Q - As you have said that FBO's have suffered for many years due to margin

reduction. This is due to an increase in the fuel rates and also the FBO reduces the customer acquisition costs and the administration fees. What are the benefits and disadvantages in opening more FBO's?

A - Obviously, the biggest hurdle would be reaching market saturation, just like any other business. A big threat our team sees is the monopolization of the FBO market, where a couple of large FBO chains will push out the small and medium-sized FBOs. Through our constant feedback, flight departments would rather have multiple options for FBO services, instead of exclusively using the largest of the FBO companies. The customer service and experience that independent FBOs can provide will never be matched by the large chains. We feel it is our duty at MRO Insider to use our technology and level the playing field by allowing open market pricing and third-party reviews of the providers. Since the rise of contract fuel in the 1980s, nobody has looked out for the interests of the FBOs. By teaming up, we should be able to find a middle ground.

Q - The MRO insider app gives information of FBO's operating with the app. What are the various information developed by the app for FBO's. Can you describe the details of information provided by the MRO inside app and the FBO's –Fixed Base Operator?

A - Sure. First and foremost, FBO locations are visible and directly 'pingable' through our live map within the app. The advantage for FBOs and flight departments is they may be heading to FXE, but the FBO locations located at FLL may have not been on the radar. With our app, the flight departments can quickly login, in

and view the FBO profile page that has a list of amenities such as catering, hangar rental, detailing, and more.

Q - The MRO insider Platform provides information to all FBO's relating to fuel, hangar space, transportation, lavatory services and more within the app. How does the information in the app benefit the FBO operators?

A - For the FBO, the flight department provides information such as gallons needed, best contract fuel rate in that area, arrival date/time, departure date/time, and the preferred payment method of that flight department. Putting myself in the shoes of the FBO, I would love to have access to that information so I can price my fuel, ramp fees, and other services appropriately. FBOs have shared with us they do everything in their power to avoid selling contract fuel vs communicating and transacting with a flight department directly. If contract fuel takes .10-.25/gallon and they can avoid that, everybody wins – the FBO due to raising

the margin, and the flight department for not paying the built-in fee. If the FBO has the above information, the price can be tailored to win that customer.

Q - How did you manage the Pandemic and Covid times and what was the impact on your business?

A - Our business remained in growth mode during the pandemic. It helped our company in one respect because workers started to use more technology and virtual options. The MRO Insider team has always worked remotely, so nothing changed on that front. Today, more and more flight departments are realizing the importance of sourcing multiple quotes for scheduled maintenance, AOG, and FBO service in order to appease the accounting departments. Our app saves hours of labor by dramatically reducing time spent on multiple phone calls, emails, Google searches, and more. Time is money, especially when the industry is running leaner today than ever before.

Aircraft
N12345

Tail Number
Please provide the aircraft tail number

I need (check all that apply)

☒ Jet A w/prist ☐ Jet A w/out prist

☐ SAF ☐ 100LL ☐ Handling

☐ Ground Transportation ☒ Hangar

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Airbus join hands with GMR to train young aviation engineers in India

Airbus will provide the software and courseware essential for the training in the form of trainee handbooks along with the examination database.

Airbus has signed a contract with the leading Indian aviation infrastructure developer, the GMR Group to provide aircraft maintenance training to young aviation engineers making a trending career choice in the aviation industry.

According to the contract between the two companies, Airbus will provide the software and courseware essential for the training in the form of trainee handbooks along with the examination database, online access to Airbus customized basic training modules and Airbus Competence Training (ACT) for Academy media package. All of the above are core training materials required for the courses. In addition, Airbus will also provide training to GMR instructors along with the assessment of the training center.

"The partnership with GMR represents a significant deepening of MRO capabilities in India that are required to match the tremendous future demand

for such services from the domestic aviation industry. Airbus will continue to contribute to the development of India's wider aerospace ecosystem, including enhancing its manufacturing and services capabilities through its industrial footprint," said Mr. Rémi Maillard, President and Managing Director, Airbus India & South Asia.

GMR will provide the fully integrated Aircraft Maintenance Engineer (AME) licensing program at the GMR School of Aviation in Hyderabad. The four-year course will include two years of classroom training and two-year training in maintenance, repair and overhaul (MRO) at GMR Aero Technic in Hyderabad followed by Aircraft Type Training.

