MRO BUSINESS TODAY

Oct 15Th, 2022

Airbus commences Flight Testing of Pratt & Whitney GTF Advantage engine on A320neo Aircraft

The flight test campaign of the engine is an extension of ongoing product development by Pratt & Whitney and Airbus.

Pratt & Whitney has announced that Airbus has begun development flight testing of the GTF Advantage engine on an A320neo aircraft. The early flight test campaign will continue to develop the engine by testing it in a variety of environments which includes hot and cold weather and operation from high-altitude airports. The flight test campaign of the engine is an extension of ongoing product development by Pratt & Whitney and Airbus.

Engine certification for the GTF Advantage engine will continue through the first half of 2023. This will also include the flights currently underway on the Pratt & Whitney flying test bed in Mirabel, Québec, Canada, as well as extensive endurance testing to ensure product maturity at entry into service. The GTF Advantage engine has completed more than 2,400 hours and 7,800 cycles of testing, including a successful test on 100% sustainable aviation fuel (SAF).

"GTF engines already offer the lowest fuel consumption and CO_2 emissions for the A320neo family," said Rick Deurloo, president of Commercial Engines, Pratt & Whitney. "The GTF Advantage engine extends that lead. It also enhances aircraft capability by increasing thrust and protects durability by running cooler. For airlines, this means new revenue opportunities and better operating economics. Our revolutionary geared fan architecture is the foundation for more sustainable aviation technologies in the decades ahead, and the GTF Advantage engine is the next step in that journey," he further added.

The GTF Advantage engine lowers fuel consumption and CO_2 emissions by up to 1% compared to the current model GTF engine. The engine is Capable

The engine is Capable of a takeoff thrust improvement of 4% at sea level.

of a takeoff thrust improvement of 4% at sea level. The engine could enable longer range and higher payload, making it particularly suitable for A321XLR aircraft and unlocking more destinations for airlines.

In addition, the engine will offer an increase of up to 8% takeoff thrust at higher altitudes. GTF Advantage will be intermixable and interchangeable with the current GTF engine to ensure maximum operational flexibility.

The Pratt & Whitney GTF engine with Collins Aerospace nacelle is the only geared propulsion system delivering industry-leading sustainability benefits and dependable, world-class operating costs. GTF-powered aircraft reduce fuel consumption and CO_2 emissions by 16% to 20%, NOx emissions by up to 50% and noise footprint by up to 75%. The engines, certified for operation on 50% SAF and successfully tested on 100% SAF, are capable of further reductions in carbon emissions, which will help the aviation industry meet its goal of net zero emissions by 2050.

STS Line Maintenance inaugurates 35th MRO station in the U.S.

The new STS Line Maintenance stations will offer a full range of support services such as FAA / DER engineering assistance, AOG response teams and enhanced reliability.

STS Line Maintenance operates 42 line maintenance stations throughout the United States, Bahamas, United Kingdom and France.

STS Line Maintenance (STS), the largest line maintenance and Maintenance, Repairs and Overhaul (MRO) service provider in the United States, has inaugurated a new MRO facility in Rochester, New York, U.S. that will provide services for commercial aircraft. STS Line Maintenance (STS) is a division of STS Aviation Group.

"The opening of our new Rochester station brings our total U.S. station count to 35 and our global station count to 42," states Mark Smith, President, STS Aviation Group. "As is the case with most new stations that we open, our clients reached out and requested STS Line Maintenance's support in Rochester, and after careful consideration and months of planning, Iam proud to announce that the station officially opened on October 3rd," he further added.

STS Line Maintenance operates 42 line maintenance stations throughout the United States, Bahamas, United Kingdom and France. Each of these STS Line Maintenance stations has teams of professionals who offer a full range of support services such as FAA / DER engineering assistance, AOG response teams and enhanced reliability through rapid response times.

"This is another exciting step for us. As our company continues to expand its global reach, we will continue to provide the aerospace industry with cost-effective aircraft maintenance solutions at every turn," stated Robby Bush, Sr. Vice President and General Manager, STS Line Maintenance.

STS Line Maintenance (STS), at each facility has a team of skilled Technicians on standby to handle RON maintenance, turnaround checks, non-routine discrepancy reports and ground equipment maintenance via scheduled or on-call action.

Image Courtesy : Singaporeair.com – Inflight Wi-Fi

INFLIGHT CONNECTIVITY AND MORE .....

There is a lot of high technology involved in the idea of inflight connectivity than the ability to access the internet, send emails and download your favourite movies and TV shows, gaming options and an inexhaustible collection of practically every genre of music.

By means of satellite technology, inflight Wi-Fi offers the ability to access the Internet, not just over land but across oceans! Given the serious preference for inflight connectivity amongst all categories of travellers, making an aircraft wi-fi enabled is seen as a long-term investment plan. With this capability on board, a basket of goodies is on offer like high-speed broadband, streaming content for free or for a price, and power outlets for juicing up laptops and mobiles, all of which are now essentials in our connected world.

In-Flight Connectivity (IFC) vs In-Flight Entertainment (IFE)

Simply put, Inflight Connectivity (IFC) allows everyone on board an aircraft once airborne, to remain connected for the entire duration, using onboard hardware and external antennas that connect to ground-based towers, or satellites. This allows passengers to do basics like send emails and browse the Web. To relax and enjoy time during long hours of air travel, this technology has created possibilities for streaming video, a much-in-demand amenity for today's traveller. Staying current and in touch with their offices, friends and family is what is in demand, and most airlines have delivered much of this.

In-Flight Entertainment (IFE) on the other hand uses a different set of hardware located on board the aircraft, and is mainly, independent of any external source. From the past capabilities of audio and video feeds to a map tracking the aircraft route in real-time, in today's day and age, the components have undergone a complete upgrade. The

changes are happening with alarming speed and regularity. Today's IFE passengers enjoy their type and source of entertainment without worrying about data connection or bandwidth.

