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oct 15th, 2021

# IATA's booth at MRO Europe to reflect on latest updates on the SmartHub platform

*MRO SmartHub offers industry-tuned capabilities allowing users to quickly and accurately value surplus part inventories for purchase.*

IATA's MRO SmartHub is a neutral web-based platform enabling airlines, MRO service providers, OEMs, and appraisers to gain a greater transparency of the surplus aftermarket plus real-time access to fair market values (FMV) for aircraft parts. This year team IATA will be attending the MRO Europe next week in Amsterdam with their latest update on the Smarthub platform. The Evaluator 2.0 is the new generation of material valuation and benchmarking. It offers simplified access to the most relevant functionalities and KPIs. Based on the customer feedback, IATA has restructured all functionalities like the single part evaluation, material lists, and market statistics to focus on the important details.

Another new addition to IATA SmartHub is Company benchmarking. Optimizing material costs is the key driver for being successful in the MRO industry. With the newest company benchmarking feature, users can identify and quantify their individual savings potentials. Using the underlying industry reference database to benchmark companies against it, they a unique and reliable way of optimizing material costs. The IATA MRO SmartHub offers a full top-down analysis from totals for complete companies to potentials on a tactical level for part numbers. This feature is available free of charge for all Evaluator users.

Apart from Company benchmarking IATA has also added the Auctioneer feature to this platform. The new Auctioneer module contains everything you need to create your own auctions or bid on existing auctions. It supports different auction types, such as package or item-by-item auctions, and bidding types, such as blind and English auctions. Auctioneer also provides extensive statistics and analytics for bidders and sellers for every auction.


Whilst growing aircraft fleets had propelled the commercial airline maintenance, repair and overhaul (MRO) sector into steady growth over the prior decade, the COVID crisis has created a dramatic reversal in the past year. Despite significant reductions from prior forecasts, MRO aftermarket material spend for 2020 was around USD 26 billion. Within this sector, demand for USM (Used Serviceable Material) is set to grow at 68per percent per annum through 2022 when it is expected to reach USD 7.9 billion. With IATA's MRO SmartHub, airlines and MRO service providers are expected to eliminate 10-15 percent of their material cost through an innovative web-based business intelligence platform.

MRO SmartHub offers industry-tuned capabilities allowing users to quickly and accurately value surplus part inventories for purchase. Combining all necessary procurement statistics with market availability and turnaround time, users can reduce operational resource requirements.

# Gulfstream selects Pratt & Whitney's modern, efficient and sustainable PW800 engine for G400 business jet

*The PW800 is the most modern, efficient and environmentally responsible engine in its class.*

Pratt & Whitney Canada's award-winning PW800 engine has been selected to power the all-new Gulfstream G400 business jet.Pratt & Whitney Canada will deliver a fully integrated powerplant solution consisting of the PW812GA engine and nacelle system provided by Collins Aerospace. The PW812GA extends the application of the successful PW800 architecture, with optimizations for the advanced requirements of the G400 aircraft, including the latest full authority digital engine control (FADEC), sophisticated technology to support engine health monitoring and the use of advanced materials such as titanium and composites to deliver superior performance and availability.

Maria Della Posta, president of Pratt & Whitney Canada said, "We are delighted that Gulfstream has once again turned to our engine family to power this new addition to its portfolio. Gulfstream was the launch customer for the PW800 engine family, when the PW814GA-powered G500 entered into service in September 2018, followed by the PW815GA-powered G600 in August 2019. The PW800 engine on the G400 will bring a new level of performance and efficiency to the large-cabin business aircraft class."

The PW800 is the most modern, efficient and environmentally responsible engine in its class. Using the most sustainable and high-performance technologies, the engine offers double-digit improvements in fuel burn, emissions, maintenance times, and noise. For passengers, the engine provides an unmatched experience with an exceptionally quiet and comfortable cabin, making it the quietest engine in its class. The PW800 engine shares a common core with the Pratt & Whitney GTF commercial jet engine which has flown more than 10 million hours since launch in 2016.

Della Posta further added, "The PW800 engine family overall has been performing exceptionally well, benefitting from more than 75,000 hours of flight since entering into service. Gulfstream's selection of the PW812GA demonstrates the engine's mission-readiness, its flexibility and broad appeal in the mid- to large-business jet market."

Owners and operators will be able to maximize their aircraft availability with PW800's Eagle Service Plan, which offers the most comprehensive hourly maintenance program on the market. It represents the industry's most extensive end-to-end coverage to provide a true 'concierge level' of service, supported by data-driven prognostics. In fact, data provided by the engine enables deep insights and predictive diagnostics to maximize the engine's performance and maintenance requirements. Specifically, the engine is equipped to monitor over 300 engine parameters with analytics that optimize maintenance intervals and provide preventative maintenance recommendations.

# Air China and CFM International to build LEAP engine MRO capacity for Sichuan Services Aero Engine Maintenance

*The LOI to build LEAP engine MRO capacity will enable SSAMC to provide better service for domestic and foreign customers and become a globally competitive aero-engine maintenance base.*

Air China and CFM International recently signed a Letter of Intent (LOI) to strengthen the LEAP engine maintenance, repair and overhaul (MRO) capability of Sichuan Services Aero-engine Maintenance, a joint venture between the two parties.

Ni Jiliang, chief engineer of Air China said, "We are delighted to be able to further our long-term relationship with CFM. High reliability and utilization rate of engines is key to the recovery of airlines in the post-epidemic era, The LOI to build LEAP engine MRO capacity will enable SSAMC to provide better service for domestic and foreign customers and become a globally competitive aero-engine maintenance base."

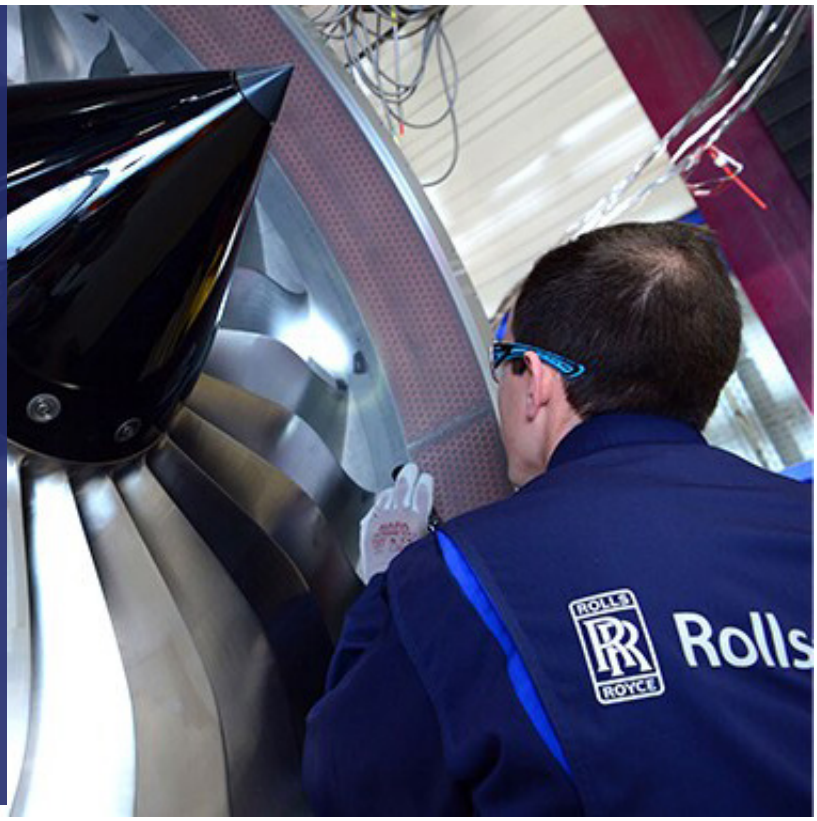
Weiming Xiang, president of CFM International Greater China said, "Air China is both a strategically important customer and partner. We are deeply honoured to be continuously recognized by Air China. China was important to the recovery of the global narrow-body market during the pandemic. Promoting SSAMC's LEAP engine MRO capacity is of great significance for ensuring the stable growing of LEAP engine fleet."

The first LEAP-1A engines were delivered to Chinese customers in June 2018. At present, there are 20 airlines in Greater China operating A320neo aircraft powered by LEAP-1A engines and this fleet has surpassed two million engine flight hours to date.

SSAMC, formally established in 2010, is a joint venture between Air China and CFM, with 60 per cent and 40 per cent investment respectively. It is also the first Sino-foreign joint venture dedicated to the MRO of CFM56 and LEAP series engines in China. To date, SSAMC has completed the overhaul of more than 1,000 engines and the on-wing support service of more than 1,500 engines for customers all over the world.