Speaking on the partnership, Ashok Gopinath, CEO, GMR Aero Technic said, "The aviation eco-system is evolving rapidly. India is all set to become the largest aviation market by 2030. The increase in air traffic is leading to fast growth in commercial aviation fleet in the country.

To cater to the emerging demand and support the industry, there is a need for skilled professionals. The GMR School of Aviation will help create a talent pool for engineering and maintenance solutions. We are glad to have Airbus as our knowledge partner in this venture, that will also further the cause of 'Mission Skill India'."

Commencing in 2022, the program will be open to aspirants who have cleared their Higher Secondary Certificate (Class 12) examination with Physics and Mathematics as their main subjects. GMR Aero Technic is the largest integrated third-party MRO (Maintenance, Repair & Overhaul) facility in India located at GMR Hyderabad International Airport. Over the years the company has taken a giant leap in terms of aircraft maintenance and service in Asia.

According to the Airbus Global Market Forecast 2022, India will require some 45,000 new aircraft technicians over the next 20 years.

AAR announces additional Fellowship Programs for aviation maintenance technician

AAR Fellows receive scholarships to pursue Airframe and Powerplant programs while working at an AAR MRO facility.

AAR CORP, a leading provider of aviation services to commercial and government operators, MROs, and OEMs, recently announced the launch of the Fellowship Programs with Vincennes University and Aviation Institute of Maintenance (AIM) in Indianapolis. A leader in developing the aviation maintenance technician pipeline, AAR aims to make efforts to attract new talent to the field of aviation maintenance.

"AAR's Fellowship Program removes the cost of education as a barrier to enter the aviation maintenance technician field," said Michael Gehrich, Vincennes University's Director of Aviation. "This shows AAR's commitment to help fill

the aviation maintenance technician pipeline and connect students with the potential for a six-figure career track," he added.

The Students that are selected as AAR Fellows receive scholarships from the company to pursue Airframe and Powerplant programs while working at an AAR MRO facility. Post-graduation the Fellows in good standing are guaranteed employment with AAR.

Brian Sartain, AAR's Vice President, Repair and Engineering explained "The need for aviation maintenance technicians is as critical as the shortage of pilots and continues to grow. AAR continues to lead the industry in addressing

the need for mechanics in the industry while strengthening our relationships with these schools through our Fellowship Program."

Headquartered in the Chicago area, AAR is a global aerospace and defense aftermarket solutions company with operations in over 20 countries. AAR supports commercial and government customers through two operating segments: Aviation Services and Expeditionary Services. AAR's Aviation Services include Parts Supply; OEM Solutions; Integrated Solutions; and Maintenance, Repair, and Overhaul (MRO) Services. AAR's Expeditionary Services include Mobility Systems operations.

Joramco Academy begins registration for four-year MRO training program

Joramco Academy is open to any eligible candidate over the age of 18 who has passed any section of the Tawjihi exam.

Joramco Academy, the Aircraft Maintenance Training Academy operated by regional MRO leader Joramco has officially kicked off the registration process for its next class of students. The four-year training program, which officially commences in September, prepares individuals for a career in aircraft maintenance, a field that is witnessing rapid growth and high demand both locally and internationally.

Any eligible candidate over the age of 18 who has passed any section of the Tawjihi exam can be a student at Joramco Academy. Students who are admitted to the academy will enter a four-year program that includes two years of theoretical study and two years

of practical experience in the aircraft maintenance field, conducted on-site at Joramco's world-class facilities at Queen Alia International Airport located at Amman, Jordan. The students who successfully complete their studies at Joramco Academy are given employment priority with the company upon completing graduation.

Emphasizing Joramco Academy's role in offering valuable educational opportunities to prospective students in the Kingdom, Head of Joramco Academy, Samer Khurma, said, "In response to the continued growth of the aircraft maintenance, repair, and overhaul industry, we are eager to provide students of all ages with training that will qualify them to

join the labor market in this vital sector. As the largest independent MRO in the region, we at Joramco are particularly well-equipped to offer our experience and expertise to the next generation of aircraft maintenance engineers, and we are eager to pass down these insights to our students at the academy."

As part of Joramco Academy's commitment to supporting students who meet the conditions for joining the program, Joramco Academy recently signed an agreement with the leading Jordanian microfinance company, Tamweelcom, to finance Jordanian students' tuition and fees at the internationally recognized vocational academy, with preferential terms, conditions, and easy interest.



