

Rusada spreads its wings in Africa, signs MRO contract with OAS helicopters



Ondegene Air Shuttle Services Limited (OAS) have partnered with Rusada for their software ENVISION for MRO services and flight operations. As a part of the deal, several of ENVISION's key modules will be used along with Flight Operations to help

organise the flight and crew.

Edwin George, Deputy Managing Director of OAS Helicopters said, "We were looking for an industry-proven, all-in-one solution for our operation. In ENVISION we found a system with comprehensive

capability and a logical interface that will serve to significantly increase the efficiency of our operation."

This deal will cement Rusada's Africa presence with support from their Dubai MEA team.

Julian Stourton, CEO at Rusada said, "The awarding of this contract during the current pandemic is recognition of Rusada's ability to implement advice and support our customers remotely. Work on the project with OAS has already begun, and not only are we finding this remote approach pragmatic, but also very efficient. We look forward to a long and successful relationship with OAS Helicopters."

OAS Helicopters is a Nigerian charter operator had have operated in the region since 1992. Headquartered in Lagos and operating out of Port Harcourt, OAS recently acquired a new AW139 helicopter for use in supporting oil and gas operations for the Nigeria National Petroleum Corporation.

Airinmar signed service agreement with Frontier Airlines for aircraft warranty and value engineering

Airinmar have signed a new service agreement with low-fare carrier Frontier Airlines. As per the agreement, Airinmar will provide a full suite of support services covering both aircraft warranty and value engineering. Warranty management services will cover the identification, claim and recovery of the multiple airframe, engine and component warranty entitlements provided by Airbus and its suppliers.

"Airinmar's effective warranty man-

agement and value engineering services, combined with its ability to customize solutions, will support us by providing more efficient management of our maintenance spend on our growing fleet while achieving our high levels of operational performance," said Trevor Stedke, Frontier Airlines Senior Vice President of Operations. "Airinmar's delivery of cost savings and credit recovery aligns with our mission of providing Low Fares Done Right across America."

"We are excited to provide our services and deliver results to the largest A320neo operator in the US" said Matt Davies, Airinmar General Manager. "With 100 aircraft in service and a further 160 on order, we are proud to contribute to Frontier's growth and success over the coming years."

Value engineering support will include cost oversight services to assure compliance with Frontier's contracted component repairs and minimize component flight-hour out-of-scope repair charges. The services will complement Frontier's current materials management activities and focus on maximizing the recovery of Frontier's warranty entitlements and reducing the cost of component repair.

Magnetic leasing signs Lol with GlobalX for lease of A321



Magnetic Leasing, the lessor arm of Magnetic MRO will provide first leased aircraft to Global Crossing Airlines (GlobalX). The leased aircraft is an Airbus A321. The aircraft is about 15 years old and was previously operated by a major government-owned Asian airline until it was acquired by Magnetic Leasing in the beginning of 2020. Prior to delivery the aircraft will undergo a C-Check which is scheduled to be performed by Magnetic MRO at the company's hangars in Tallinn, Estonia. In addition, the

aircraft will be painted in GlobalX livery, also at Magnetic MRO. The aircraft is expected to be delivered in December 2020.

"We are delighted to have signed with GlobalX. They have an impressive management team which has developed a business plan to challenge the status quo and create excitement at a time when the industry is depressed. We are honoured to provide the first leased aircraft to GlobalX to help launch their International operations and look forward to developing and expanding our

partnership for many years to come", said Alex Vella, Chief Operations Officer at Magnetic Leasing.

"We are grateful to Magnetic Leasing for their support of our vision and business plan. This A321 complements our plans for our initial charter operations. Magnetic is a dynamic and entrepreneurial company very much like GlobalX intends to be, and we look forward to working with them on this delivery and additional aircraft", said Ed Wegel, Chairman and Founder of GlobalX.

This aircraft was specifically selected by GlobalX to initiate its services to Cuba, subject to governmental approvals. In addition, GlobalX continues the development of its A320 fleet plan and expects to announce the closing of additional aircraft under purchase contracts in the next 15 days.

Currently, Magnetic Leasing manages an asset portfolio which includes Airbus A320 FAM and Boeing 737 NG aircraft, as well as CFM56-5B, CFM56-7B, V2500-A5 engines and multiple Airbus A320 FAM and Boeing 737 NG/CL landing gear sets.