Inflight Connectivity for Operations & Safety

Image Courtesy : Pinterest. For reference only

Airline operations have realised the full benefits of inflight connectivity to allow the entire gamut of connectivity-led services, to include data analytics that manages flight crew and passenger data. IFC offers the bandwidth to a controlled number of passengers in the cabin.

Going granular, it can segregate data traffic between the cockpit and cabin, determine in real-time, the connected status of all devices onboard and how data is being used by airtime service, device or category of traffic. Thus, data usage and the cost thereof can be closely monitored. Sharing content on social media and offering the audience onboard preference-based advertising solutions, are some of the possibilities.

IFC systems come with features that enhance cybersecurity, the software is geared to protect data that moves on and off the aircraft. Operators can access flight planning and related services, and provide vital information required by the operations team to function efficiently and safely.

Apart from being a 'sought after' amenity, improved in-flight wi-fi is a boon for any airline company. With improved communication and enhanced bandwidth, real-time diagnostics of operations, and predictive maintenance are a reality in our age of digitisation.

With a 'connected aircraft', mechanical problems in any part of an aircraft can be detected immediately – thus immensely useful for those who work on crash investigations. Timely corrective action too can be taken on account of a connected aircraft, to avoid an accident/incident from happening. This means being less reliant on the actual physical presence of a black box to help with understanding the cause of an accident.

Cabin Electronics for Passenger Comfort & Productivity

With the latest and upgraded versions of sophisticated ground-based and satellite technology, modern-day cabin connectivity systems have ensured that air travellers remain in touch with their offices, clients, and friends and family - all through their journey.

Premium sections of a passenger airline, Business jet, turboprop and helicopter cabins – are all optimally customised for passenger comfort, as also designed

to improve the quality of their flight experience and the productivity of flyers.

Any carrier would aim to welcome their guests onboard a well-equipped cabin, to enhance the 'feel good' factor. Cabin electronics not just take care of in-flight connectivity, or in-flight entertainment systems, but include cabin management and lighting systems. Operating cabin electronics in unison, helps passengers arrive at their destinations, refreshed and ready to operate in peak condition.

Some of the state-of-the-art lighting systems onboard Ultra-Long-Range business jets are able to synchronise with a traveller's circadian rhythm that helps overcome jet lag, post-journey.

Mood lighting can be controlled via a passenger's mobile app, or via the Cabin Management System (CMS), aiming to promote an atmosphere conducive to work, rest and play, during a flight. Therefore, the CMS is central to a passenger's well-being, and must at the least exudes positivity.

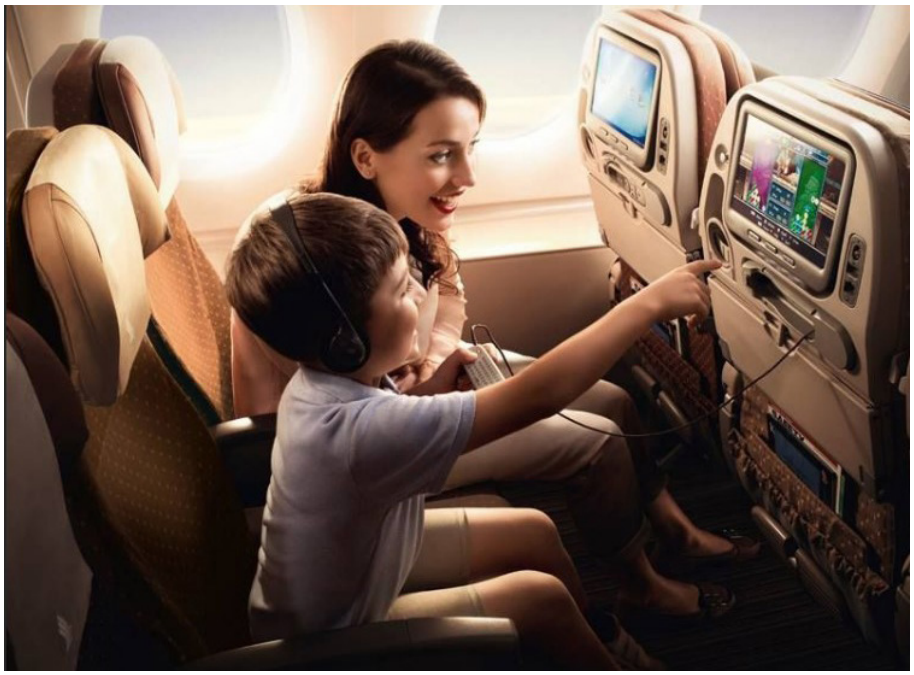


Image Courtesy : Pinterest - Some airlines offer curated content for all age groups and interests.

Inflight Entertainment (IFE)

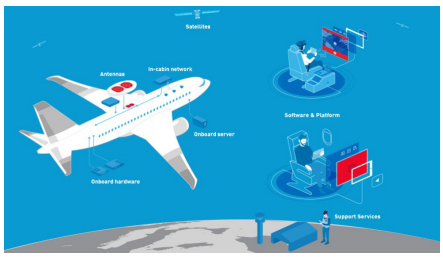
Content for kids to keep them engaged throughout long-haul flights especially Nothing could be more thrilling for air travellers than to avail of entertainment on tap. Whiling away hours on mainly long-haul flights, enjoying the magic of the movies, TV shows, and shorts, reading up on the latest business mantras or relaxing with noise-cancellation headphones listening to the music of one's choice. Young travellers mainly need to be kept engaged with child-centric videos and games, so that their parents or guardians, (young mothers especially), get that much-needed relief and precious 'me -time' from 'minding', during the flight.

The response to inflight connectivity has been a huge success which in turn is powered by great software, and even greater content is what powers inflight entertainment, and keeps the onboard audience engaged and asking for more. Endless, and curated audio and video options, games and more, have indeed put the joy back into flying.

From devices provided by the airline, PEDs on which content is downloaded, to a passenger's handheld device or in-seat screens, instant and constant connectivity while up in the air, is a combination of art and science. Superior software and hardware make for a winning combination.