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Elliott Aviation expands MRO footprint with Four Points Aero acquisition

Elliott Aviation has announced its fifth MRO location acquisition of Four Points Aero with aim to strengthen the US network.

Elliott Aviation, a provider of business aviation services, has further enhanced its nationwide footprint with the announcement of the addition of the company's fifth MRO location with the recent acquisition of Four Points Aero on Love Field in Dallas, Texas. The Love Field facility delivers full-service airframe, engine, and avionics maintenance, repair, and overhaul. The company will also offer AOG services, providing FAA-licensed techs that are well-trained and well-stocked mobile repair vans.

The acquisition will not only increase the capacity but also the Elliott's airframe service capabilities to further include the Dassault Falcon models: 900B, 900EX, and 2000EX. Elliott Aviation is currently an authorized service center for several airframes, including the Beechjet 400A/Hawker 400XP Hawker, King Air, Premier, TBM, Embraer Legacy 450/500, and Phenom 100/300, and is also a 145 repair station for Challenger 300/600 series, several Learjet models, and most models of Cessna Citation. The company also works on Gulfstream G550/G450/G-IV/G-III/G-200/G-



150/G-200 and Falcon 2000/50/50EX at its Atlanta facility.

"The acquisition of Four Points Aero aligns with our mission to continuously meet and exceed our customer's needs and expectations" said Greg Sahr, President and CEO of Elliott Aviation. "We are excited to grow not only our footprint, but also our team with the talented technicians working at Love Field. We welcome the Four Points team to the Elliott Aviation family – and we look to move forward, integrating Four Points' legacy and brand into the Elliott values of unmatched quality, uncompromising integrity, and unbeatable customer service," He added.

Elliott Aviation also has four additional locations, including Des Moines, IA, Minneapolis, MN, Atlanta, GA, and its one-stop-shop headquarters in Moline, IL. Elliott Aviation is also the parent company of the aircraft sales and brokerage brand, Elliott Jets, and the manufactur-

ing brand Prizm Aircraft Products.

Stephen Stites of Summit Park, Elliott's investment partner noted. "Adding a Texas-based MRO location to the Elliott footprint has been part of our strategy from the outset of our investment. We're thrilled to have the capability to extend Elliott's industry leading customer service to countless past and future customers in the region."

As one of the longest-standing companies in aviation, Elliott Aviation offer a complete menu of high-quality products and services, including aircraft sales (as Elliott Jets), avionics service & installations, aircraft maintenance, accessory repair & overhaul, paint & interior. Serving the business aviation industry nationally and internationally, Elliott Aviation have facilities in Moline, IL, Des Moines, IA, Minneapolis, MN, and Atlanta, GA. The company is a member of the Pinnacle Air Network, National Business Aviation Association (NBAA), National Air Transportation Association (NATA), General Aviation Manufacturers Association (GAMA), and the International Aircraft Dealers Association (IADA).

StandardAero launches two new Rolls-Royce-approved facilities for RR300 helicopter engine assistance

With the newly expanded facilities, StandardAero is now able to service this engine type for Robinson R66 helicopter operators across Europe and North America.

StandardAero has recently announced the addition of two new approved facilities for the maintenance, repairs and overhaul of the Rolls-Royce RR300 helicopter engine. With these new facilities, StandardAero will now be able to provide maintenance and repair services to the RR300 engine type for Robinson R66 helicopter operators in Westminster, British Columbia and Concord, North Carolina in addition to its existing facilities in Winnipeg, Manitoba, Portsmouth U.K. and Singapore.

While the RR300 engine MRO will



StandardAero

now take place at the two new facilities, engine testing capabilities will remain at StandardAero's locations in Winnipeg, Portsmouth and Dallas. StandardAero also services helicopter engine LRU's including Fuel Control Units, PT Governors, Fuel Pumps and Starter Generators at its Portsmouth, Hialeah, Florida and

Broomfield, Colorado locations.

"StandardAero is pleased to expand our global MRO services for RR300 engines and adding capabilities in Western Canada and the U.S. Eastern coast significantly extends our geographic reach for servicing North American Operators," said Cory Waldmo, Director of Customer Service for StandardAero Helicopters business unit. "We look forward to continuing to provide the industry's best engine MRO services for RR300 operators around the world," he added.

In addition to its repair and overhaul

capabilities, StandardAero maintains an extensive pool of engines, modules and accessories for quick exchange services. The company has also made new investments in lease assets and is well positioned to service this growing market.