Ryanair extends MRO contract with Joramco

Pleased with the level of service provided by Joramco over the course of the winter season, Irish airline, Ryanair has extended their MRO agreement for their new line of aircraft. This new agreement is valid from 15th July 2020 to March 2021 and will consist of a new line of checks on five Boeing 737 NG fleet and followed by seven A320.

Jeff Wilkinson, CEO of Joramco said, "We are looking forward to starting a new and productive season after the slowdown caused by the global situation, and our teams are eager to get back to what they do best. As a world-class MRO, Joramco is continuously expanding and improving its capabilities, skillset and the high-quality services it provides for its customers worldwide, and as a direct result of these efforts, Joramco is attracting more prestigious airlines each year. We are honoured that Ryanair has entrusted Joramco with the maintenance of some of its fleet, and we're proud of our team who have, despite the challenges posed by the Coronavirus, dedicatedly provided first-class maintenance



services that have met, and will continue to meet Ryanair's high expectations."

Commenting on the agreement, Andrew Holder, Deputy Director Heavy Maintenance at Ryanair said, "We are pleased with the level of service provided by Joramco over the course of the winter season. Our maintenance program and requirements are extensive and the team at Joramco have done a great job of meeting all of our requirements and standards whilst maintaining a portion of our fleet.

All of this has been accomplished with excellent communication between the two of us. We would like to express our thanks to the Joramco team involved in our maintenance lines this year and we look forward to continuously improving our working relationship for years to come."

The initial agreement was from November 2019 till June 2020 for heavy checks on Boeing 737 NG fleet. Joramco is Amman-based MRO and the engineering arm of Dubai Aerospace Enterprise (DAE).

Exclusive Interview

APOC keeps it cool! With Martynas Jakimavicius

The entire world is eagerly waiting for the COVID-19 vaccine to come to the markets. Various surveys show that markets will rebound and normalcy will be restored once the vaccine comes within the reach of common man. Till then, it's still a fight..and for the aviation sector the fight is seeming to be the toughest. Even with the restoration of passenger services in various counties, people are slightly sceptical to travel, Airlines on the other hand are leaving no stones unturned to make sure that the air travel is safest. On the background of COVID-19 pandemic and the struggling MRO sector our Assistant Editor **Swati.K** spoke to the Sales Representative at the Landing Gear division of APOC aviation **Martynas Jakimavicius**. He spoke in details about his promotion just before the lockdown, the challenges he faced to keep the business running and his mantra at juggling the work-life balance during the pandemic. READ ON!

Q – Just before the COVID-19 pandemic broke out, you were promoted as the Sales Rep in APOC's landing gear division. With the lockdown looming ahead, how did you deal with the work stress? Did you chalk out a master plan going ahead?

A - I think it is safe to say that no one anticipated the effects of this pandemic. There was no possible way to prepare for what has happened.

But when it came to the LDG operations at APOC, I was well prepared. I worked with our VP Landing Gear Trading & Leasing, Karolis Jurkevicius, for over a year prior to my promotion, gaining a deep understanding of the various projects we are involved with. LDG projects take time to develop and implement, so the pandemic did not slow down our operations too much. Of course, the cancellation of important aviation events and the global travel ban directly affected communication with our customers. The inability to have face-to-face meetings makes it much harder to maintain close business relationships. But we kept our communication with them as 'live' and as frequent as possible.

Keeping a cool mind, being adaptable, and willing to learn new things has helped us all to make the best of it. Throughout the COVID-19 crisis so far I have spent a lot of time engaging with customers, looking for new contacts and developing relationships. Pre-pandemic, everyone was always in a hurry and we have been given a chance to slow down, reflect, and create a real personal connection with our customers. This is a valuable outcome in this difficult time.

Q – With majority of widebodies retiring earlier than intended, the future of teardown market seems much better.

Your views

A - Our focus is on narrow bodies, A320 family, B737NG, so wide bodies do not have a major impact on our business. However, looking long-term, increased wide body retirements means that narrow body market will be more active. This will ultimately bring more business to us.

Q - As the airline traffic starts to rebound, how soon do you see the after-market recovering?