Moreover, to ensure smooth and convenient handling of IFE systems, cabin crew are given sufficient training to be able to assist passengers with operating hand-held or in-seat devices provided by the airline, downloading and using content. Seat pockets contain brochures or pamphlets with easy-to-follow instructions on using the Inflight Entertainment system. That aside, inflight magazines contain dedicated pages in the entertainment section and instructions on operating the IFE system.

Technology



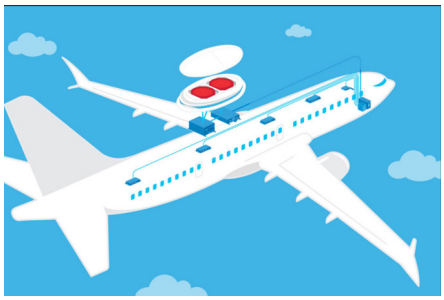


Image Courtesy: Gogo Inflight Internet

Ground-based systems offer streaming plans that come for a monthly fee, with an additional coverage fee that is charged per megabyte (Mb). Non-streaming unlimited data plans are available for subscription.

For Light Jets Turboprops and business jets, the system of data consumption is usually based on hourly plans with limited bandwidth for data and non-streaming. This is customised to suit private jet owners carrying a limited number of passengers.

Satellite systems: Data consumption from this source are billed monthly, available for all budgets and uses. Swift Broadband (SBB) offers a cost-per-Mb plan; Satellite systems can stream live content. Aircraft fitted with multiple air-to-ground (ATG) receivers can result in faster connections.

Data download speeds of an IFC system depend on several factors – like the distance between the aircraft and the ground system or satellite, the number of aircraft flying in that vicinity, the number of passengers on board each of those aircraft and the usage patterns of the passengers.

Aboard the aircraft, streaming movies, or performing a video call will require certain speeds, for not just one or two,

but a planeload of people making different use of inflight connectivity. Therefore, the IFC system must be a robust one. It's not enough to send out emails with attachments in Word or Excel, for those travelling on business may need to send out rich graphics as a PowerPoint attachment.

The satellite coverage may experience outages for reasons such as government regulations, weather and during switching between the satellite regions.

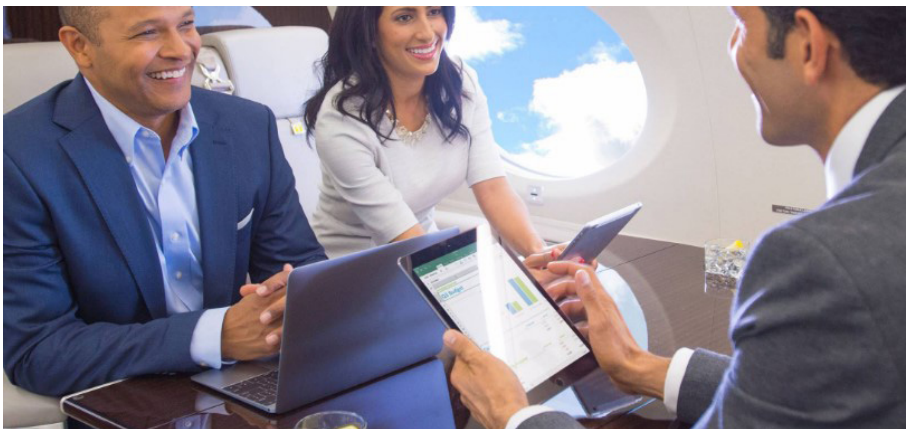


Image Courtesy : Ainonline.com

Image Courtesy : Embraer.com

The bandwidth is supplied from ground-based towers that communicate with directional antennas mounted on the bottom of the aircraft.
With this, passengers can do basics like send emails & browse the Web

Business Travellers – For those who take air travel for work, now expect access to all their contacts and database as a given.

Airlines ensure that premium cabins occupied mainly by business travellers have internet access, at times coming for a small fee.

Improving work productivity and efficiency is something that travellers look forward to in connected cabin space. These spacious and plush cabins and seating have virtually become flying offices. In Seat messaging system allow passengers to send personal messages to other passengers onboard the same aircraft but seated elsewhere – very convenient for those travelling together on work or the same assignment.

Charter Services - Charter service providers are expected to offer the latest in technology that ensures excellent connectivity and entertainment systems. Charter customers have the kind of budgets that for high-quality customisation.

Inflight connectivity safety norms – Safety is the number one priority and in accordance with regulator mandates, phone calls are disallowed onboard airborne aircraft keeping in mind the electromagnetic interference, with serious consequences. Similarly, laptops and similar devices are required to be kept in switched-off mode during ascent and descent. However, cell phone users are allowed onboard to send text or MMS messages, internet browsing and check emails - without allowing passengers to make calls. Voice over Internet Protocol (VoIP) or anything similar is disallowed.

In-Flight Connectivity- Upgrades

Operators and their suppliers must ensure that bandwidth is sufficient for every type of inflight consumption, and more importantly, a streaming experience without buffering! Nothing can be a more prominent spoiler on board.

To be certain of optimal performance, operators need to choose the latest vendor offerings, and proven skills before rolling out an upgrade to their inflight connectivity. Passengers expect no less an experience than they are used to in their homes and offices.

How to, and how often to upgrade, remains crucial for each carrier to answer. With 5G Wi-Fi adaptation in business, aviation is set to revolutionise the way travellers think and conduct business on the go.

Resource Credit

onlinesciences.com
Honeywell
Sitaonair.aero/resources/open-platforms-next-inflight-connectivity-revolution
www.avbuyer.com
BBC Slipstream Report

Image Courtesy : Ainonline.com

Airbus to provide Flight Hour Services for Cathay Pacific Airways and HK Express A320 fleets

The Airbus maintenance-by-the-hour contracts will cover the integrated component services of on-site stock, pool access, and repair services for Cathay Pacific Airways and HK Express.

Airbus has signed Flight Hour Services (FHS) contracts with Cathay Pacific Airways and HK Express. According to the agreement, Airbus will provide FHS support for the airlines' A320 Family fleets. The newly signed contract extends the already existing service relationship with Cathay Pacific and commences a new business relationship with HK Express as a new FHS customer. Airbus is a designer, manufacturer and seller of civil and military aircraft and aerospace products around the globe.