StandardAero, owned by global investment firm Carlyle is currently one of the world's largest independent providers of services including engine and airframe maintenance, repair and overhaul, engine component repair, engineering

services, interior completions and paint applications. StandardAero also serves a diverse array of customers in business and general aviation, airline, military, helicopter, components and energy markets.

Leonardo to deliver two AW139 helicopters to enhance SonAir's industry support operations

The contract includes a comprehensive customer support and training package as well as options for an additional two aircraft.

Leonardo recently announced that it has placed an order for two AW139 intermediate twin engine helicopters. Airline Services, S.A. (SonAir) is owned by the Angolan national petroleum company Sonangol. The order contract will also include well-drafted and comprehensive customer support and training package as well as options for an additional two aircraft in the future. The AW139s will be used to carry out transport operations supporting the national Oil & Gas industry and replacing ageing helicopters, with deliveries expected in 1Q 2023.

The type features state-of-the-art avionics with advanced navigation and collision avoidance systems to enhance situational awareness and reduce pilots' workload, unmatched speed, power margins and overall performance, the widest cabin in its category featuring high modularity for rapid reconfiguration, a unique 60+ min run-dry capable main gear box for enhanced reliability and safety and up to 1,000 certified kits.

Leonardo's presence in the African Continent

- Two AW139s plus options, with support and training services, with deliveries expected in 1Q 2023
- Over the last eight years, Leonardo has been the only manufacturer to expand its presence in the African offshore market, almost doubling the number of its aircraft
- Over 1,250 AW139s on order in 80 countries by 290 customers across all mission sets



■ The AW139 is Leonardo's most important helicopter programme with 1,250 units ordered from more than 290 customers in over 80 countries.

The AW139 helicopter programme got its certification in 2004 and was declared as the bestselling type in its category by the company. Since coming into service the helicopter has logged orders for over 1,250 units from more than 290 customers in over 80 countries logging in excess of 3.3 million flight hours to date, which according to Leonardo is the benchmark platform in the energy industry today. The AW139 delivers outstanding capabilities, technology and safety to meet stringent requirements from operators for tasks in harsh conditions to maximize effectiveness.

The Angolan and overall African energy market is showing significant potential for Leonardo's latest generation helicopter models. The African Oil&Gas market is delivering promising signs, considering reserves, and the op-

portunities for new projects. With over 200 units, the helicopter fleet comprises types from various OEMs supporting the energy industry in Africa which is one of the biggest in the world.

According to Leonardo it has been the only manufacturer able to expand its presence in the African offshore market in the last eight years. Leonardo has almost doubled the number of aircrafts with the AW Family range of models (the AW139, AW189 and, more recently, the AW169) which deliver greater versatility and performance and higher safety standards. With over 60% of the existing offshore helicopter fleet still made of old design types, Leonardo's state-of-the-art helicopters seem well positioned to meet fleet replacement and modernization programmes among operators in the region.

Lufthansa Technik and Magnetic Trading sign lease agreement for landing gear

The long-term agreement covers the exchange/lease of one Boeing 737-800 low cycle first overhaul landing gear set.

Magnetic Trading, a part of Magnetic Group, has recently announced the signing of the long-term lease agreement for landing gear with Lufthansa Technik Landing Gear Services UK. The agreement was signed as part of the newly launched Total Asset Management Program by Magnetic Tradings. The program is aimed at lessors, airlines and MROs. The long-term agreement covers the exchange/lease of one Boeing 737-800 low cycle first overhaul landing gear set.

The Total Asset Management Program was launched by Magnetic MRO in early 2021, aiming at ensuring a smooth maintenance process, as well as smooth aircraft operations, starting from an

advanced asset evaluation through to serviceable unit installation.

"We have exceptional experience working with the Lufthansa Technik team, and therefore, we are glad to extend our partnership towards asset management for our second landing gear transaction. Lufthansa Technik Landing Gear Services UK, as part of the global Lufthansa Technik Landing Gear Network, is one of the largest Landing Gear MROs in the world. This opportunity ensures that we can support their landing gear leasing requirements whilst they can focus on core landing gear MRO activities. This agreement demonstrates how our Total Asset Management Program supports

our customers with full asset management solutions," said Eigirdas Keblikas, VP of Asset Trading and Leasing at Magnetic MRO.