# Gulfstream partners with Rolls Royce's Pearl 700 engine to power their business jet G800

*With more than 3,600 business jets in service today powered by Rolls-Royce, they are the number one engine supplier in this market.*




Rolls Royce's Pearl 700 engine is selected by Gulfstream to power their latest ultra-long range business jet, the G800. The engine type was purpose-designed for Gulfstream and is on track to receive its certification next year. It is the most powerful product in the Rolls-Royce business jet propulsion portfolio flying today, and the exclusive power plant for the all-new Gulfstream G700 and Gulfstream G800. With more than 3,600 business jets in service today powered by Rolls-Royce, they are the number one engine supplier in this market.

Dr Dirk Geisinger, Director Business Aviation, Rolls-Royce said, "Our whole business aviation team is very excited about this latest success for our market-leading Pearl engine family and I would like to congratulate Gulfstream on this special occasion. The Pearl 700 is a pioneering product that brings together our latest technology to deliver outstanding efficiency. It is part of our commitment to reach net zero operations and has already proved its ability to run on 100 percent sustainable aviation fuel. We are now in the final phase of the engine certification programme and everybody at our team is fully committed to support a smooth entry into service of the Pearl 700 next year."

Mark Burns, president, Gulfstream said, "Gulfstream is pleased with the performance capabilities of the Pearl 700 engine and excited to partner with Rolls-Royce for the longest-range aircraft we have produced. Gulfstream and Rolls-Royce have been doing business together since the Gulfstream I, introduced more than 60 years ago, and we know our customers will greatly benefit from the performance capabilities and efficiencies of these engines. Rolls Royce's after-market support also dovetails excellently with Gulfstream Customer Support, further enhancing our customers' ownership experience."

The Pearl 700 combines the Advance2 engine core, the most efficient core available across the business aviation sector, with a brand-new low-pressure system, resulting in an eight per cent increase in take-off thrust at 18,250lb compared to the BR725 engine. The engine offers a five per cent higher efficiency, while maintaining its class-leading low noise and emissions performance. The result is an engine that is highly efficient, but also able to propel customers nearly as fast as the speed of sound (Mach 0.925).

Designed for outstanding reliability, the Pearl family is supported by industry-leading Rolls Royce CorporateCare Enhanced, the most comprehensive service programme in business aviation. CorporateCare Enhanced offers substantial financial and operational benefits to customers, increasing asset value and liquidity, mitigating maintenance cost risk and protecting against the unforeseen costs of unscheduled events anywhere in the world. Increased aircraft availability, reduced management burden, full risk transfer, direct priority access to the Rolls-Royce services infrastructure and remote site assistance are further customer benefits.

The Pearl engine family is part of the Rolls-Royce IntelligentEngine vision of a future where product and service become indistinguishable thanks to advancements in digital capability. As well as a new-generation Engine Health Monitoring System that introduces advanced vibration detection, the family benefits from the incorporation of advanced remote engine diagnostics. It is also enabled for bi-directional communications, allowing for easy remote reconfiguration of engine-monitoring features from the ground. Cloud-based analytics, smart algorithms and Artificial Intelligence continue to play an increasing role in delivering exceptional levels of availability and greater peace of mind for our customers.

# APOC expands engine portfolio with first CFM56-5b engine

*The acquisition of the CFM56-5b is important for our portfolio as we develop our capabilities and build our reputation as a strong and reliable partner for our narrow body customers.*

APOC haspurchased its first CFM56-5b engine for immediate part-out. It is one of a range of engines that the business is sourcing to augment the new spare parts division and will comprise the complete array of components for overhaul including LLPs, fan blades, HPT and HPC blades.

Anca Mihalache, VP Engine Trading and Leasing said, "We have an impressive target for engine dismantlement over the next 5 years. APOC is able to offer A320 family aircraft operators' customers flexible green-time engine leasing solutions, so we need a range of assets to meet these varying needs. We already part-out engines that come off-lease as they become unserviceable, but as a fairly new department we are also buying engines directly for part-out and we have an impressive target for the acquisition and dismantlement of engines over the next five years. We are seeing much more activity in the engine MRO shops. Since we set up the APOC engine division some two years ago we have naturally experienced the impact of COVID-19. But we know our assets and the complexities of the aviation market. The acquisition of the CFM56-5b is important for our portfolio as we develop our capabilities and build our reputation as a strong and reliable partner for our narrow body customers in the aviation industry."

With secure funding available, APOC is on an upward growth trajectory and looking at packages of engines, not just single units. The part-out of its first CFM56-5b engine will be undertaken by GA Telesis and is anticipated to be completed within the month.

# MTU Maintenance Zhuhai inducts first GTF engine for overhaul along with Pratt & Whitney

*The GTF is a game-changing engine, and MTU has been playing key roles in its design, manufacture and maintenance.*

Pratt & Whitney and MTU Maintenance inducted its first GTF engine for maintenance, repair and overhaul in China. The shop inducted a PW1100G-JM model engine, which powers the Airbus A320neo aircraft family.

Joe Sylvestro, vice president, Aftermarket Global Operations at Pratt & Whitney said, "This is a monumental achievement for the GTF MRO network. We formally welcomed MTU Maintenance Zhuhai to the network in December 2020, and now here we are in September sharing news about its first induction. The GTF is a young fleet with a long runway of growth ahead of it. To have an active shop in China brings immediate benefit to our customers in the region. We are

eager for the induction pace to build and for our other GTF MRO network members in China to begin maintenance operations as well. All of this helps to enhance our customers' operations."

Jaap Beijer, President and CEO, MTU Maintenance Zhuhai said, "We are incredibly excited to have inducted the first GTF engine in our Zhuhai facility, MTU's third facility with full disassembly, assembly and test capability in the GTF MRO network. The GTF is a game-changing engine, and MTU has been playing key roles in its design, manufacture and maintenance. It's rewarding to service this state-of-the-art geared fan architecture and provide reliable maintenance to maximize our customers' time in the air."

MTU Maintenance Zhuhai is one of several facilities in Asia supporting GTF MRO work, alongside Pratt & Whitney's Eagle Services Asia (ESA) in Singapore and IHI in Japan. China is home to one of the largest GTF fleets, where 11 airlines will be operating more than 200 A320neo family aircraft by the end of 2021. Pratt & Whitney has a long history in China, dating back more than 90 years.

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# GE Aviation's Catalyst turboprop engine soars with Beechcraft King Air in the first successful flight

*This engine has seen its launch customer in Textron Aviation along with plenty of other applications in drones and trainers.*

GE Aviation's latest, clean-sheet Catalyst turboprop engine recently completed its first flight on a Beechcraft King Air Flying Test Bed. The flight lasted for one hour and 40 minutes and took off and landed at Berlin Airport. Officially launched in 2015, the first run of the engine on the Flying Test Bed began in December 2020. Side-by-side GE Aviation Turboprop delivered its first flightworthy engine to the launch customer, Textron Aviation for the single-engine turboprop Beechcraft Denali. To date, 16 test engines have accumulated more than 2,600 hours of operation in ground tests and completed four certification tests.

Riccardo Procacci, CEO & general manager of Avio Aero and GE Aviation Turboprop Engines said, "We are very pleased by this successful first flight and proud of our team of outstanding professionals and specialists from all over Europe. The Catalyst first flight opens a world of opportunities in the business and general aviation market with our launch customer at Textron Aviation, but also in the defense space for applications like drones and trainers. It can be, in addition, a super-efficient core that can pave our way towards hybridization of flight."

Paul Corkery, general manager of GE Aviation Turboprops said, "This is a tremendous moment for the Catalyst engine. It is the result of huge efforts by our brilliant team to bring this engine out of the test cell and onto the King Air Flying Test Bed. We're very encouraged by preliminary data from the first flight, and we're looking forward to continued flight testing on this revolutionary turboprop engine, alongside our launch customer, Textron, that is heading the same way with their Beechcraft Denali prototype."

Pierfederico Scarpa, VP Marketing & Sales of Avio Aero said, "As the first turboprop ever fully designed, developed and built in Europe in the last half-century, the Catalyst engine is an ITAR-free product also available for military applications. In this scope, Catalyst has not only technological maturity, but also outstanding performances being confirmed by an ongoing validation and certification process."