"Our A350 fleet has been supported by FHS since 2016 and we are pleased to be expanding this service to cover our A320 fleet," said Neil Glenn, Director Engineering, Cathay Pacific Airways.

The new multi-year, maintenance-by-the-hour contracts will cover the integrated component services which include on-site stock, pool access, and repair services. The airlines will also benefit from Airbus's engineering expertise and FHS local representatives in Hong Kong.

Mandy Ng, CEO, HK Express said, "We believe this agreement with Airbus to provide component management services on our A320 fleet will help ensure we achieve our operational and reliability targets, allowing us to provide a best-in-class service to our customers."

Airbus has in total finalized 11 FHS contracts with operators worldwide in 2022. The latest contract agreements demonstrate the continued growth of interest in Airbus's integrated maintenance service, proving competent in post-crisis times when airlines need to carefully monitor their costs and contain investments.

"Airbus's FHS will support the operational ramp-up at Cathay Pacific and HK Express," said Bruno Bousquet, Head of Customer Services Asia-Pacific, Airbus. "These new contracts will enable us to work even closer with both carriers to offer them the best services to cope with the new market reality, he further added.

A commercial aircraft manufacturer, with Space and Defence as well as Helicopters Divisions, Airbus is the largest aeronautics and space company in Europe and a worldwide leader. Airbus has built on its strong European heritage to become truly international with roughly 180 locations and 12,000 direct suppliers globally. The company has aircraft and helicopter final assembly lines across Asia, Europe and the Americas, and has achieved a more than sixfold order book increase since 2000.

Magnetic Trading signs PBH service agreement with LOT and Enter Air

Magnetic Trading has recently announced that the company has signed a Power-by-hour (PBH) agreement with two major Polish airlines: LOT and Enter Air for their respective Boeing fleet.

Magnetic Trading has recently announced that the company has signed a Power-by-hour (PBH) agreement with two major Polish airlines: LOT and Enter Air. The newly signed service agreement is a part of Magnetic Trading's active efforts of expanding its services customer portfolio. Magnetic Trading is a member of Magnetic Group, an aviation maintenance company headquartered in Tallinn, Estonia that offers a full range of commercial airplane maintenance services.

"I am glad to see that our client's portfolio is expanding – and to have two major Polish airlines as our customers are nothing short of a privilege for our team. I am confident that our asset management expertise, combined with extensive component maintenance capabilities, will allow us to continue providing timely, top-notch services to both Enter Air and LOT," said Marijus Milasius, Head of PBH, Magnetic Trading.

The recently signed agreement between Magnetic Trading and Enter Air is the new 3-year extension of the previously signed service agreement that covers the Power-by-hour services for Boeing B737 NG aircraft component support. In the meantime, Magnetic Trading's partnership with LOT is a brand new agreement for the unit and consists of Power-by-cycle services on the Polish flag carrier's Boeing 737 fleet wheels and brakes.

"On behalf of LOT I can say that cooperation with Magnetic Trading is more than satisfying and we really hope to keep it on this level for long perspective," said Grzegorz Tarkowski, Senior Component Planning Specialist at LOT.

Magnetic Group is certified by the European Aviation Safety Agency and the Federal Aviation Administration of the United States. The company provides services around the globe. It is a subsidiary of Guangzhou Hangxin Aviation Technology.

"Our contract was extended due to good and reliable service and we are really glad to continue this cooperation," added Konrad Dymowski, Technical Manager, Enter Air.

Magnetic MRO is a Total Technical Care maintenance and asset management organization with a global presence and two decades of worldwide experience. The company has a well-established reputation in innovative solutions, digitalized MRO services, and a proven track record as a one-stop total technical care organization for airlines, asset owners, OEMs and operators.

AerCap Extends Lease for 6 Airbus A320 Aircraft with SAS

AerCap Holdings N.V. has signed agreements with SAS AB ("SAS") for the retention and lease extension of six Airbus A320 aircraft.

AerCap Holdings N.V., the global provider of aircraft leasing, a global network of airline customers with comprehensive fleet solutions has announced that the company has signed agreements with SAS AB ("SAS") for the retention and lease extension of six Airbus A320 aircraft. SAS Group is an airline holding company headquartered in Sweden. It is the owner of the airlines Scandinavian Airlines and Scandinavian Airlines Ireland.

"We are delighted to support SAS as it implements its business transformation plan, 'SAS FORWARD', through a voluntary chapter 11 process which is expected to lead to a financially stable and profitable airline. These aircraft will help to support SAS with its objectives of being a highly competitive and operationally efficient airline," said Aengus Kelly, Chief Executive Officer, AerCap. "SAS has been a long-time customer of AerCap, and we wish Anko van der Werff and all the SAS team every success and we look forward to building on our partnership for many years to come," she further added.

AerCap is the global provider of aviation leasing with a diversified order book in the industry. AerCap serves approximately 300 customers around the world with comprehensive fleet solutions. AerCap is based in Dublin with offices in Shannon, Miami, Singapore, Memphis, Amsterdam, Shanghai, Abu Dhabi, Seattle, Toulouse and other locations around the world.

Embraer in the production to deliver first KC-390 Millennium for Hungarian defence forces

The Hungarian government signed a contract with Embraer in November 2020 for two KC-390 aircraft to strengthen the capabilities of the Hungarian Defence Forces.

Embraer, a Brazilian aerospace manufacturer that produces military aircraft, and provides aeronautical services are making progress in the production of the first KC-390 Millennium aircraft for the Hungarian Defence Forces. The Hungarian government signed a contract with Embraer in November 2020 for the acquisition of two KC-390 defence aircraft with an aim to strengthen the capabilities of the Hungarian Defence Forces. Currently, Embraer is in the production phase assembling the semi-wings on the aircraft's fuselage, with both structures already painted in the customer's colors.