Magnetic MRO is headquartered in Estonia, along with multiple locations across the world. Magnetic MRO is a Total Technical Care maintenance and asset management company with an MRO presence all around the globe and two decades of worldwide experience in the aircraft maintenance industry. The company has a well-established reputation in innovative solutions, digitalized MRO services, and proven track record as a one-stop total technical care company for airlines, asset owners, OEMs and operators.

Airbus signs agreement for six H175 helicopters with LCI

The agreement provides for a further four options and builds upon LCI's previous order for new H175s.

Airbus has recently announced to have received an order for two H175 super-medium helicopters along with future options for four more helicopters from LCI aviation company, a subsidiary of the Libra Group. The total value of all six aircraft combined is US\$125 million. The initial order is for two confirmed aircraft with the first H175 which is to be delivered to LCI in late 2023. The agreement also provides for a further four options and builds upon LCI's previous order for new H175s.

Jaspal Jandu, CEO of LCI said, "The Airbus H175 is a versatile, multi-purpose helicopter and this order will help to maintain the breadth of LCI's product offering. This latest chapter in our partnership is an important element of LCI's long-term growth strategy, and demonstrates our confidence in the helicopter leasing market."

The H175 first entered service in 2015 with features such as long-range capa-



■ The H175 is a record-setting helicopter, establishing a time-to-climb record of 6,000 meters in 6 min.

bilities with smooth flight qualities, excellent payload, and cabin comfort. It is a highly versatile, super-medium aircraft that can operate in a range of different configurations.

"LCI is a longstanding and valued Airbus partner. As a leading lessor and operator of Airbus helicopters, their renewed commitment to the H175 demonstrates the strength of the marketplace and its post-pandemic recovery," said

Bruno Even, CEO of Airbus Helicopters.

LCI's fleet currently includes over 50 Airbus helicopters and fixed wing aircraft. They are deployed by 14 operators in 10 countries across the globe on a range of missions including emergency medical services, search and rescue and offshore wind. Since its inception in 2004, LCI has undertaken in excess of US\$8 billion of transactions in the aviation markets.

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HAL awards \$100 Million Contract to Honeywell for HTT-40 Engines

Honeywell will also provide HAL with maintenance and support services to power the Hindustan Trainer Aircraft (HTT-40).

Hindustan Aeronautics Limited recently signed a contract worth over US\$100 million with Honeywell Aerospace, a manufacturer of aircraft engines and avionics. The contract includes supply and manufacture of 88 TPE331-12B engines/kits along with maintenance and support services to power the Hindustan Trainer Aircraft (HTT-40).

The TPE331-12B engine is a single shaft turboprop engine with integral inlet and gearbox, two stage centrifugal compressor, power turbine, gearbox, three stage axial turbine and turbine exhaust diffuser as well as EEC for reliable power and outstanding operational characteristics.

"HAL has successfully developed Basic Trainer Aircraft (HTT-40) to address the basic training requirements of the IAF. There is a potential requirement of 70 aircraft. The contract for the same with



IAF is under advanced stage of approval," said R Madhavan, CMD, HAL.

The HTT-40 prototypes are powered by TPE331-12B engines and have been serving well since 2014. Entering this 'Manufacturing & Repair license agreement for Honeywell TPE331-12B Turboprop engine' marks a major milestone in the execution of 70 HTT-40 aircraft contracts with IAF.

"We are proud of our four-decade long partnership with HAL and happy to extend our relationship with this new order," said Mr. Eric Walters, Senior Direc-

tor OE Sales, Honeywell Defense & Space. "The TPE331-12 family of engines has proven itself in operations all over the world, and we have committed to support and deliver engines as well as kits within the stipulated schedule to meet the requirements of the IAF. Honeywell is committed to support export of HTT-40 aircraft in coming years along with other engine programmes which are currently on radar. This contract would pave the way for future collaboration between HAL and Honeywell, he added.

Hindustan Aeronautics Limited is working closely with Honeywell for its support for export potential of HTT-40. HAL and Honeywell are together working on other potential opportunities such as 1MW Turbo Generators, manufacturing, Repair & Overhaul of TPE 331-10GP / 12JR engines for variants of Dornier.

Air works delivers sixth P-8I to the Indian Navy after concluding Phase 32 checks

The handover of the sixth P-8I reflects Air Works' represents a major milestone in India's ambition to become self-reliant in maintaining its various defense and aerospace assets.