The Catalyst engine went through the most extensive certification testing ever for a turboprop engine in the business and general aviation segment. The engine is GE's first modern Full Authority Digital Engine Control (FADEC) controlled turboprop, aimed to service the 850 -1600 SHP range. The FADEC is able to deliver a jet-like, single-lever power and propeller control and reduces pilot workload while providing a greater level of control and responsiveness.

Sigismond Monnet, Chief Test Pilot said, "The first flight was very successful. I must say, everything went flawlessly. We actually flew longer than planned, and the engine performed as we expected. I look forward to proceeding with the flight test campaign and expanding the Catalyst's flight envelope."

The Catalyst engine is an original turboprop design to deliver a step change in performance and is the first turboprop in aviation history made with 3D printed components. The engine features an industry-best 16:1 overall pressure ratio, enabling the engine to achieve as much as 20 percent lower fuel burn and 10 percent higher cruise power compared to competitors in the same size class.


The Catalyst engine is expected to achieve as much as 20 percent lower fuel burn and 10 per cent higher cruise power as compared to its competitors.

# Triumph Product Support continues to support MTU Maintenance as key supplier

*The relation between Triumph Product Support and MTU Maintenance dates back to 2007.*

Triumph Product Support site in Grand Prairie, Texas has extended a repair management agreement with MTU Maintenance as a repair service supplier for engine accessories and line replacement units (LRUs) applicable to the V2500, CFM56, CF6 and CF34 engine platforms. As per the agreement Triumph Product Support will continue to provide a suite of engine accessory component repair services including bearings, engine monitoring sensors, engine mounts, hydraulic actuators, main engine fuel pumps, fuel flow transmitters, pneumatic valves/starters, heat exchangers, oil coolers, lube units, oil scavenge pressure pumps, as required by MTU Maintenance.

Jim Berberet, President of Triumph Product Support said, "We are excited to continue to support MTU Maintenance as a key supplier, helping them to provide timely and reliable services to their global customer base. We will continue to provide exceptional service to MTU Maintenance in the year(s) to come and we look forward to future opportunities to grow our relationship."

Since 2007, Triumph has performed numerous repairs for MTU Maintenance, providing MRO services to several MTU Maintenance locations including, Hanover and Berlin, Germany, Vancouver, Canada, Zhuhai, China, and Dallas, Texas.

# Five years of GTF engines and counting, delivering sustainable and smart engines

*Since entering service in early 2016, the GTF engine family has delivered on its promised ability to reduce fuel burn and carbon emissions by up to 20 percent.*

In a milestone achievement by the Pratt and Whitney's GTF engines, the Chinese operators have savedmore than 95 million gallons (nearly 360 million liters) of fuel and avoided more than 910,000 metric tonnes of carbon emissions, accumulating over 400,000 flights and over 1.73 million hours of experience in China. These engines power 11 airlines across the region on nearly 200 Airbus A320neo family aircraft, which have carried an estimated 57 million passengers since entry into service nearly five years ago. Furthermore, Chinese operators are benefiting from a mature dispatch reliability rate of 99.97 percent globally.

Yogesh Farswani, president, China at Pratt & Whitney said, "The GTF engine family is delivering market-leading economic and environmental benefits today that will continue to grow in the decades to come. To deliver the most sustainable and smart engine possible, we did the hard work first by introducing the gear. This bold move and the proven technologies behind

it are offering unmatched efficiency, world-class operating costs and high aircraft utilization. With the geared fan mastered, we have the right foundation for future innovations, keeping the GTF at the forefront of sustainable propulsion."

The unique geared fan architecture of the GTF engine is core to Pratt & Whitney's strategy to develop more sustainable propulsion systems, which will further industry efforts to reach its ambitious environmental goals in the coming decades. This architecture lets Pratt & Whitney maximize benefits of more advanced aerodynamics, materials and systems, and the company sees considerable potential to continue lowering fuel burn, carbon emissions and noise. The company has also been making investments throughout its portfolio of EngineWise solutions, from comprehensive and flexible service offerings to predictive analytics, on-wing services, and more – with the objective to deliver dependability, world-class operating costs, a modern customer experience and contribute to a more sustainable industry.

Since entering service in early 2016, the GTF engine family has delivered on its promised ability to reduce fuel burn and carbon emissions by up to 20 percent, noise footprint by 75 precent and regulated emissions by 50 percent to the CAEP/6 regulatory standard. The engine's unique geared fan is the right architecture for the future with a long runway for further development. Pratt & Whitney is committed to continuing to invest in evolving propulsion systems to power the next generation of commercial aircraft.

# C&L Aerospace acquires Embraer Legacy 500 inventory with over 1100-line items

*The inventory covers everything from control surfaces to avionics, landing gear, and all other rotables and structural components.*

C&L Aerospace has acquired an Embraer Legacy 500 inventory consisting of all parts from a teardown project where the aircraft had very low time and cycles. All parts from the aircraft will be stocked in C&L's newest 27,000 Sq. Ft. warehouse location in Bangor, ME and are available for sale or exchange.

Brad Vieux, Director of Business Development, for C&L Aerospace said, "This is an exciting step here at C&L. We've built our existing Challenger, Hawker, and Beechjet parts business on a fast and transparent quoting system, quick and seamless delivery, and fair pricing. We're proud to offer that same dependability to Legacy operators."

The inventory totals over 1100 line items and covers everything from control surfaces to avionics, landing gear, and all other rotables and structural components. Many of the parts will be tagged and ready for immediate sale or exchange.

This inventory acquisition is part of a major investment in the parts business, which in 2021 has included 15 aircraft teardown projects including the 9 ERJ 145 aircraft the company purchased from a European-based operator and a multi-million-dollar ATR spare parts purchase made by the company.

As with all of C&L's inventory, these Legacy 500 parts will be inspected and made ready for sale, which includes photographing and barcoding each part and corresponding documentation which is sent as viewable links on all customer quotes allowing more transparency for the customer during the buying process.

# HAL's Air Data Computer receives for ITSOA certification

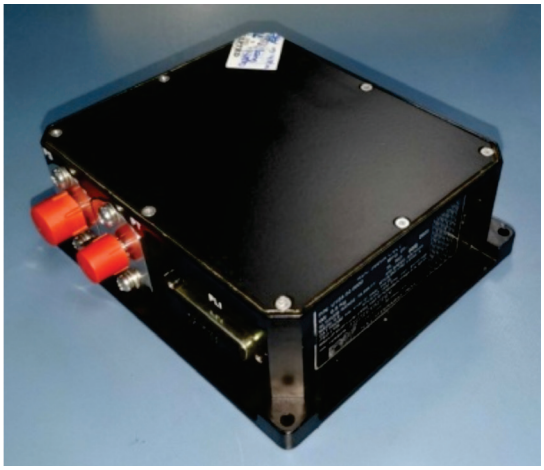
*ITSOA is Indian Technical Standard Order Authorisation (ITSOA) certificate to pave way for fitment on future civil platforms like ALH, Dornier, LUH, SARAS etc.*

Hindustan Aeronautics Limited's avionics equipment Air Data Computer (ADC) with Outside Air Temperature (OAT) Probe' has received Indian Technical Standard Order Authorisation (ITSOA) certificate from DGCA for civil platform. The certification is for both hardware and software.

The ADC/OAT is the first avionic equipment in India that has qualified for ITSOA and will pave the way for the fitment on future civil platforms like ALH, Dornier, LUH, SARAS etc. This is an achievement towards the mission 'Aatmanirbhar Bharat'.

The ADC is used to calculate the air data parameters like pressure altitude, calibrated airspeed, mach number, total air temperature, vertical speed based on static pressure, total pressure and outside air temperature inputs.

HAL's Strategic Electronics Research and Development Centre (SLRDC), Hyderabad indigenously designed and developed the first 'Air Data Computer ADC 3600A CVL1' which has environmentally qualified as per DO-160G standard along with in-house developed application software certified as per DO-178C, Level A, required for Civil platforms of aircraft and helicopters.



# Within days of unveiling, Bombardier Challenger gains its tallest firm order

*The new Challenger 3500 aircraft is ideally suited to meet a growing demand for business travel.*


A confidential customer has placed a largest firm order for Bombardier Challenger jets at a value of USD 534 million. The firm order is for 20 Challenger 3500 business jets. This new business jet boasts a redesigned interior featuring the patented Nuage seat, a masterpiece of comfort inherited from Bombardier's large-cabin Global aircraft. The stunning new passenger spaces offer a host of new technologies, including the industry's first voice-controlled cabin, wireless chargers throughout the cabin, and the only 24-inch, 4K displays in its class. The altitude in the cabin is 31per percent lower than that of its predecessor.