The KC-390 aircraft for the Hungarian Defence Forces will be the first in the world with the Intensive Care Unit in its configuration which is an essential feature for performing humanitarian missions anywhere. The KC-390 Millennium is fully compatible according the NATO guidelines, both in terms of the jet's hardware and also in its avionics and communications configuration. The KC-390 probe and drogue refueling system assures that the aircraft can refuel the Hungarian JAS 39 Gripen as well as other aircraft that use the same technology.

Flight tests of the first KC-390 Millennium aircraft will commence in the second half of 2023, and the deliveries are to begin in the second quarter of 2024. The second unit of the KC-390 aircraft for Hungary is scheduled to begin production in December 2022, thus maintaining the pre-decided schedule, and is expected to be delivered by the end of 2024.

"We regularly follow the assembly of our first KC-390, and the production of the aircraft is significantly ahead of what was stipulated in the contract compared to the original plans, progressing better than planned," said Colonel László Nagy, Head of Air Force Systems Development Branch, Hungarian Defence Forces Command, Force Planning Directorate. "We have also established a good relationship with the Brazilian Air Force, which gives us an opportunity for consultations that can be used extremely effectively by our teams in Hungary," he further added.

The KC-390 Millennium defence aircraft fully meets the requirements of the Hungarian Defence Forces with the aircraft being able to perform different types of military and civilian missions, including Medical Evacuation, Cargo and Troops Transport, Precision Cargo Airdrop, Paratroopers Operations, and Air-to-Air Refueling (AAR).

Embraer and Aeroplex signed a Memorandum of Understanding (MoU) in June 2022 with intentions to cooperate on a project to qualify Aeroplex as an Embraer Authorized Service Center (EASC) in Hungary. This MoU aims to support and enable Aeroplex to provide maintenance for the Hungarian Defence Forces KC-390 Millennium aircraft.

TRIUMPH partners with Sanad to provide MRO services on V2500 engines

TRIUMPH will provide services such as engine accessory MRO services at the company's Texas facility on the V2500 engines serviced by Sanad in Abu Dhabi.

Sanad, a global industrial services provider in the aerospace sector has entered into an exclusive framework agreement with TRIUMPH Product Support – Grand Prairie, a provider of third party engine accessory maintenance, repair and overhaul (MRO) services, wholly owned by Triumph Group, Inc. (TRIUMPH). According to the agreement, TRIUMPH will provide services such as engine accessory Maintenance Repair and Overhaul (MRO) services at the company's Texas facility on the V2500 engines serviced by Sanad in Abu Dhabi.

The V2500 engine is designed and manufactured by International Aero Engines, a global partnership of aerospace leaders including Pratt & Whitney, Japanese Aero Engine Corporation and MTU Aero Engines.

H.E. Omar Al Suwaidi, Undersecretary, the UAE Ministry of Industry and Advanced Technology said, "The partnership between Sanad and Triumph Group reflects the potential of cross-border collaboration to drive technology transformation, In-country value, and industrial growth, which is in line with the UAE's 'Make It In the Emirates' campaign. It builds on the strong and historic bilateral relationships between the UAE and US."

The newly formed partnership between TRIUMPH and Sanad emphasizes the intent of both entities to develop a long-term collaboration and work together to establish the Middle East region's first engine accessory repair and overhaul center of excellence in Abu Dhabi by 2024.

"By leveraging a phased approach, this strategic partnership aims to foster a long-term collaboration that will significantly expand Sanad's capabilities beyond engine overhauls and bring us closer to providing best-in-class 'nose to tail' integrated engine MRO services from Abu Dhabi to the wider Middle East, Africa, Turkey, and India regions," said Mansoor Janahi, CEO, Sanad. "The agreement delivers a major uplift in the enhancement of the UAE capital's positioning as a global leader for aviation MRO excellence and is a further stride forward in providing upskilling opportunities for local talent, knowledge transfer, and the deployment of cutting-edge technologies in Abu Dhabi. We will now collaborate with TRIUMPH on the sharing of best practices and the design of new critical MRO service solutions for multiple engine types for our existing and potential customers," he further added.

Once the Abu Dhabi center is completed and is ready to provide services, the center will aim to provide maintenance, repair and overhaul (MRO) solutions for V2500, T700, and GEnx. The center will also provide LEAP engine accessory repairs and overhauls, and will offer comprehensive Abu Dhabi-based MRO solutions for multiple engine types used by aerospace and aviation industry operators across the Middle East, Africa, Turkey, and India.

"We are excited to further our relationship with Sanad as we work to jointly serve a region that is home to some of the most ambitious and rapidly expanding carriers, and to satisfy growing demand for support for next generation engine solutions," said Daniel J. Crowley, Chairman, President & Chief Executive Officer of TRIUMPH.

The partnership agreement between TRIUMPH and Sanad was signed at the Global Manufacturing & Industrialization Summit (GMIS) America, which was held in Pittsburgh, Pennsylvania.

CAAS and CAA NZ sign agreement for mutual recognition of aircraft MRO and component requests

CAAS and CAA NZ will mutually recognize and reciprocally accept approvals pertaining to the MRO of aircraft and aircraft components issued by the respective civil aviation authorities.

The Civil Aviation Authority of Singapore (CAAS) and the Civil Aviation Authority of New Zealand (CAA NZ) have concluded a Technical Arrangement on Aviation Maintenance. Under the clause of the agreement, CAAS and CAA NZ will mutually recognize and reciprocally accept approvals pertaining to the maintenance, repair and overhaul (MRO) of aircraft and aircraft components issued by the respective civil aviation authorities. The agreement will also help reduce the associated regulatory costs for MRO service providers in Singapore and New Zealand.

The agreement was signed by Mr. Han Kok Juan, Director-General of CAAS and Mr. Keith Manch, the Director and Chief Executive of CAA NZ on 30 September 2022, on the sidelines of the 41st International Civil Aviation Organization (ICAO) Assembly.