Air Works, India's largest independent MRO and aviation services and solutions major company has handed over the last of the six P-8I maritime patrol aircraft to the Indian Navy. The delivery was done after the successful completion of Phase 32 maintenance checks to Boeing and the Indian Navy. The heavy maintenance of these P-8I aircraft was successfully completed at the Air Works facility at Hosur, Tamil Nadu. The delivery of the P-8I highlights the competencies of civil MROs to support defense maintenance and the need for 'Maintain-in-India' to be accorded equal significance as 'Make-in-India'.

Air Works had signed a strategic collaboration with Boeing in 2021 for the MRO of two critical Boeing defence platforms in India – the P-8I operated by the Indian Navy (IN) and the VIP transport fleet (BBJ) that is operated by the Indian Air Force (IAF). Under this collaboration, three P-8Is had already undergone maintenance at Air Works and three more were simultaneously inducted in early 2022 intensifying the complexity of the entire project.

Commenting on the milestone, Mr. D Anand Bhaskar, Managing Director & CEO, Air Works Group said, "We are grateful to both Boeing and the Indian Navy for their trust in Air Works to deliver on such a unique and mission-critical project for the very first time in the country. Not only has every successful inspection increased our confidence of managing such intricate and specialized projects on behalf of our defense forces, but the fact that we have been able to value add with our ingenuity and decades-long experience to enhance the quality of maintenance of these premium assets, has particularly boosted our motivation and self-assurance. This is an incredibly proud moment for the everyone at Air Works, especially the P-8I project team – who have transformed their ardent passion into a brilliant outcome, and we look forward to expanding our collaboration horizon."



■ The last of the six P-8Is that underwent Phase 32 checks at Air Works, Hosur.

"One of the key learning of this project has been that aviation & aerospace OEMs must take a leaf from Boeing's BIRDS hub initiative and partner with domestic MROs like Air Works, to successfully realize the Government's Make-in-India program, to scale up local maintenance capabilities and ensure that more and more maintenance assignments – irrespective of their complexity or their nature – civil or defense – are undertaken within the country, for cost effectiveness and to create a strategic depth," he added.

Air Works demonstrates indigenous Maintenance, Repair and Overhaul (MRO) capabilities for the maintenance of critical defense platforms for Indian defense forces. The partnership between Air Works and Boeing is well positioned to further strengthen with the expansion of the P-8I inspection programme in terms of both scale and scope. The P-8I is an aircraft designed for long-range anti-submarine warfare (ASW), anti-surface warfare (ASuW), and intelligence, surveillance and reconnaissance (ISR) missions.

The P8-I is built to deliver the highest levels of quality, reliability, and operability. A true multi-mission aircraft, it is defined by a unique combination of state-of-the-art sensors, proven weap-

ons systems, and a globally recognized platform. The P-8I's induction into the Indian Navy in 2013 is widely regarded as a game changer for India's maritime capabilities.

"Ensuring mission-readiness for our customers and providing them seamless services and support on our platforms is imperative for Boeing. Having completed heavy maintenance checks for six P-8Is for the Indian Navy by our partner Air Works is testimony to our joint and long-standing commitment towards bolstering MRO capabilities in the country," said Salil Gupte, President, Boeing India. "We have always supported the development of indigenous aerospace and defense capabilities in India, and through the years, invested in partnerships within the Indian aerospace ecosystem in MRO, services and sustainment, as much as in manufacturing, R&D and innovation, and talent," he added.

The successful handover of the sixth P-8I reflects Air Works' represents a major milestone in India's ambition to become self-reliant in maintaining its various defense and aerospace assets. This has been achieved by undertaking increasingly complex tasks (checks) indigenously, especially on platforms of strategic importance.

GA Telesis designates Dr. Rainford Knight as Chief Digital Transformation Officer

Dr. Rainford Knight's responsibilities would include building seamless and substantial digital interfaces within its product and services offerings.

GA Telesis, LLC, the integrated aviation services company, has announced that the company has appointed Dr. Rainford Knight, PhD as Chief Digital Transformation Officer (CDxO). Dr. Knight will be charged with developing and leading strategy-driven digital innovation that will drive the organizational transformation of the GA Telesis Ecosystem. Dr. Knight is an industry veteran with an experience of over 20 years.