APOC AVIATION AIRCRAFT PART-OUT COMPANY

A - It is still too early to make any kind of prognosis. I guess we will be in a position to say more once the vaccine is developed. But for now all I can say is that we expect the aftermarket industry to recover steadily. More and more airlines will choose used components and parts instead of buying new ones to save costs, in time business will return to how it used to be.

Q - One of the ways, that majority of companies adopted for sustenance is downsizing? Prior to the COVID-19 crisis the world was dealing with the problem of shortage of skilled labor and now we see skilled aircraft engineers with no work. Your comments

A - That has been a hard thing to witness. Many of my friends were affected by the downsizing processes within their companies. And I am very happy that APOC found the resources to keep all the employees in the company. Feeling safe about our future has brought increased efficiencies and made our inter-company bonds even stronger. Before the virus, we were facing over a million qualified staff shortages across the industry, so what is happening now is just a temporary stagnation. Many companies are using this downtime to review their internal processes, making them more efficient. So, when the market recovers, we will face the staffing problem once more. Efficiency gains and new technologies mean that jobs will change, but the aviation sector will thrive again and new opportunities will be created.

Q - It is said that trying times are the best teachers; can you share your experiences of juggling the work-life balance in this pandemic?

A - Everyone, no matter the industry, is dealing with an increased amount of stress. Even with job security and

financial comfort there is still the flip side of the coin – personal life. Worrying about our close ones, concern about health regulations, and travel bans are part of it. Many services and businesses you deal with day to day are hard to access or unavailable at all. Our quality of life

is definitely lower than we are used to. To make it easier to survive, we have to learn to embrace new things and adapt. This is just a phase, which will pass. If we can take this slow down to reconnect with our families and gain new experiences we will emerge stronger and more resilient.

Q - With the current health & safety protocols and social distancing, the MRO work is going to be the biggest challenge. Your views.

A - As far as I know the industry is overcoming this challenge quite well. It might take some time to adapt, but companies are working very hard to fulfil new requirements and make the work as safe and as efficient as possible. That includes all the industry, not only MROs. At APOC we also had to embrace the new normal in our operations, we are taking new measures that include communicating more regularly with employees and shareholders, adopting new health and safety procedures, and embracing remote working to keep operations running as smoothly as possible. It is also a great opportunity to review all the processes, to see how we can make them more efficient. So, there is no need to panic, it is just something we will all have to get used to, and I think many of these new regulations will fit right in even after the pandemic.

Q - Analysts have predicted that, going ahead the airlines will further delay the maintenance schedules wherever possible. So it is said that the initial few months post pandemic will be extremely difficult for MROs, however it will see a gradual increase in the MRO activities. Your views

A - We are very lucky to have a chance to work with successful partners and MRO companies who gained their reputation

and status in the industry with their hard work and competence. Airlines cannot really delay maintenance too long as they want to start operating. So the problem that I see is not lack of maintenance enquiries but the airlines' cashflow, which is hard to plan in these circumstances. The entire aviation industry sector is looking for outside the box solutions to make it work whether that be the implementation of 3D printing, safety measures implementation, flexible cargo solutions for airlines, etc.

Q - The pandemic has increased the use of digital innovations and technologies like additive manufacturing, predictive maintenance, virtual inspections, on-line training, artificial intelligence etc for MRO operations. Can you tell us any practical application, the use of any of the above technologies during the pandemic phase?

A - Anything that can be used to operate remotely is the way to do it. We already use virtual inspections for LDG purposes and adopt online training in some areas. I think that everyone who invested in transitioning their operation to offer a virtual mode is enjoying a huge win at the moment. They are already way ahead of all the rest. It is a lesson that many are having to learn the hard way. You always have to look for ways to modernize, and maybe digitalize your operations. You have to look at the future and embrace the possibilities that it gives you. Otherwise, something unexpected might happen and you can be out of business.

Q - Was aviation always your first choice of career? What advice will you give to the younger generation planning to pursue aviation as their career choice?

A - No, it wasn't the first. But I am very happy that life brought me here. My words to the youngsters would be – do not let current situation in the industry affect your choices. Take it as an opportunity to learn, gain knowledge, and once this crisis is over you will be one of the most desirable employees in the world. Aviation is very addictive, but in a good way. Once you are part of this great industry, buckle up and enjoy, because it is sure to be one hell of a ride.