Mr. Han Kok Juan, Director-General, CAAS said, "The civil aviation authorities of Singapore and New Zealand are like-minded and share the same commitment to upholding the highest standards in aviation safety as our respective aviation industries recover from the COVID-19 pandemic. The agreement with New Zealand adds to the list of countries Singapore has mutual recognition arrangements with; it is

The agreement was concluded under the ambit of the CAAS-CAA NZ Memorandum of Understanding (MOU) signed in 2019.

a pro-safety, pro-enterprise measure which will help MRO companies fulfill their safety requirements while reducing regulatory cost."

The agreement was concluded under the ambit of the CAAS-CAA NZ Memorandum of Understanding (MOU) signed in 2019 to strengthen cooperation in enhancing aviation safety. This new arrangement will help the authorities to enhance safety oversight while minimizing duplicative regulatory audits. The understanding will also facilitate a better and smooth collaboration between CAAS and CAA NZ that will ensure the support for the development of the aviation industries of both countries as the aviation sector moves on the path of recovery from the effects of the COVID-19 pandemic.

Mr Keith Manch, Director and Chief Executive of CAA New Zealand said: "The agreement reflects the confidence each Authority has in the other's safety oversight systems, and the close working relationship between the two organisations. The agreement will provide significant time and resource savings, and CAA NZ is looking forward to the agreement taking effect."

Civil Aviation Authority of Singapore (CAAS) has concluded similar technical arrangements with Australia's Civil Aviation Safety Authority, Transport Canada, the Civil Aviation Administration of China, the European Union Aviation Safety Agency, Hong Kong China's Civil Aviation Department, the Civil Aviation Bureau of Japan, the United Kingdom Civil Aviation Authority, and the US Federal Aviation Administration.

What are the salient features and benefits of OLED?

There has been much debate in recent months around whether QLED or OLED is a better technology for use in seat-back screens.

So, what is the difference? And what makes OLED stand out from the other displays available?

QLED, short for Quantum-dot Light-Emitting Diode, is a technology used to improve the backlight of an LCD display. In less expensive QLED displays more commonly available LEDs are used in the backlight to reduce costs.

OLED, short for Organic Light-Emitting Diode, is a display technology that delivers more detail and a higher quality image, along with infinite contrast ratio called 'perfect black'. There's nothing else like it. Panasonic Avionics chose to use this technology for its Astrova seat-end solution as part of its pursuit for the leading edge in visual technology.

The new IFE (In-Flight Entertainment) system is the first to recognize the untapped potential of seatback IFE. Astrova engages passengers with 4K OLED screens, cinema-grade colour quality and a seamless blend of newly developed hardware, software and enterprise solutions.

The system has been designed to provide significantly more opportunities to immerse passengers in an airline's brand experience, with the best possible picture quality available today. Panasonic Avionics believes that the future of seat-back entertainment is OLED.

OLED is a fundamentally different technology from the LCD (QLED) screens which are available today. LCD requires the screen to be backlit, whereas the color pixels on an OLED screen are self-illuminating; this requires no backlight at all, ensuring that OLED can be thin and lightweight, and consume less power.

OLED is immediately recognizable for its superior picture quality, contrast ratio and colour accuracy. This brings viewers dramatic blacks and bright colors, ultimately leading to better passenger engagement and enabling airlines to stand out from their competitors.

Gary Kaplan, Panasonic Avionics' Product Marketing Manager for In-Flight Systems, says: "OLED's picture quality is stunning and immediately recognizable in terms of picture quality, contrast and color. It's really fascinating and stands out as unique."

Based on the substantial research conducted by Panasonic Avionics' they believe the future is OLED and that it is the best technology available for in-flight entertainment.

PassionAir selects Rusada's ENVISION software to boost airworthiness

PassionAir has selected Rusada's software solution to manage its operational activities going forward with plans in place to expand its routes and fleet.

Pisces Aviation Ltd DBA PassionAir, Ghana's second-largest airline, has chosen Rusada's ENVISION software to manage its airworthiness, maintenance, and flight operations. From their base in Accra, PassionAir utilizes a fleet of De Havilland Dash 8's to serve destinations across Ghana. PassionAir has selected Rusada's software solution to manage its operational activities going forward with plans in place to expand its routes and fleet.

"We were looking for a more professional system that would bring our airline together and make our activities more efficient as we grow," says Philip Nartey, Technical Services Manager, PassionAir. "We are now looking forward to working with Rusada to get the system in place and prepare for golive,"he further added.

PassionAir will adopt seven of ENVISION's modules including Fleet Management, Base & Line MRO, Flight Operations, and Human Resources, which will be used to ensure regulatory compliance, effectively manage maintenance activities, and support day-to-day operations.

Julian Stourton, CEO, Rusada commented, "PassionAir are another very welcome addition to our growing customer base in Africa. With their planned growth in mind, now is the perfect time for them to implement a modern software solution that can streamline their operations. "I know our teams are eager to get started on what promises to be another exciting implementation project."

Rusada's web-based solution for Pisces Aviation Ltd DBA PassionAir in Ghana will be implemented by the company's in-house deployment experts, to go live in early 2022.

Dassault Aviation receives STC for Universal Avionics' InSight Flight Deck on Falcon 900 jet

The STC approval received by Dassault for Falcon 900B jet will allow the owners to upgrade to a 4-display InSight System while maintaining factory-delivered and OEM-supported FMS.

Dassault Aviation, a French manufacturer of military aircraft and business jets has been awarded the Supplemental Type Certificate (STC) from the Federal Aviation Administration (FAA) for Universal Avionics' (UA) InSight Flight Deck upgrade on the Dassault Falcon 900B.The unique STC approval received by Dassault for the Falcon 900B jet will allow the owners an option to upgrade to a 4-display InSight System while maintaining existing factory-delivered and OEM-supported Flight Management Systems (FMS).

The InSight flight deck features unprecedented situational awareness with the help of the UA's 2nd generation Synthetic Vision System (SVS) and interactive digital maps, embedded Jeppesen charting with high-resolution airport maps, and more. The solution will be fully compatible with the FANS 1/A+, CPDLC, and ATN B1 solutions that are already being provided by Dassault Aviation and Dassault Falcon Jet.