Dr. Rainford Knight started his career in corporate development at Ocwen Financial, which was followed by several decades in academia and research. Previously Dr. Knight has held the responsibility of the CEO & Co-Founder of Transparency Global, where the firm partnered with ARK Investment Management to launch the world's first Transparency ETF. Prior to that, he was the Co-Founder and Managing Partner of the Florida Institute of Finance. Dr. Rainford Knight holds a PhD in Finance from Florida Atlantic University.

"GA Telesis is seeking to lead the industry charge by accelerating the digital transformation of our sector," said Abdol Moabery, President & CEO of GA Telesis. "Rainford's financial expertise, operational savvy, and data research background will provide the foundation to deliver on strategic growth initiatives to meet the future needs of our customers. We're fortunate to have him leading the digital transformation of the GA Telesis Ecosystem during this era of evolution and growth," he added.

While working with GA Telesis' in-house Global Technology Team, Dr. Knight will develop actionable initiatives and work to accelerate the adoption of practices that are intended to not only revolutionize the company's operational efficiencies but will also create a sustainable digital organization. This will help the company unlock customer value through enhancement, connectivity, automation, artificial intelligence, and machine learning. Dr. Rainford Knight's responsibilities will also include building seamless and substantial digital interfaces within its product and service offerings. As the new CDxO Dr. Knight will report to Abdol Moabery, President & CEO of GA Telesis.



Nathalie Tarnaud Laude appointed as CEO of ATR

Prior to this appointment, Nathalie Tarnaud Laude held various senior positions at Airbus, (ATR's parent company) in strategy, program, technology, and finance.

ATR recently announced that the company's Board Members along with Airbus and Leonardo, have appointed Nathalie Tarnaud Laude as the new Chief Executive Officer, effective from 17 September 2022. Nathalie will succeed Stefano Bortoli, whose four-year term will come to an end at the same date, as per the terms set by ATR's bylaws.

Prior to her current stint, Nathalie Tarnaud has held various senior positions at Airbus in strategy, program, technology, and finance.

Nathalie Tarnaud Laude is currently the President and Senior Vice President and

Head of the NH90 Programme for Airbus Helicopters at NH Industries. According to the company, Nathalie will contribute to bringing strong strategic and leadership skills to the functioning, as well as program execution experience, essential to continue developing ATR as a leader in sustainable regional aviation. Nathalie joined Airbus in 2005 and holds an MBA from London Business School.

Nathalie Tarnaud Laude currently NH Industries' President and Senior Vice President Head of the NH90 Programme for Airbus Helicopters expressed "I thank Stefano for his strong leadership in preserving ATR's market position and financial situation, while at the same time maintaining its highly skilled workforce in the



unprecedented times of Covid, and preparing the grounds for the future of ATR. I am honored to join such an exceptional team of passionate and professional individuals, and I look forward to working with all ATR employees, existing and new customers, and our shareholders, to bring the company to the next heights. You can count on all my energy and enthusiasm to continue the ATR extraordinary

nary success story.”

ATR is a joint venture between Airbus and Leonardo. ATR is a regional aircraft manufacturer with its ATR 42 and 72 aircraft the best-selling aircraft in the less than 90-seat market segment. In 2019 the company had a turnover of US\$1.6 billion. The company has over 1,400 employees all over the world, to connect and develop the company in a

responsible manner. Due to the efficiency of turboprop technology and the benefits of the company's focus on continuous innovation, ATR aircraft has opened more than 100 new routes every year and has burned up to 40% less fuel, emitting up to 40% less CO₂ than other regional jets. ATR aircraft have been chosen by some 200 companies in 100 countries around the world.

Rolls-Royce designates Tufan Erginbilgic as the new Chief Executive Officer

Tufan Erginbilgic will commence his new role on 1 January 2023, succeeding Warren East who in February 2022 announced his intention to step down by the end of 2022.

British aero engines manufacturer, Rolls-Royce recently made a public announcement of the appointment of Tufan Erginbilgic as the new Chief Executive Officer and an executive director of Rolls-Royce Holdings plc. Tufan has an educational background in engineering and has built his career in international business including over 20 years with BP, and was a part of its executive team for five years.

Tufan Erginbilgic is currently a non-executive director of multinational transport vehicle manufacturer Iveco Group NV; energy, healthcare, and technology group DCC plc; and energy company Türkiye Petrol Rafinerileri A. (Tupras). Tufan will be reviewing his involvement in these positions.