Peter Likoray, Senior Vice President, Sales, New Aircraft, Bombardier said, "This significant order comes just days after the unveiling of the Challenger 3500 business jet, quickly reinforcing the supremacy of this platform in the super mid-size market. The new Challenger 3500 aircraft is ideally suited to meet a growing demand for business travel. It offers an unmatched combination of performance, advantageous operating costs, cabin experience, innovation and a smooth ride – the perfect package for fleet operators, corporate flight departments and individual customers, including those looking to enter the business jet market."

In the flight deck, the Challenger 3500 aircraft has more baseline features than any of its competitors, with a standard auto-throttle system to further enhance the experience for Challenger pilots.

The Challenger 3500 aircraft was designed through a sustainable lens and will be the first business jet in the super mid-size segment with an Environmental Product Declaration, an open book on the aircraft's environmental footprint throughout its entire life cycle. Customers also have the option of furnishing their cabin with high-end sustainable materials. Other sustainably minded initiatives for this aircraft include the introduction of the first eco app solution in business aviation, and a carbon neutral flight test program.

The Challenger 3500 business jet is expected to enter service in the second half of 2022.


# Increasing customer demands prompts Bell to open new MRO facility in Mirabel, Canada

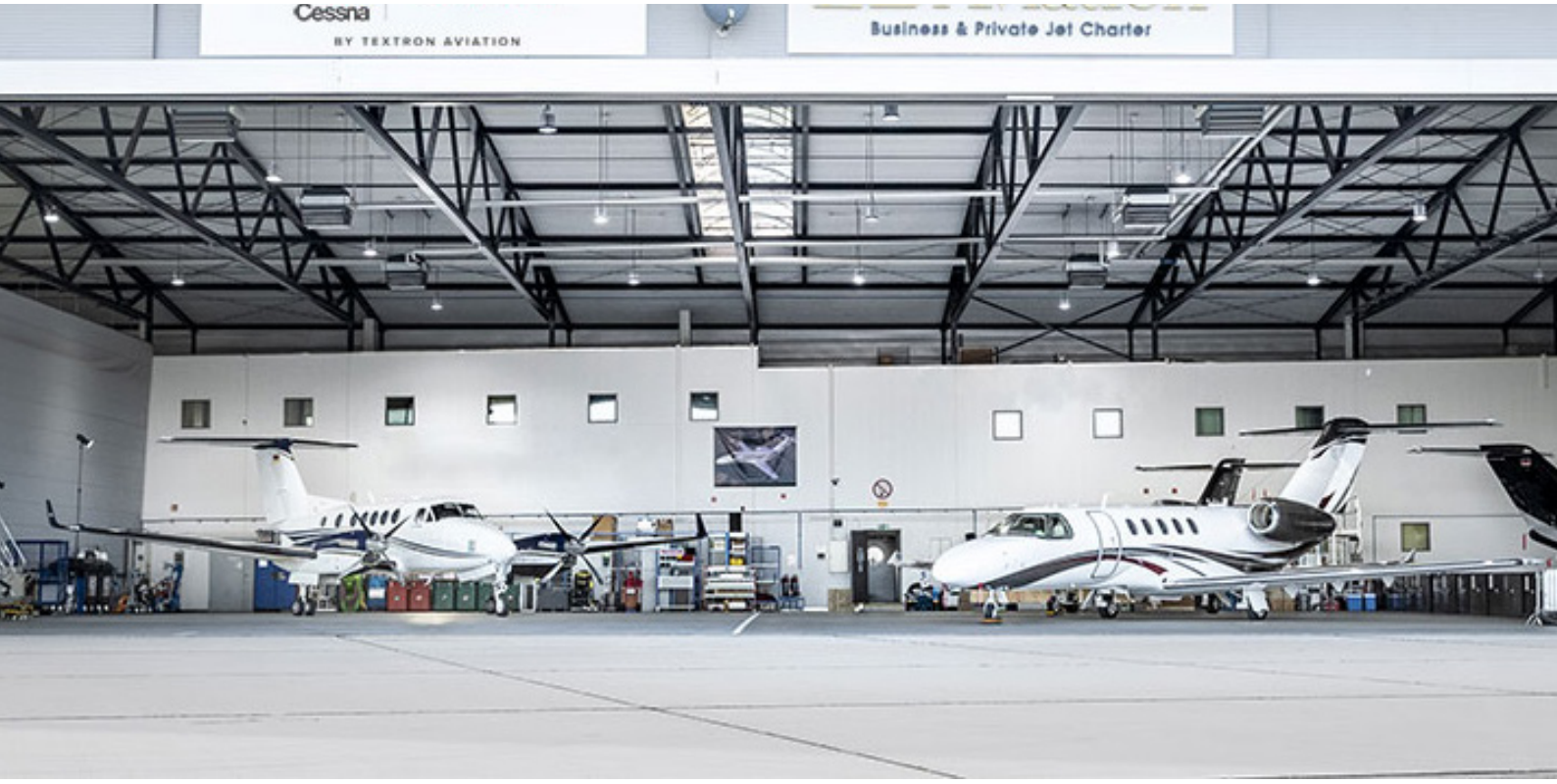
*The Mirabel facility provides services to a range of aircraft, from the Bell 206 to the commercial aircraft currently being produced.*

Bell Textron is all set to open a new maintenance, repair and overhaul (MRO) service in its Mirabel, Canada facility. The increasing demand for customer support and services in North America prompted Bell to provide MRO services directly to all operators of Bell aircraft in Canada. The Mirabel facility provides these services to a range of aircraft, from the Bell 206 – Bell's first commercial aircraft produced in the country – to the commercial aircraft currently being produced.

Steeve Lavoie, president of Bell Textron Canada Ltd said, "We are proud to offer this new capability in our Mirabel facility for our customers. We have been in Mirabel for 35 years, conducting composite, final assembly, completion and paint capabilities in our facility, along with technical and product support engineering on site. As the demand for maintenance increased, it became clear that we had the opportunity to enhance support for our customers."

Chad Nimrick, director, Support and Services at Bell said, "Bell is known worldwide for its industry-leading support and services. Our customers are our priority, and we will continue to listen and focus on providing them with an excellent experience throughout the lifetime of their aircraft, right here in Canada."

Since entering the Canadian market in 1986, Bell has become a key player in the Canadian helicopter market, supporting the Canadian Coast Guard, the Royal Canadian Air Force, the Sûreté du Québec and private owners in North America. Bell has produced more than 5,600 commercial aircraft, which are operating around the world.




# Textron Aviation expands Stuttgart line station facility to become a satellite service centre

*The factory-direct service options at Stuttgart Airport will deliver shorter downtime and increased flexibility to its customers.*

Textron Aviation has made additional investments in its European service network with the expansion of its Stuttgart line station facility becoming a satellite service centre. The factory-direct service options at Stuttgart Airport will deliver shorter downtime and increased flexibility to its customers with twice the amount of hangar space and the expert engineer team set to double in size. This added footprint and expertise at Stuttgart satellite station will now add service capabilities for the Beechcraft King Air series this fall, further enhancing its service offerings for more than 100 operators in Germany.

Phil Jones, vice president, European Service Centres said, "We have strategically enhanced our footprint and capabilities in Europe due to the growing demand for services to ensure access to factory-direct service and support to customers. This new service centre model allows us to provide additional factory-direct support and deliver expert care to our aircraft owners and operators, regardless of where they are in the world."

As a satellite service centre, Stuttgart can provide the same scope of work as the factory-direct service centres but in a smaller capacity. In addition to Stuttgart, Textron Aviation continues to operate two additional line stations in Cannes and Geneva and five company-owned service centres located in Düsseldorf, Paris Le Bourget, Prague, Valencia, Zürich and Geneva.

Textron Aviation leads the European market with more than 1,800 jet and turboprop aircraft operating in the region. They have a team of more than 450 Textron Aviation employees in Europe providing customers local access to factory-direct expertise, as well as a parts distribution centre located in Düsseldorf with more than 40,000 parts available in the region to serve the European Cessna, Beechcraft and Hawker fleet.

# Tour around the latest MRO facilities and Hangars around the globe

The aerospace sector is recovering rapidly post the COVID-19 pandemic. As aircraft have started coming out of parking, the MRO demand is on rise. Most of the MROs are already running over capacity for heavy checks and aircraft painting jobs. Besides as many operators across the globe have decided to retire the wide-body aircraft earlier the demand of aircraft teardown and spares market is at an all-time high. With this and more it is more likely that the demand for MRO will only go upwards from here. For those MROs who anticipated this change post-pandemic, adopted expansion plans and build bigger hangars to cater to customer demands. Such MROs are likely to enjoys the benefits for years to come. Let's have a look at some such companies that build new hangars or expanded their existing facilities across the globe over the last year.