Airbus extends their partnership with Triumph Aviation Services Asia



In order to satisfy the recovering MRO demand in Asia, Triumph Aviation Services Asia (TASA) business and Airbus Industries have extended their partnership. As a part of this deal, TASA will provide repair station services for a Proprietary Parts catalog encompassing more than 40,000 items. TASA is a subsidiary of Triumph Systems & Support and serves the Asia Pacific region.

“Our team is delighted to continue its longstanding partnership with Airbus and expand the value we bring through the increased scope of this contract,” said William Kircher, Executive Vice President of Triumph Systems & Support. “With TASA in place as a single-source, fully integrated MRO provider based in Thailand, Triumph is able to provide unique advantages for our customers within the region. TASA has also maintained its full spectrum of operational services throughout the COVID-19 crisis and we are confident our reliable range of solutions will continue to be a strong asset for Airbus both now and in the long term.”

TASA's baseline services catalog included flight control surfaces, rudders, elevators, and sharklets for the A320, A330 and A340 family. With the contract extension, TASA will continue these core services and also include a broad scope of continuous improvement workstreams in sales and support, engineering, on-site services, and logistics. The site's wide array of recent facility and capability upgrades will also benefit the agreement, along with the ability to leverage its EASA DOA Part 21J approval for nacelle components design and validation as needed.

Triumph Aviation Services Asia's capabilities include nacelle components, radomes, flight control surfaces, piece-part repairs, CNC machining, autoclave and oven curing, non-destructive testing, sheet-metal and composite repairs, wheel and brake overhauls and full pneumatic, electric, hydraulic and fuel accessory component repairs and overhauls.

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Pandemic or new normal, Lufthansa Technik leads the aviation recruitment curve



The Coronavirus pandemic wreaked havoc upon the whole world, turning things upside down for many companies. In order to survive this crisis many companies began downsizing workforce, asking employees to take furloughs and long leaves. But there were some companies which turned this adversity into an advantage by up scaling their workforce and hiring new talent. Many companies started online training courses for their employees to prepare them for a new normal post COVID-19. In spite of the crisis, Lufthansa Technik offered 102 training positions for aircraft mechanics in the fields of repair, manufacturing and engine technology, for electronics technicians for devices and systems, and for tool mechanics and surface coating technicians in Hamburg. This step shows their continued focus of aeronautical and industrial training of talented young people.

“There is a significant demographic change in the workforce, as many highly qualified colleagues will be going into well-deserved retirement in the coming years,” said Martin Horn, Senior Vice President Recruiting and Vocational Training at Lufthansa Technik. “Therefore it is important to prepare our company for this change in a sustainable manner. Due to the corona crisis, we have reduced the number of available

apprenticeship positions accordingly compared to 2020. However, we will continue to maintain our commitment to training, which has lasted for more than 60 years, because for us vocational training is not only a corporate obligation but also a social responsibility and an investment in the future of the aviation industry.”

In addition to Hamburg, eight training positions are open for aircraft mechanics specializing in engine technology. Lufthansa Technik Logistik Services is offering 16 training positions for specialists in warehouse logistics and forwarding agents. Lufthansa Technik AERO Alzey also offers ten training positions for aircraft mechanics specializing in engine technology and one cutting machine operator specialising in milling technology. Lufthansa LEOS is moreover looking for a total of four apprentices as automotive mechanics, two of them in Frankfurt and two in Munich. N3 Engine Overhaul Services, a joint venture with Rolls-Royce, plans to start training in 2021 with a total of ten training positions for aircraft mechanics specializing in engine technology.

To conclude, more than 200 young people from the 2020 training year began their career at Lufthansa Technik at the beginning of August.

Collins rebuilding passenger confidence in air travel

Collins Aerospace has come up with a new kiosk Connect solution in which there is no need to physically touch kiosk screens during airport check-in and baggage drops. The solution provides the first full, end-to-end, contactless airport journey.