InSight is complemented with the latest in Human Machine Interface (HMI) design including touch control interactions with maps and charts, pilot selectable screen layouts, etc., for reduced crew workload. InSight is the building block in preparing the Falcon 900B for other NextGen systems such as UA's SkyLens Head-Wearable Display, Interactive SVS (i-SVS), and added display options for engine indication.

"The InSight Display System continues to gain significant momentum in the market, with nine STCs available or in advanced development, demonstrating the scalability of the system for business aviation," said Dror Yahav, UA Chief Executive Officer. "Upcoming upgrades for Enhanced Flight Vision Systems and Flight Deck Connectivity will bring the updated airplane into the front line of business jets," he further added.

The 900B Falcon, since its introduction in 199 has continued to be a desirable aircraft making these upgrades essential for ongoing operations. These solutions will provide a new level of situational awareness to the flight crew, with features such as 3D Synthetic Vision System (SVS) and 2D interactive digital maps.

According to Universal Avionics, the new solution will help improve flight operations by introducing high brightness, large format displays with intuitive interfaces. The installation increases available payload by over 200 lbs (91 kg) by removing five (5) Cathode Ray Tubes (CRT) with limited brightness and color rendering, three symbol generators, and other sources of maintainability and parts availability challenges for flight departments.

SITA joins Versa Networks to launch Connect Go Network solution for air transport industry

The ready-to-use Versa-powered SITA Connect Go solution helps airlines in making rapid route changes and use shared airport infrastructure without a huge upfront investment.

SITA has announced a new partnership with Versa Networks; the recognized secure access service edge (SASE) for the launch of SITA Connect Go. The latest launch by the joint venture is a multi-tenant edge Secure SD-WAN (Software-Defined Wide Area Network) solution designed specifically for the air transport industry. SITA has its roots in providing connectivity to the air transport industry and has for decades remained a provider of cutting-edge connectivity to airlines and airports.

The new partnership combines the best of both companies into a single solution. Versa Networks, a US-based enterprise, has rapidly emerged as a market leader in SASE and Secure SD-WAN, with Gartner rating the company as among the top three providers globally.

Martin Smillie, Senior Vice President, SITA Communications & Data Exchange said, "As a longstanding industry partner trusted with bridging more than 60% of the air transport community's data exchange, we are proud to introduce the next generation of SDN technology. The current volatile economic environment requires that airlines adjust to passenger peaks and troughs, wherever they want to fly. In Versa, we have found a tried-and-tested partner with market-leading technology to support the complex requirements specific to the air transport industry. We look forward to helping our customers reap the benefits."

The newly introduced solution will enhance SITA's extensive network connectivity connecting over 600 airports and more than 750 destinations around the globe. This provides the airlines with unrivaled connectivity performance and quick, secure access to airport applications and systems through the AirportHub shared platform. The ready-to-use Versa-powered SITA Connect Go solution helps airlines in making rapid route changes and use shared airport infrastructure without a huge upfront investment.

Hector Avalos, VP MSP EMEA of Versa Networks said, "We are delighted to partner with SITA to meet the connectivity needs of today's air transport industry. With today's shifting travel landscape, industry stakeholders need greater connectivity, agility, unprecedented reliability, and airtight network security. We have tailored the new solution to meet these requirements and power the future of air travel."

SITA Connect Go was built with cybersecurity at its core and aims to provide a multi-layer security design with a cloud-native network and security suite for users wherever they are. Users will also benefit from the confidence that the software-based solution will adapt as new industry requirements arise, allowing them to adopt new functionalities as they are introduced without having to invest in costly upgrades.

In the flight for sustainability, Collins Aerospace brings elevated perspective to help lead the way

Collins Aerospace specializes in aerostructures, avionics, interiors, mechanical systems, mission systems, and power and control systems that serve customers across the commercial, regional, business aviation and military sectors. Headquartered in Charlotte, North Carolina, the business has 71,000 employees across more than 300 locations of four businesses that form Raytheon Technologies Corporation. With a new facility in Malaysia, the company aims to enhance its foot strength in the Asia Pacific region. Collins Aerospace is also taking big strides towards sustainable flying with Hybrid Air Vehicle technology. The company's latest plan includes making their new Malaysia MRO facility the epic center of maintenance activities in the Asia-Pacific region. Details on that and much more from **Hart Duan - Regional Director, Asia-Pacific, Customer & Account Management, Collins Aerospace in an Exclusive Interview with MRO Business Today Read on.....**

Q - Can you brief our readers about Collins Aerospace' collaboration in the U.K., with the University of Nottingham on a rollout placement of four, fuel-burning engines with 500-kilowatt electric motors for Hybrid Air Vehicles' Airlander hybrid airship?

A - Collins Aerospace has produced the first working prototype of its 500 kilowatt electric motor suitable for the Airlander 10 aircraft under a partnership with Hybrid Air Vehicles and the University of Nottingham, and we've begun basic characterization testing of the motor at the University of Nottingham.

For the 2,000 RPM permanent

Q - Collins Aerospace has set up another MRO facility at Malaysia which is 3 times of the current MRO facility. This will be an important step forward in the Asia Pacific region. What challenges is the company expecting further growing in the region?

A - We think that most companies in our industry will face similar challenges such as a tight labor market and supply chain disruptions. Even more, so when MRO skillsets are very specific and highly dependent on product training. It typically takes up to six months to train a competent technician. Likewise, retaining skilled labor is crucial to ensure sustainable growth for our MRO operations.

Supply chain is also key in ensuring our MRO operations are primed with the right parts to support airline recovery. Demand forecasting is getting more difficult as the post pandemic recovery does not follow any conventional trends that we have experienced before.

magnet electric motor, Collins is targeting specific power density levels of 9 kilowatts per kilogram and 98% efficiency through the use of a novel motor topology and composite construction. We are designing the motor at our Electronic Controls and Motor Systems Center of Excellence in Solihull, UK, where we're also developing our 1-megawatt electric motor and motor controller for the Pratt & Whitney Canada (P&WC) regional hybrid-electric flight demonstrator. The two motors are part of Collins' technology roadmap for the development of a family of electric motors that can be scaled up or down to meet the needs of various hybrid-electric and all-electric applications across multiple aircraft segments.