Bell Textron will soon be opening a new maintenance, repair and overhaul service at its Mirabel facility in Canada to cater to increasing demand of customer support and services in North America. It will provide services to a range of aircraft ranging from Bell 206 right to the commercial aircraft currently being produced. Feeling extremely proud about this decision Steeve Lavoie, president of Bell Textron Canada Ltd said, "As the demand for maintenance increased, it became clear that we had the opportunity to enhance support for our customers."

Textron Aviation has expanded their Stuttgart line station facility becoming a satellite service centre. This will lead to shorter downtime and increased flexibility to its customers with twice the amount of hangar space and the expert engineer team set to double in size. Phil Jones, vice president, European Service Centres sad, "We have strategically enhanced our footprint and capabilities in Europe due to the growing demand for services to ensure access to factory-direct service and support to customers. This new service centre model allows us to provide additional factory-direct support and deliver expert care to our aircraft owners and operators, regardless of where they are in the world." This added footprint and expertise at


Stuttgart satellite station will now add service capabilities for the Beechcraft King Air series this fall, further enhancing its service offerings for more than 100 operators in Germany.

AJW recently opened their latest European MRO facility called the AJW Technique Europe, near Gatwick Airport specialising in battery repair, including deep cycle, top charge, cleaning, re-blocking, regular service, overhaul, test and recertification for all commercial aircraft main, auxiliary, and emergency power supplies. This facility is strategically positioned to meet the needs of AJW Group's flagship customers' needs.

EirTrade Aviation recently secured planning permission for the construction of a huge hangar at its Ireland facility which will be large enough to facilitate A380 aircraft and has also made an application for 145 Approvals with the Irish Aviation Authority which will increase the scope of EirTrade's service offering to its clients. They are also expanding their roots in the US with a 22,000 square foot facility in Dallas, Fort Worth. Commenting on the expansion Ken Fitzgibbon, CEO of EirTrade Aviation said, "Having a base in Dallas Fort Worth gives us a strategic advantage as most used aircraft material in the US is based in Miami, Chicago or Dallas. We were fortunate to have experienced significant growth over the last year despite the pandemic and we plan to continue to build on this momentum. Within the US we will be targeting both customers and sources for our material."

GE Aviation is all set to open a 280,000 square foot facility built on 53 acres in the Miami Valley Research Park located at 4230 Research Blvd in Beavercreek, Ohio. The facility will deal with lean engine component manufacturing facility for both civil, military aviation and aero derivative applications. The facility is expected to be completed by the first quarter of 2022 and fully operational by the end of 2022. The new facility will optimize manufacturing operations and advanced technology development into one facility, combining operations from seven buildings into one. GE currently has approximately 400 hourly and salaried employees who will be located at the new facility.

Pratt & Whitney announced the opening of a 60,000 square-foot ceramic matrix composites (CMCs) engineering & development facility in Carlsbad, California. This facility is an integrated engineering, development and low-rate production facility solely dedicated to CMCs for aerospace applications.

MTU Aero Engines AG started construction work on its new repair facility for MTU Maintenance Serbia this year as a part of their expansion program. This new site will focus exclusively on the repair of commercial engine parts and will be operational by the end of 2022. Commenting on this facility Michael Schreyögg, MTU Aero Engines' Chief Program Officer said, "Commercial maintenance business accounts for more than 60 percent of our business volume – and the trend is rising. The new facility in Serbia will add efficiency to our high-performance network of MRO locations in Europe, Asia and North America."

Anticipating the demand for our next-generation aircraft - the G600, Gulfstream Aerospace is expanding their Dallas facility. In addition to the Dallas expansion, Gulfstream large-cabin completions are conducted in Savannah and Appleton, Wisconsin. In February, Gulfstream announced the expansion and renovation of the Appleton facility's completions operations. Completions for the super-midsize Gulfstream G280 are also performed at the Gulfstream Dallas facility.

Safran is all set to build a new building for aircraft maintenance at Brussels Airport to carry out the maintenance of the latest-generation LEAP-1A and LEAP-1B engines, from under-wing inspection to partial disassembly as part of Safran Aircraft Engines' worldwide MRO network. Commenting on the collaboration with Brussels Airport François Planaud, Director of the Support & Services division of Safran Aircraft Engines said, "The location of this new facility meets a twofold purpose: develop and modernize our global maintenance network to support the growth of the LEAP fleet worldwide, as well as reduce the carbon footprint of our operations and infrastructure as part


of Safran's commitment to decarbonizing the industry."

SIA Engineering Company Limited (SIAEC) has set up a new Engine Services Division to grow its engine service business. This division will focus on increasing value to its OEM partners and airline customers, enhancing its integration in the engine MRO value chain and strengthening SIAEC's engine services eco-system. Mr Ng Chin Hwee, SIAEC Chief Executive Officer, said, "Notwithstanding the current disruption to the airline industry, a recovery in global air travel will create greater demand for quick turn maintenance and shorter engine turnaround, particularly those on narrow-body aircraft. The consolidation of our engine-related services under one roof and the investment in a new engine facility will allow us to grow our suite of engine-related capabilities and enhance our ability to service our OEM partners and airline customers."

Earlier this year Envoy Air expanded their aircraft maintenance operations in Springfield, Missouri by moving into a new and bigger facility which allows them to service more Embraer E-175 aircraft. Apart from additional space to house three aircraft inside the facility will have additional room for more aircraft outside, dedicated areas for parts storage, training, employee parking and administration.

AeroTEC opened a brand-new world class 85,000 square foot wide-body MRO hangar facility at the Grant County International Airport in Moses Lake. At the start of the year Honda Aircraft Company opened an 83,100 square foot Wing Production and Service Parts Facility, at the Piedmont Triad International Airport in Greensboro, North Carolina. This facility is the latest addition to the 133-acre Honda Aircraft Company campus with a main wing assembly hangar, service parts warehouse for parts storage and distribution, paint booth, and office areas.

On the defence side Boeing is building a 300,000 square-foot facility at St. Louis Airport to build the U.S Navy's newest carrier-based aircraft MQ-25 Stingray. This aircraft will be US navy's first operational, carrier-based unmanned aircraft. The facility is all set to bring together the benefits of digital aircraft design and production to the US Navy and up to 300 advanced manufacturing jobs.

Lockheed Martin is all set to expand their Johnstown facility by leasing a new building and starting the manufacturing process of F-16 aircraft. The facility will manufacture aft engine access covers, engine access doors, F-1 fuel tank, and inlet. These parts will then be shipped to Greenville, South Carolina, for final assembly and integration into the F-16s on the production line. Wayne Davis, Director, Lockheed Martin's Johnstown site said, "Lockheed Martin continues to see demand for new F-16s around the world, requiring development of additional parts manufacturing sites to ensure it can keep up with demand." Lockheed Martin's decision to expand this facility depends on the rising demand of F16s around the world that will require more spares in years to come.

Saab is all set to build a Deployable Maintenance Facility (DAM) for the Bulgarian Air Force for an efficient and flexible way to optimize their infrastructure capability. The facility will provide a complement to existing permanent infrastructure and provide sufficient capability for parking, protection and maintenance of a variety of fixed and rotary wing aircraft in the Bulgarian Air Force.

These upcoming MRO facilities clearly reflect the changing dynamics of MRO industry around the world. Steadily the MRO business is picking pace and the demand for aircraft teardown, part sales, inventory management and aircraft coming out of parking is putting pressure on the existing MRO facilities. Therefore, the MRO's that has expansion plans in place during the COVID-19 pandemic times are sure to reap the fruits, now that the industry is back on track. Apart from the expanding business opportunities, these new MRO facilities have also created multiple job opportunities, building a steady base of skilled workforce for the future.

# Kuehne+Nagel and Lufthansa Cargo sign strategic partnership for 'fuel of the future'

*This collaboration will help in creating a low-carbon economy of the future.*


Kuehne+Nagel and Lufthansa Cargo have signed an exclusive partnership for thepromotion and use of synthetic crude oil from NGO atmosfair based in Berlin. They have jointly committed to supporting the world's first production site for synthetic crude oil in Werlte, Emsland (Germany) by purchasing 25,000 litres per year for the next five years. Synthetic fuels have not yet been produced industrially, but are available only in laboratory quantities. This fuel is considered to be the fuel of the future, capable of bringing the $CO_2$ footprint of aircraft engines to zero.