By simply scanning a QR code with their mobile device, passengers can quickly connect to a common use kiosk using either the airport's public Wi-Fi or the kiosk's built-in Wi-Fi, with no requirement to download any apps. From there, users complete the check-in process on their phones and produce boarding passes and bag tags without ever touching the kiosk screen.

“When combined with our secure biometric solutions and self-service airport products, this new feature enables travellers to experience a contactless airport journey all the way from check-in to boarding,” said LeAnn Ridgeway, vice president and general manager, Information Management Services for Collins Aerospace. “As we work to help the aviation industry rebuild passenger confidence in flying, it's incredibly important to us to provide solutions to improve safety and which are easy to use.”

Collins Aerospace's ARINC SelfPass system is able to complete a passenger's contactless journey through the use of a single token ID driven by secure biometrics. SelfPass can be applied to multiple points in the process, including check-in, immigration and security, lounge access and boarding. Each step can be completed in a matter of seconds with no need to present traditional boarding and identification documents. Air travelers simply step up to the camera for a facial match against the biometrics database then proceed.

First terminal in the world completed after COVID-19, 'biosafe and biosecure'

The Ethiopian Airlines Group vision for 2025 mainly focuses on airport expansion and as a part of this they recently completed a new passenger terminal at its hub Addis Ababa Bole International Airport with emphasis on Bio Security and Bio Safety measures. The new terminal has check-in hall with sixty check-in counters, thirty self-check-in kiosks, ten self-bag drop/SBD/, sixteen immigration counters with more e-gate provisions, sixteen central security screening areas for departing passengers are the new faces of the airport. In addition, it has three contact gates for wide body aircraft along with ten remote contact gates with people mover – traveller, escalator, and panoramic lifts. It will house thirty-two arrival immigration counters with eight e-gate provisions at the mezzanine floor level.

Regarding the expanded infrastruc-



ture, Mr. Tewolde GebreMariam, Group CEO of Ethiopian Airlines said, "I am very pleased to witness the realization of a brand-new terminal at our Hub. While Addis Ababa Bole International Airport has overtaken Dubai to become the largest gateway to Africa last year, the new terminal will play a key role in cementing that position. What makes the new terminal unique is that it's the first terminal in the world to be com-

pleted after Covid-19. It was designed, not re-purposed, with Bio safety and Bio security in mind. I'm sure our esteemed customers will highly appreciate that."

Aviation infrastructure expansion is one of the core pillars of Ethiopian's Vision 2025. Ethiopian is continuously working on expanding airport facilities. The features of the new airport play a key role in protecting passengers' and employees' safety as airport experience becomes contactless.

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Northrop's critical design review takes war fighters to next level of navigation solution



Northrop Grumman Corporation has successfully completed the critical design review (CDR) milestone for the Embedded Global Positioning System (GPS) / Inertial Navigation System (INS)-Modernization, or EGI-M, program. EGI-M provides state-of-the-art airborne navigation capabilities with an open architecture that enables rapid responses to future threats. The fully modernized system integrates new M-Code capable GPS receivers, provides

interoperability with civil controlled air space, and implements a new resilient time capability.

"The completion of this milestone is a key step in bringing necessary navigation capability upgrades to our war fighters," said Brandon White, vice president, navigation and positioning systems, Northrop Grumman. "With its open architecture and government ownership of the key internal interfaces, EGI-M's

next generation navigation solution allows the government to quickly insert emerging capabilities from 3rd parties while maintaining cyber security and airworthiness."

Northrop Grumman's unique, modular platform interface design enables backwards compatibility with existing platform footprint and interfaces (A-Kits), allowing current platforms to easily integrate and deploy Northrop Grumman's EGI-M solution. At the same time, EGI-M's modular software / hardware, coupled with government ownership of key interfaces, allows EGI-M to benefit from rapid upgrades with best of breed software and hardware technologies now and in the future.

Northrop Grumman has been on contract for the engineering and manufacturing development (EMD) phase of EGI-M since November 2018. The CDR milestone marks the completion of detailed hardware and software design of the EGI-M product line. The launch platforms for Northrop Grumman's EGI-M are F-22 and E-2D. Additional fixed-wing and rotary-wing platforms across Department of Defence and allied forces have already selected Northrop Grumman's EGI-M as their future navigation solution.