Airlander 10 is scheduled to begin hybrid-electric operation in 2026, followed by all-electric, zero-emission operation in 2030. To achieve this, the aircraft's four fuel-burning engines will be replaced by Collins' 500 kilowatt electric motors—beginning with the two forward engines in 2026 and the two rear engines in 2030.

Q - How does the OEM Account management and Sales support functions contribute to building relationships and solving the problems of Customers queries relating to Maintenance, Repair and Overhaul functions of the Aircraft and Avionics? What steps have been taken by your company in this regards to enjoy continuous Customer support?

A - Asia Pacific is an important market in the future development and growth of Collins Aerospace, and we have served the region for over 40 years with about 10,000 employees at over 24 locations supporting our growing commercial aviation customer base here.

We understand the importance of customer intimacy and intend to work diligently on continuing to strengthen our direct relationships with airlines throughout the region, meeting frequently and exploring how best we can focus our efforts on providing the best support.

Coming out of the pandemic, we are working closely with our customers to consolidate and monitor demands as we recover, keeping in mind the many new lessons learned over the last 2 years. Collins is committing more resources to help us forecast more accurately and deal with constant changes.

With the imminent inflation and higher operations cost, airlines are focused on driving down total cost of ownership, and Collins can provide customers with tailored MRO solutions to meet their requirements with cost predictability being a key value add. We are also constantly looking at innovative ways to reduce cost, increase productivity and enhance our customers' experience.

Q - The Singapore Innovation hub was set up in 2020 in collaboration with Economic Development Board (EDB). How does Robotics and AUTOMATION Engineering and Software development and Data Science and Artificial intelligence help the Singapore Innovation hub in MRO Activities.

A - The Singapore Innovation Hub develops new digital, automated, and additive manufacturing capabilities for its MRO and OEM operations locally and across Collins' global network of facilities. Aside from the earlier projects that were previously released such as the Automated Vision Inspection System, we have progressed our developments in Augmented Reality / Virtual Reality (AR/VR), which will very much benefit the industry in training future technicians, and also troubleshooting components at a remote setting.

We are also gaining headway in our developments for turnkey supply chain and logistic solutions, to integrate both the Automated Mobile Robots (AMR) and RFID technologies for parts tracking, Store Light Pathfinder, and Receiving Shipping Visibility Automation (RSVA) to complement the needs of the fast-paced, high-volume business as the aerospace industry continues to pick-up to pre-pandemic levels.

Lastly, our fully equipped additive manufacturing (AM) facility continues to advance its capabilities and is now qualifying different types of AM technologies and materials that will be used in future aerospace products for both OEM and MRO applications. Collins AM capabilities in Singapore will include metal laser powder bed fusion, non-metallics, and Electron Beam Additive Manufacturing (EBAM) technologies.

Lufthansa Technik delegates Joerg Speri as new CEO for Puerto Rico

Joerg Speri as Chief Executive Officer of Lufthansa Technik Puerto Rico will take over on 15 October 2022.

Lufthansa Technik Puerto Rico (LTPR), a worldwide provider of maintenance, repair, and overhaul services for aircraft, engines, and components has named Joerg Speri (43) as Chief Executive Officer of the company. Joerg will take over the responsibility from Pat Foley (51) on 15 October 2022. Speri has held various Management positions in the Lufthansa Group, mainly outside Germany. His latest position was Senior Director of Network Sales & Customer Service at Aircraft Maintenance Services.

Joerg Speri holds two Master's Degrees in business and aviation management from Mid Sweden University (Sweden) and Massey University (New Zealand). Pat Foley is one of the founding fathers of LTPR and was in charge as CEO of LTPR for more than five years. Pat Foley will take on the newly created position as Head of Business Development in the Americas for Aircraft Maintenance Services.

Safran Electrical & Power promotes Julien Péchalat as Finance Vice President

Julien Péchalat will sit on the Safran Electrical & Power Executive Committee and his appointment came into effect on October 1st, 2022.

Safran Electrical & Power, a provider of equipment electrification in the electric and hybrid propulsion sector has announced the appointment of Julien Péchalat to the post of Vice President of Economic and Financial Affairs. Julien Péchalat will sit on the Safran Electrical & Power Executive Committee. Julien's appointment came into effect on October 1st, 2022. Before taking over as VP of Economic and Financial Affairs at Safran Electrical & Power, Julien Péchalat held the responsibility as Safran Aircraft Engines' Management Control Director From 2018.

Julien Péchalat, 40, is a graduate of the Lyon Ecole Centrale (2005) and of the Lyon Ecole de Management (2008). Julien began his career in 2006 at Ernst & Young as a financial auditor. Julien moved to the United States in 2011, and worked first for Ernst & Young and then Deloitte as a Senior Manager where he supported French companies and investment funds with their external growth operations in North America. During this period, he worked for Zodiac Aerospace, as well as a number of other aerospace groups.

In 2015, Julien Péchalat joined Zodiac Aerospace's Mergers & Acquisitions department in France, before being promoted to deputy CFO in 2017. He was tasked, by Zodiac Aerospace, with managing the financial aspects of the merger between Safran and Zodiac Aerospace.

International CALENDAR 2022

2022

Date	Event	Venue
18-20 Oct	MRO EUROPE	London, UK
18-20 Oct	NBAA-BACE	Orlando, FL
24-26 Oct	Dubai Helishow	Dubai Harbour, UAE
25-27 Oct	IATA Safety Conference	Dubai, UAE
01-03 Nov	Abu Dhabi Air Expo	Abu Dhabi
06-09 Nov	ATCA	Washington, D.C.
9-10 Nov	Asia Connect MRO	Istanbul, Turkey
15-16 Nov	Predictive Aircraft Maintenance 2022	London, UK
05-06 Dec	Aviation Forum 2022	Munich
06-08 Dec	MEBAA	DWC, Dubai
1-3 March 2023	IASEA 2023	Marina Bay Sands, Singapore

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