Yngve Ruud, Member of the Management Board of Kuehne+Nagel, responsible for Air Logistics said, "Already now, Kuehne+Nagel customers can avoid carbon emissions of their shipments globally with our bio SAF solutions and I am delighted to see that time has come for synthetic SAF as the long term solution for aviation. By securing the first power-to-liquid fuel production together with Lufthansa Cargo, we are sending a strong message of commitment and collaboration, inviting our industry colleagues and customers to join us in creating the low-carbon economy of the future already today."

Dorothea von Boxberg, CEO Lufthansa Cargo said, "We clearly see the key to a sustainable reduction of our emissions in flight operations in the research and use of synthetic, sustainable aviation fuels. The fact that we are now pioneering power-to-liquid technology together with Kuehne+Nagel makes us particularly proud and shows once again that we are actively tackling our climate protection challenges."

With characteristics almost identical to those of conventional jet fuel, sustainable aviation fuels are an essential pillar on the way to $CO_2$ neutral flying. There are two main types of sustainable aviation fuel – bio SAF and synthetic SAF.

# StandardAero acquires 100 per cent ownership stake in component repair facility Asian Surface Technologies

*With this acquisition StandardAero will be able to grow its Asian footprint to serve engine OEM and airline customers in Asia-Pacific region.*

StandardAero signed an agreement with Pratt & Whitney and SIA Engineering Company Limited for the purchase of 100 per cent ownership stake in Singapore-based component repair facility, Asian Surface Technologies Pvt Ltd.

Rick Stine, President of StandardAero's Components, Helicopters and Accessories division said, "We are excited by the prospect of broadening and deepening our in-region repair capabilities. Having a well-established facility in a world class aerospace hub such as Singapore will enable StandardAero to provide a much wider range of world class products and services to our customers in Asia."

AST was founded in 1994 to provide overhaul services for the PW4000 jet engine fan blades and specialized thermal spray coating services for the aerospace and oil & gas industries. Over the past twenty-seven years, AST has provided high technology hard face coatings and component repairs to customers in the Asia-Pac region and around the world.

In 2017, StandardAero acquired PAS Technologies including a 40.8 per cent stake and management control of AST. The transaction marks the final acquisition of 100 per cent ownership of AST and will enable StandardAero to grow its Asia footprint to better serve engine OEM and airline customers throughout the Asia-Pac region.


# Lufthansa Group undertakes fleet modernization by leasing four fuel-efficient A350s

*The twin-engine Airbus A350-900 aircraft consume only around 2.5 liters of kerosene per passenger per 100 kilometers flown.*

Lufthansa Group has signed a lease contract for four Airbus A350-900 aircraft in an attempt to modernise their long-haul fleet with the lessor Avolon, SMBC Aviation Capital Ltd. and Goshawk. With this deal Lufthansa's A350 fleet will grow to 21 aircraft at the start of 2022. The fuel-efficient A350-900 are scheduled to enter service with Lufthansa's core brand from the first half of 2022, strengthening the five-star airline's premium offering.

Dr. Detlef Kayser, Member of the Executive Board Deutsche Lufthansa AG said, "The Airbus A350 is one of the most modern aircraft of our time. Extremely fuel-efficient, very quiet and much more economical than its predecessors. Our customers appreciate not only the sustainability but also the premium flight experience with this aircraft. The lease agreements allow us to remain flexible in fleet planning and make the most of exceptional market opportunities."

The twin-engine Airbus A350-900 aircraft consume only around 2.5 liters of kerosene per passenger per 100 kilometers flown. That is around 30 percent less than their predecessors, with a correspondingly positive impact on the carbon footprint. The aircraft will primarily replace four-engine long-haul aircraft from the Airbus A340 family. By the middle of the decade, the proportion of four-engine aircraft in the long-haul fleet as a whole is expected to fall to below 15 percent. Before the crisis, the share was around 50 percent.

Furthermore, the new, fuel-efficient aircraft will reduce operating costs by around 15 percent compared with the types they will replace.

As part of its comprehensive, long-term fleet modernization program, the Lufthansa Group will take delivery of a total of further 177 short-, medium- and long-haul aircraft this decade.

# AvtechTyee signed AFI KLM E&M to be their authorised repair station in China to support aftermarket services

*With this agreement, AFI KLM E&M Components China becomes a fully authorized provider for the Chinese Operators on the AvtechTyee Products.*

Air France Industries KLM Engineering & Maintenance Components China and AvtechTyee signed an industrial cooperation agreement, which entitled the AFI KLM E&M subsidiary based Shanghai to be an authorized repair shop in China. Under this agreement, AFI KLM E&M Components China is now the repair station of AvtechTyee in mainland China to support the OEM aftermarket services on their products.

Kevin Hanson, VP, Sales & Marketing of AvtechTyee said, "AvtechTyee is always looking for ways to offer fast and reliable MRO support to our airlines customers in mainland China, while maintaining our high OEM quality standards. We see AFI KLM E&M Components China as a mature and dedicated partner that can help us achieve that goal."

With this agreement, AFI KLM E&M Components China becomes a fully authorized provider for the Chinese Operators on the AvtechTyee Products. In addition to the test, repair and overhaul services, AFI KLM E&M Components China offers best in class local MRO Solutions from avionics modification to OEM Warranty management.

Paul Sun, CEO of AFI KLM E&M Components China said, "This agreement reflects our deep understanding of the market needs as a subsidiary of the airline-MRO. It reflects the high service level provided by AFI KLM E&M Components China's experienced technicians."

The continuous ambition of AFI KLM E&M is to support the airlines in all their operational expectations and as close as possible to where they operate. This cooperation will allow both parties to explore future market needs.

# Hawaiian Airlines extends agreement with SIA Engineering for A330 airframe maintenance

*The extension is a testament to the successful relationship between the two companies and demonstrates Hawaiian Airlines' vote of confidence for SIA's airframe maintenance services.*

Hawaiian Airlines have signed SIA Engineering for airframe maintenance service agreement for their Airbus A330-200 fleet. SIAEC already has an existing airframe maintenance service agreement with Hawaiian Airlines for their A330 aircraft covering heavy checks and paintings.

Mr Ng Chin Hwee, SIAEC Chief Executive Officer, said, "We are delighted to extend additional maintenance services to Hawaiian Airlines. The extension is a testament to the successful relationship between the two companies and demonstrates Hawaiian Airlines' vote of confidence for our airframe maintenance services. With our strong technical expertise and vast maintenance experience, we are well positioned to provide quality services and engineering support for the airline's A330 fleet."


Mr Jim Landers, Senior Vice President, Technical Operations at Hawaiian Airlines said, "This agreement is a testament to the demonstrated performance of SIAEC on work performed to date on our A330 fleet. In a maintenance provider, we expect and rely on timeliness, quality, and value. SIAEC has not only delivered on all three but additionally demonstrated flexibility and responsiveness through the challenges of the COVID turmoil."

Under the new agreement, SIAEC will be performing 12-year checks commencing in March 2022. The maintenance services will be undertaken by SIAEC at its facility in Singapore. Hawaiian Airlines is Hawaii's biggest and longest-serving airline. It currently offers approximately 130 flights within the Hawaiian Islands, and services between Hawaii and 16 US gateway cities as well as Tahiti, American Samoa, Japan and South Korea.

# Air Travel signs CFM International for 12 years to support A320 fleet at USD 992 millions

*Air Travel operates a fleet of 16 Airbus A320 series aircraft, with an average age of about 3 years.*

Air Travel and CFM International has signed a 12-year LEAP-1A engine Rate per Flight Hour (RPFH) agreement to support the smooth operation of its A320neo aircraft to be introduced in the future. The agreement, which includes the purchase of LEAP-1A spare engines, is valued at USD 992 million.

Air Travel's fleet is 100 percent powered by CFM engines. As of September 2021, Air Travel operates a fleet of 16 Airbus A320 series aircraft, with an average age of about 3 years.

Zhang Junsuo, CEO of Air Travel said, "The high reliability and outstanding fuel efficiency of the LEAP-1A engine provides a strong guarantee for us to cope with the challenges that are arising in the post-epidemic era and ensure our smooth operation. This is critical to Air Travel since we have just completed successful transformation. We believe that with the professional support of CFM International, Air Travel will create a safer, smoother, and more comfortable flight experience for more customers."

RPFH agreements are part of CFM's portfolio of flexible after-market support offerings. Under the terms of the agreement, CFM Services guarantees maintenance costs for the airlines' LEAP-1A engines on a dollar per engine flight hour basis.