US Special Force gears up for extreme challenges with Boeing's Next Gen Block II Chinook

In a major step for the Chinook program, Boeing Philadelphia team recently delivered US Special Operations Command (SOCOM) with the latest Block II Chinook helicopter. Boeing will be delivering at total of 23 more MH-47G Block II Chinooks to the SOCOM as per the July contract.

After delivering the helicopter on time, Andy Builta, vice president and MH-47 program manager said, "The new Chinook will give US Special Operations Forces significantly more capability for extremely challenging missions and will enable them to conduct those missions on the future



battlefield."

Boeing has more than 4,600 employees in Pennsylvania supporting Chinook,

the V-22 Osprey, MH-139A Grey Wolf and a number of services and engineering efforts.

Saab's latest 'The Lightweight Air-launched Decoy Missile' for Gripen

Technology in defence is evolving with every passing minute. Every nation has a fierce urge to protect their borders leading to mounting demands and rising supply for the defence markets. Fighter aircraft with advanced cockpits and latest radar to locate exact enemy target, hi-range missile systems etc. have become every nation's basic defence requirement. As a latest advancement to these Saab has developed their latest decoy missile system, 'The Lightweight Air-launched Decoy Missile'. Apart from this they have also developed the new Electronic Attack Jammer Pod to protect the pilots from enemy radars and missiles. Saab will be offering the advanced Gripen's E/F Electronic

Warfare systems to Finland with both the above mentioned technologies. The flight testing for both the decoy missile and the Jammer Pod started in 2019.

The new decoy missile will be a highly capable stand-in jammer for the most demanding missions. It will act as a force multiplier as it reduces the number of missiles and aircraft required to complete a mission. The decoy missile can jam or create false targets for acquisition, tracking, fire control and airborne radars.

"Our offering to Finland, combining Gripen E/F and GlobalEye as force multipliers, will protect Finland's people and borders, by delivering both comprehensive situational awareness and a

true deterrence effect. The decoy missile, that we present today, will constitute a strong addition to Gripen E/F's built-in electronic attack capabilities. The payload of the new decoy missile is to a large extent developed in Finland and this will strengthen our offer to Finland even further," said Jonas Hjelm, Senior Vice President and Head of Saab Business Area Aeronautics.

Saab's partnership with Aalto University with 10 on-going research projects on advanced sensors and AI along with the new decoy missile launch points towards Saab's plans of expansion of its Technology Centre in Tampere with more highly skilled employees.

GA-ASI to integrate SENAR built NATO Pod into MQ-9A for increased configuration and payload

GA-ASI and SENAR have come together yet again to integrate the NATO Pod, designed and built by SENAR into MQ-9 aircraft. By integrating this Pod into the MQ-9A, GA-ASI plans to increase its configuration and payload options. Besides, this Pod will provide customers with a carriage of sovereign, cross-domain Intelligence, Surveillance and Reconnaissance (ISR) sensors. These sensors are integrated onto MQ-9A and MQ-9B RPA Systems. SENER Aeroespacial is currently working for GA-ASI on the detailed design phase of the NATO Pod. SENAR recently completed the system definition and specification phase, the conceptual and preliminary design phases, as well as the Critical Design Review of the Pod.

Andrés Sendagorta, president of the SENER Group said "Since the beginning in 2008, the relationship between GA-ASI and SENER has been based on the existence of a common corporate philosophy where the technological component represents a fundamental link. This has led to an alliance in which the development of value-added prod-



ucts and technology by SENER has been applied to meet the demanding needs of GA-ASI over the years and, particularly, now with the NATO Pod that will be integrated onto the MQ-9 line. As we have stated on previous occasions, and once the first system of this type has come into operation in Spain, SENER reiterates its commitment to make available to the Spanish Ministry of Defence its capabilities and strengths in support of national industry through alliances, industrial cooperation and the development of an increasingly wide range of products."

The NATO Pod is a flexible, scalable, certifiable, aerodynamic and low-cost enclosure that enables customers to add sovereign sensor capabilities developed

in their respective countries using a common set of interfaces to the aircraft system. This approach reduces integration time and cost. GA-ASI is working with European suppliers to add sensor capabilities to the new European-built payload pod that meets NATO airworthiness standards. The design of the NATO Pod is from the ground up to fulfil the certification criterion by the European certification agencies.