Anita Frew, Chair, Rolls-Royce said, “I am delighted to announce the appointment of Tufan Erginbilgic as chief executive. He is a proven leader of winning teams within complex multinational organisations, with an ability to drive a high-performance culture and deliver results for investors. He has extensive strategic and operational experience and a firm understanding of safety critical industries, including aerospace, as well as the challenges and commercial opportunities presented by the drive for low carbon technologies. He has a strong track record for execution, delivery and the creation of significant value.

I look forward to him building on the strategic foundations that Rolls-Royce has laid over recent years.”

In his last role before leaving BP in 2020, Tufan Erginbilgic led BP's downstream business, which included Refining, Petrochemicals, Service Station Network, Lubricants, Midstream operations and the Air BP jet fuel operation. During Tufan's tenure, the business achieved record profitability and delivered record-setting safety performance.

Tufan Erginbilgic, Board Member DCC plc said, “I am honoured to be joining Rolls-Royce at a time of significant commercial opportunity and strategic evolution as its customers embrace the energy transition. I am determined to deliver the full potential of the market positions which the company has built over many years, through its engineering excellence and innovative technology, and to build a platform for growth in order to create value for all stakeholders. I look forward to working with customers, partners and the Rolls-Royce team across the world on the next successful chapter for this iconic global engineering brand.”

Tufan Erginbilgic is currently a partner at Global Infrastructure Partners (GIP), a private equity firm which focuses on large-scale investments in infrastructure businesses and manages \$81bn for investors. Tufan Erginbilgic has also held several non-executive directorships in heavy industry and manufacturing companies, which includes the aerospace technology group GKN.



Jason Lenhart appointed as Vice President, Technology for JetBlue Airlines

Before joining JetBlue Jason has held leadership roles at Warner Bros, Barclays and Comcast.



JetBlue recently announced the selection of Jason Lenhart as the airline's new vice president, technology. In his new role as VP, Technology, Jason will develop the technical strategy across engineering, QA, cloud, and infrastructure. Jason joined JetBlue after completing his stint at Warner Bros. Discovery where he served as senior vice president of engineering and operations, with his role focusing on direct-to-consumer technology for HBO Max. Previously, Jason has also held leadership roles at Barclays and Comcast.

Carol Clements JetBlue's chief digital and technology officer said, "Technology has the ability to enhance nearly every touchpoint on the travel ribbon. Jason's experience and innovative mindset will be critical to supporting our vast IT infrastructure and delivering on our product roadmap."

Jason Lenhart will report directly to Carol Clements, JetBlue's chief digital and technology officer. JetBlue Airways is headquartered in the Long Island City neighborhood of the New York City, U.S. The Airlines also maintains corporate offices in Utah and Florida.

Jason Lenhart, Vice President, Technology, JetB said, "A great passion of mine is developing technology that connects with people on a personal level. Creating and operating technology that brings people together through travel is an opportunity I cannot wait to begin."

JetBlue Airways is an American low cost airline, and the seventh largest airline in North America by passengers carried. JetBlue is New York's Hometown Airline, and a leading carrier in Boston, Fort Lauderdale-Hollywood, Los Angeles, Orlando, and San Juan. JetBlue carries customers to more than 100 cities throughout the United States, Latin America, Caribbean, Canada, and United Kingdom.

■ Jason Lenhart pursued his Bachelor of Science - BS, Mechanical Engineering MS, from University of Tennessee, US.

International CALENDAR 2022

2022

Date	Event	Venue
07- Sept	Asia Connect Aviation Strategy	Istanbul, Turkey
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
27-29 Sept	IATA World Congress Symposium	London, England
4-6 Oct	World Aviation Festival	Amsterdam
06-08 Oct	Istanbul Airshow	Istanbul Atatürk Airport, Istanbul
18-20 Oct	MRO EUROPE	London, UK
18-20 Oct	NBAA-BACE	Orlando, FL
25-27 Oct	IATA Safety Conference	Dubai, UAE
01-03 Nov	Abu Dhabi Air Expo	Abu Dhabi
06-09 Nov	ATCA	Washington, D.C.
9-10 Nov	Asia Connect MRO	Istanbul, Turkey
15-16 Nov	Predictive Aircraft Maintenance 2022	London, UK
05-06 Dec	Aviation Forum 2022	Munich
06-08 Dec	MEBAA	DWC, Dubai

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