Weiming Xiang, president of CFM International Greater China said, "Air Travel has established a solid partnership with CFM from the beginning. In 2018, Air Travel initially purchased LEAP-1A engines for its 12 newly purchased A320neo aircraft. After transforming into the first local airline in Hunan, Air Travel selected the LEAP-1A engine again for additional A320neo aircraft. The RPFH agreement signed today further expands and deepens the cooperative partnership between our two sides, and jointly contributes to the long-term prosperity and development of China's civil aviation industry."

CFM International's LEAP engine reduces fuel consumption and $CO_2$ emissions by 15 per cent compared with its processor. It also greatly reduces noise, and provides higher utilization and reliability, longer on-wing time and lower maintenance cost.

# Aviation gears up for safer and sustainable aviation, strategic partnerships soar

*Safran and TotalEnergies have signed a strategic partnership agreement to jointly develop technical and commercial solutions for decarbonization of aviation industry.*

Safran and TotalEnergies have signed a strategic partnership to jointly develop technical and commercial solutions for decarbonization of the aviation industry. In line with the ambition of both companies to reach net zero $CO_2$ emission by 2050, this partnership will work to accelerate the reduction of the $CO_2$ emissions of the aviation industry. Sustainable aviation fuel (SAF) plays a key role in this approach.

The collaboration will leverage Safran and TotalEnergies' respective areas of excellence and expertise for the development and deployment of sustainable aviation fuels and develop an informed understanding of the overall value chain and use cases, while integrating the objectives of sustainable development altogether.

Olivier Andriès, Chief Executive Officer of Safran said, "I welcome this agreement, which is fully in line with Safran's strategic priority to decarbonize aviation. Our ambition is to develop breakthrough technologies for ultra-efficient engines that are 20% more fuel-efficient than the current LEAP engine and 100 percent compatible with sustainable fuels. This cooperation with TotalEnergies demonstrates our commitment to limiting our environmental footprint, contributing to carbon neutrality in the aviation industry, and preserving a mode of transportation that delivers essential economic, social and cultural benefits."

The partnership will aim to focus on the areas of research, technology and innovation with the development of technological bricks validated through ground tests of propulsion systems and demonstrator flight tests of engines. Along with R & D the TotalEnergies will focus on supply of SAF produced in France to decarbonize Safran's airplane and helicopter engine tests in France.

Patrick Pouyanné, Chairman and Chief Executive Officer of TotalEnergies said, "We are pleased to join forces with Safran to help meet the challenge of decarbonizing the aviation industry together. This strategic alliance will contribute to the emergence of a French value chain for sustainable aviation fuel and electric aircraft. TotalEnergies is resolutely committed to reducing its own carbon emissions and to supporting its customers in their reduction efforts by offering innovative, tailored solutions. We believe that cooperation among all aviation industry players is needed to achieve the objectives of the energy transition to reach carbon neutrality."

The partnership aims to make current engines compatible with fuel containing up to 100 percent SAF. It will then work to optimize engine/fuel energy efficiency and environmental performance. This collaboration may extend to other fields, such as adapting fuel systems to SAF or developing new-generation battery systems for electric motors.

Sustainable aviation fuels are an immediately available solution for significantly reducing $CO_2$ emissions from air transportation, as they can be used in blends of up to 50 per cent as of today without modifying existing supply chain infrastructure, aircraft or engines. Safran is a key player in projects that will allow the use of 100 per cent SAF in existing aircraft.

# GKN Aerospace and KTH to develop fan technology for electric aircraft

*Project underpins GKN Aerospace's sustainability goals and will be delivered from its brand-new Global Technology Centre in Trollhättan, Sweden.*


GKN Aerospace and KTH, the Swedish Royal Institute of Technology will together develop fan technology for electric aircraft in the EleFanT project. The project will study aerodynamic design, performance, noise and manufacturing technology for a ducted fan powered by electricity, either from batteries, hydrogen fuel cells or even more conventional hybrid propulsion solutions.

Henrik Runnemalm, Vice President GKN Aerospace Global Technology Centre in Trollhättan, Sweden said, "We are very positive about this initiative, which helps us to become part of the solution to aviation's climate challenge. We will benefit greatly from GKN Aerospace and KTH's long experience in turbomachines, lightweight construction and advanced manufacturing technology. From an electrification and sustainability perspective the project is strongly aligned with our recently announced H2GEAR and H2JET programmes."

The proposed propulsion solution with a ducted fan instead of a conventional propeller offers significant advantages in three main areas: safety, noise level and engine installation. By rapidly demonstrating fan technology for electric aviation, the EleFanT project will accelerate the pace of electric aviation development and position the participants for international aero-engine and aircraft development projects.

Europe's aviation industry has set clear targets and adopted an ambitious roadmap to achieve net zero emissions by 2050. Parallel development of different types of propulsion solutions for aircraft engines is one of the important steps to take. GKN Aerospace in Trollhättan, Sweden with its market leading innovative aero-engine solutions and KTH with its wealth of experience in technology development can make a vital contribution to this technology step.


# Brazilian Development Bank extends support to Embraer in post-pandemic recovery

*The E175 carries upto 88 passengers and is one of the least impacted models by the COVID19 pandemic.*

The Brazilian Development Bank (BNDES) approved financing to export 24 Embraer E175 commercial jets to SkyWest Airlines. This deal will strengthen Brazil's industry at a time when it is recovering from the pandemic effects. Besides, it will also boost the presence of high-tech Brazilian products in the aviation market. The deliveries will start in August 2022 and continue to April 2022.

Bruno Aranha, director of Productive and Socio-environmental Credit at BNDES, stressed the institution's importance in financing exports. He said, "BNDES has an established and significant presence in Brazil's export system, having an anti-cyclical performance that has maintained Brazilian exporters over more than 25 years. This deal is another important step for BNDES, supporting Embraer in the resumption of sales growth in the context of the greatest challenge ever faced in the history of the aeronautical sector, thus ensuring the maintenance of qualified jobs in the country."

The E175 carries upto 88 passengers and is one of the least impacted models by the COVID19 pandemic. Currently, there are more than 600 E175s in operation worldwide, making it the leader in its segment. Despite the pandemic effects, the American market has recovered. In May 2020, the number of flights in operation was only 24 percent of what it was in May 2019. However, that rate increased to 80 per cent in May of 2021. With economic recovery on the horizon, BNDES and Embraer intensified their operations.

Robert Simmons, SkyWest's Chief Financial Officer said, "As the world's largest owner/operator of the Embraer E175 aircraft, SkyWest has been very pleased with BNDES's support as our primary financing partner for this important plane. BNDES has epitomized partnership through years of growth in a variety of economic environments."

Antonio Carlos Garcia, Embraer's Executive Vice President, Financial and Investor Relations said, "BNDES' support is essential as the air transport market recovers in the US, the main market for our Embraer 175 jet. Regional aviation has played an extremely important role in the recovery of commercial flights around the world and this has benefited Embraer jets, which are the most efficient in the industry. We are the largest exporter of high-value goods in Brazil and have been able to implement and offer smart and flexible financing solutions for our customers, in line with the growth strategy we project for the next few years."

The aeronautical sector is considered strategic by the nations due to aspects such as advanced technology, continuous innovation, and highly skilled workers. Export credit agencies operate to complement the private credit market, doing so more intensely in times of crisis, which is clear in the history between the BNDES and Embraer.

# Michael Mallari promoted as Manufacturing Engineering Director at AMERON

*In the new role, Mr Mallari will look after all AMERON production processes, sustaining engineering, and new capability development.*

Michael Mallari has been promoted to a new role in AMERON. In the new role Mr Mallari will be handling the responsibilities of Manufacturing Engineering Director. He will look after all AMERON production processes, sustaining engineering, and new capability development.

Adam Brammer, Divisional Vice President and Business Manager for AMERON said, "We are very excited for Michael to be stepping into this role. I'm confident that Michael will be able to rapidly implement new technologies and capabilities that will continue our growth and keep AMERON as a top competitor in the Aviation Safety industry."

Mallari has over 18 years of related work experience, holding numerous engineering and operations roles within AMERON. In addition, he has multiple innovative patents and is uniquely qualified to bring in new manufacturing capabilities, improve production processes, as well as implement new technologies.