"With the NATO Pod, European sensor suppliers will be provided a standard Size, Weight and Power (SWAP) and Interface Control Document (ICD) to the aircraft system to efficiently integrate their payloads. This offers our customers a broader range of ISR capabilities and makes ISR-system upgrades faster," said Linden Blue, CEO, GA-ASI. "Interface standardization also allows sovereign containment of payload hardware and data by customers, when required."

GA-ASI and SENAR have been partnering since 2008 for the developments to the MQ-9A to Spain and its adaptation to the Spanish Armed Forces.

DR. HASEEB A. DRABU JOINS AIR WORKS' FIVE MEMBER BOARD AS AN INDEPENDENT DIRECTOR

In a recent announcement by Air Works, Dr. Haseeb A. Drabu has joined the five-member board of Air Works as an independent director. He is a noted economist, a policy maker and has advised several institutions and corporates on issues such as macro and monetary policy, banking and finance operations, fund management, corporate investment, and governance advisory. His work as a member of GST council in India is well known. Prior to joining Air Works he was the Finance Minister Jammu & Kashmir. However his appointment is subject to the receipt of all requisite government and regulatory approvals, including security clearance.

Commenting on his appointment, Dr. Haseeb A. Drabu said, "I see Air Works, as a model enterprise, not only for the Indian aviation ecosystem of which it is a quintessential part, but for business

in general. The company has had a rich legacy, and a richer brand equity build on performance and values. As such, notwithstanding the on-going circumstances, it is uniquely positioned to be the key player in making India an MRO hub. I am keen to engage with other members of the Board and the Air Works' management to help realize their collective vision and ambition."

Dr. Drabu has also been the Chairman and Chief Executive of the J&K Bank Ltd. (2005 – 2010). He was also involved with economics and policy making in India with the Tenth Finance Commission, Economic Advisory Council of the Prime Minister and the Planning Commission of India.

Welcoming his appointment to the Air Works' Board, Mr. D Anand Bhaskar, MD & CEO Air Works said, "Dr. Drabu's addition to the Air Works' Board is extremely

well-timed. His deep understanding and experience in the areas of policy, planning, banking and economics will have an invaluable bearing on Air Works' overall business strategy and destiny, in light of the unprecedented fluctuation in the economic scenario and the current state of Indian aviation due to Covid-19. Despite having a resilient DNA, we look forward to leverage his rich experience and further strengthen Air Works, embracing both emerging and best practices in corporate governance in order to reinvent our business in sync with the new, emerging normal."

Dr. Drabu's appointment in the board of directors of Air Works will go a long way in strengthening the Air Works Board which currently comprises five members and is running strong at its 70th year of operation.

ANDRE WALL APPOINTED AS THE NEW CEO OF RUAG INTERNATIONAL

Andre Wall will step down as the CTO of Spanish Airlines Iberia and join RUAG International as the CEO effective 1st January 2021. Andre has over 25 years of experience in the global aviation industry having previously worked with SR Technics and Jet Aviation in Switzerland, MTU Aero Engines in Germany, Rolls Royce Aero Engines and Toyota.

"With André Wall, we are gaining an internationally experienced expert in the industry. He has a proven track record of breathing new life into companies and steering them towards success. RUAG International will benefit from his expertise during its ongoing transformation. André Wall will ensure that RUAG International continues its post-unbundling course, copes with the effects of the COVID-19 crisis and is ultimately privatised as planned", said Dr Remo Lütolf, Chairman of the Board of Directors of RUAG International.

Since 1 January 2020, RUAG International has been unbundled as a civilian technology company from RUAG MRO Schweiz, a company closely linked to the Swiss Armed Forces. RUAG International is thus implementing the Federal Council's decision to develop further as an aerospace group focusing on space and aerostructures.

Current CFO Urs Kiener will continue to manage RUAG International on an interim basis until the new CEO takes over.

"On behalf of the Board of Directors, I would like to thank Urs Kiener in advance for his dedicated leadership," added Remo Lütolf. "He will ensure a seamless transition in order to set the course for the future at a time of significant restructuring following the unbundling and, moreover, influenced by the effects of the Coronavirus pandemic."



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