# Naji Majdalani joins GAT's global sales team to implement Turbine Vision 2020 program

*"I can leverage the GA Telesis Ecosystem to establish the business as the preferred engine MRO in the Middle East, North Africa and Turkey" – Naji.*

GA Telesis recently appointed Naji Majdalani as the Director of Business Development, Middle East with the Engine Strategy Group. Majdalani will be a part of the global sales team and will be implementing GAT's Turbine Vision 2020 program. Apart from this he will also be responsible forincreasing the Middle East engine overhaul and Specialized Procedures Aeroengine Hospital ("SPAH") business at its Helsinki, Finland facility.

On his appointment Naji Majdalani said, "I am excited to join a dynamic and entrepreneurial team where I can leverage the GA Telesis Ecosystem to establish the business as the preferred engine MRO in the Middle East, North Africa and Turkey ("MENAT") and Commonwealth of Independent States ("CIS")."

Russ Shelton, President, Engine Strategy Group said, "Naji's operating experience and knowledge of the market will ensure our continued success as we further expand our service offerings to our global customer base. His further diverse experiences across sales, financing and customer service are a perfect match for Naji's new position."

Majdalani is a seasoned aviation professional with over 20 years of experience in Sales, Marketing, and Program Development across the aerospace, airline, and travel industries. Before joining GA Telesis, he was CEO of charter airline Wings of Lebanon, where he restructured the carrier and increased productivity and profitability.

# Anisa Diwakar appointed as Head of Parts Repair at SR Technics

*She is well-versed with Supply Chain Management, mainly responsible for Engine & APU Procurement services and activities.*

SR Technics has promoted Anisa Diwakar as the Head of Parts Repair Customer Services of their Business Development team. She started with SR Technics in 2014 as Account Manager Engines and was responsible for execution and integration of engine MRO contracts for CFM56-7B/-5B and PW4000. She successfully managed several key accounts and customer services integration for multiple international airlines, specifically in the regions of Asia and the Americas.

Prior to joining SR Technics, she spent seven years at Jet Aviation Basel in various roles, including Supply Chain Management, mainly responsible for Engine & APU Procurement services and activities.

Ms. Diwakar holds a Bachelor of Science degree in Aviation Business Administration from Embry-Riddle Aeronautical University and has completed technical courses for Honeywell, Pratt & Whitney, and IAE engine types.

# Adam Voss takes over as the new COO of Joramco

*Voss has more than 30 years' aviation experience in the Maintenance and Engineering of large commercial aircraft.*

Joramco recently announced the appointment of Adam Voss as their new Chief Operating Officer (COO). He will be reporting directly to the newly promoted CEO Fraser Currie.

Commenting on Voss's appointment, Currie said, "Joramco's commitment to providing superior services safely and dependably rests on having a competent team that will go the extra mile to serve our clients' and the shareholders' objectives. I am confident that Adam's extensive experience will allow Joramco to excel in the global marketplace."

Voss has more than 30 years' aviation experience in the Maintenance and Engineering of large commercial aircraft. He has worked across the Middle East, UK, Asia, India, South Africa and Australasia for leading carriers, most recently heading up South African Airways Technical as their CEO.

Joramco is the Amman-based aircraft maintenance, repair and overhaul (MRO) facility and engineering arm of Dubai Aerospace Enterprise (DAE).

# Aerospace Turbine Rotables appoints Shad Newbury as their Vice President and General Manager

*Shad's his strong background in continuous improvement, operations management and quality systems blends perfectly with AeTR's strategy for growth.*

Shad Newbury was recently appointed as the Vice President and General Manager of Aerospace Turbine Rotables. He brings with him a wealth of aerospace and operational experience with a history of proven leadership and continuous improvement.

Paul Bolton, First Aviation COO said, "We're excited to welcome Shad onboard, his strong background in continuous improvement, operations management and quality systems blends perfectly with AeTR's strategy for growth. We view Shad as an excellent leader for an already outstanding team at AeTR"

Commenting on his appointment, Mr. Newbury said, "I'm excited to be joining the Aerospace Turbine Rotables team as Vice President and General Manager and being part of the First Aviation Services family. The recruitment process has proven First Aviation's commitment to excellence at AeTR and its passion for continuous improvement."

Over his career Shad has held positions of increasing responsibility at Textron, GKN and NWI.

# Kuljit Ghata-Aura returns to Middle East as Boeing's new President

*He will be based in Dubai and will be responsible for leading all company wide activities and developing and implementing strategies for a region.*

Boeing promoted Kuljit Ghata-Aura as the New President of Boeing Middle East, Turkey and Africa excluding the kingdom of Saudi Arabia. He will succeed Bernie Dunn, who is leaving Boeing after more than nine years. He will be based in Dubai and will be responsible for leading all company wide activities and developing and implementing strategies for a region that is home to some of Boeing's largest commercial, defense and services customers.

Sir Michael Arthur, president, Boeing International said, "It gives me great pleasure to announce the appointment of Kuljit Ghata-Aura as the new president of Boeing Middle East, Turkey and Africa. Kuljit brings a wealth of experience to the role from many of Boeing's most important markets and businesses, including the Middle East, Turkey and Africa region, where he has spent considerable time. I look forward to working with Kuljit to drive further growth in the region. We thank Bernie for his great contribution to the growth of Boeing's presence in the META region over the last seven years and wish him well for the future."

Ghata-Aura, who previously served as the regional counsel for Boeing India, Middle East, Turkey and Africa for almost six years, will oversee Boeing's new business and industrial partnership opportunities, safety and sustainability efforts, government affairs and corporate citizenship. He also will oversee Boeing's efforts to expand its presence and strengthen its relationships with customers and other stakeholders in the region.

Boeing's presence in the Middle East, Turkey and Africa goes back several decades. Boeing has offices in the United Arab Emirates (UAE), Turkey, South Africa, Egypt, Kuwait and the Kingdom of Saudi Arabia. The company also has several industrial and academic partnerships in the region. Today, the region is one of the world's fastest-growing commercial airplane markets, and its defense needs are rapidly expanding.

On his appointment Ghata-Aura said, "I am delighted to return to the Middle East, Turkey and Africa region in this significant leadership role and rejoin my colleagues as we continue to focus on partnering with all stakeholders in one of the fastest-growing and important markets for the company in META. Boeing has a strong presence in the region and there continues to be unique opportunities. We are, and continue to be, committed to working closely with the civil aviation and defense authorities and our customers to help achieve the region's aerospace ambitions and objectives."

Ghata-Aura joined Boeing in 2010 and has held several leadership roles for the company in Europe, Russia, Israel, India and the META region. In addition to being the regional counsel for Boeing India, Middle East, Turkey and Africa for almost six years, Ghata-Aura also held the role of director of market development for UAE from 2015-16. Prior to joining Boeing, Ghata-Aura was a partner at a large international firm practicing cross border mergers and acquisitions.

# International CALENDAR

## 2021

| Date | Event | Venue |
|---|---|---|
| 19-21 Oct | MRO Europe | RAI Amsterdam, The Netherlands |
| 26-28 Oct | World ATM Congress | Madrid, Spain |
| 01-04 Nov | Aerospace Incubator | Miami, FL |
| 14-16 Nov | ISTAT Americas 2021 | Austin, TX |
| 14-18 Nov | Dubai Air Show | DBC, Dubai |
| 1-2 Dec | Aero engines Europe | Stavanger, Norway |
| 7-8 Dec | IATA Cabin Ops Safety Conference | Online |

## 2022

| Date | Event | Venue |
|---|---|---|
| 27-28 Jan | Aero-Engines Americas | Miami, FL |
| 09-10 Feb | MRO Latin America | Cancun, Mexico |
| 15-20 Feb | Singapore Airshow | Singapore |
| 22-23 Feb | AIME 2022 | Dubai, UAE |
| 22-23 Feb | MRO Middle East | Dubai, UAE |
| 03-04 Mar | PBExpo | Miami, FL |
| 06-09 Mar | World Defense show | Riyadh, Saudi Arabia |
| 07-10 Mar | HAI Heli Expo | Dallas, TX |
| 28-31 Mar | AEA International Convention & Trade Show | New Orleans, USA |
| 26-28 Apr | MRO America | Dallas, TX, USA |
| 03-05 May | NBAA Maintenance Conference | San Antonia, TX |
| 23-25 May | EBACE | Geneva, Switzerland |
| 07-08 Jun | Engine Leasing, Trading & Finance | London, UK |
| 09-11 June | France Air Expo | France |
| 22 Jul | AERO South Africa | South Africa |
| 06-08 Oct | Istanbul Airshow | Istanbul Atatürk Airport, Istanbul |
| 25-27 Oct | Abu Dhabi Air Expo | Abu Dhabi |


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