

AJW Group wins MAX PBH component support contract for Arajat S.A 737 MAX fleet

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ATR 42-600 secures China debut with CAAC type certificate approval

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Nov 15Th, 2022



China Eastern Airlines confirms Fleet Hour Agreement with IAE for V2500 engines powering A320ceo

The agreement includes EngineWise Data by ADEM services to provide on-wing monitoring by Pratt & Whitney for the China Eastern Airlines fleet.

Pratt & Whitney has been awarded an extended Fleet Hour Agreement (FHA) from China Eastern Airlines for over 100 of the airline's V2500 engines which power 50 Airbus A320/A321ceo jets. The agreement includes EngineWise Data by Advanced Diagnostics and Engine Monitoring (ADEM) services to provide on-wing monitoring for the China Eastern Airlines fleet.

The V2500 engine is offered through IAE International Aero Engines AG (IAE), a multinational aero engine consor-

tium composed of shareholders Pratt & Whitney, Pratt & Whitney Aero Engines International GmbH, Japanese Aero Engines Corporation and MTU Aero Engines. Shanghai Engine Center (SEC), a joint venture between China Eastern and Pratt & Whitney, according to the company, is well equipped to service the airline's V2500 engines. The SEC was formed in 2007 and commenced services in 2009.

The SEC signifies a long-standing relationship between China Eastern

and Pratt & Whitney. SEC has become an important maintenance, repair and overhaul (MRO) facility in the South-East Asian region with growing capabilities including Line Maintenance Service for Pratt & Whitney GTF engines recently certified by the Civil Aviation Administration of China.

"China Eastern and Pratt & Whitney are important collaborators along the industrial chain," said Cheng Guowei, executive vice president, China Eastern Airlines. "We are pleased to sign the first aviation order at CIIE 2022 with Pratt & Whitney and IAE, opening a new chapter in our collaboration. The FHA will help China Eastern keep our fleet in

good airworthiness and technical conditions, to bring pleasant flight experiences to our passengers,” he further added.

Pratt & Whitney and IAE provide enhanced services for V2500 passenger and freighter customers, including LLP solutions, new and serviceable material programs, engine swaps and more, which can be tailored and customized to support customers’ unique requirements.

With long-term agreements, fixed-price services and transactional solutions, the company offers an increasing variety of work scopes and payment options. The V2500 engine is also backed

by an established global network of 17 facilities for MRO, including nine IAE partner facilities, of which three are managed by Pratt & Whitney and its joint ventures.

“China Eastern is a highly valued customer and collaborator of ours with strategic importance,” said Lori Liu, president, Pratt & Whitney China. “The extension of the FHA is another vote of confidence in our strong service offering with proven value adding for airlines customers,” he further added.

More than 7,800 V2500 engines have powered nearly 3,500 aircraft since it entered into service in 1989 with approxi-

mately 150 operators in 80 countries. The V2500 has powered more than 135 million flights and accumulated more than 250 million engine flight hours of experience.

China Eastern Airlines has its headquarters in Shanghai and is one of the largest airlines in China and a long-term customer of Pratt & Whitney. The airline took delivery its first MD-90 aircraft powered by the V2500 engines in 1997 and currently operates more than 100 Airbus A320/A321neo aircraft powered by the V2500 engines which are almost all covered by an FHA.

Lufthansa Technik signs long-term Consumable & Expendable materials agreement with Airline MRO Parts

The agreement provides AMP with a guarantee from Lufthansa Technik for the availability of Consumable & Expendable (C&E) materials to Airline and MRO networks across the Americas.



■ Airline MRO Parts (AMP) is an aerospace Products & Services Provider specializing in procurement automation, inventory planning and supplier management.

Lufthansa Technik, a worldwide provider of maintenance, repair, and overhaul services for aircraft, engines, and components has signed a long-term agreement for the supply of Consumable & Expendable (C&E) materials with Airline MRO Parts (AMP). The customized agreement between the two companies provides Airline MRO Parts (AMP) with a guarantee for the availability of Consumable & Expendable (C&E) materials for the company’s Airline and MRO network across the Americas, including support of all MRO Holdings operating companies.

“AMP is excited about partnering with Lufthansa Technik in one of their strongest performing products to support MRO Holdings and our Airlines and MRO customers. It is our belief that ‘C&E Supply’ will allow us to further improve our world-class service through SMART Purchasing to our Airline and MRO customers. Robin and his team have been an integral part of our growth and will be a key cog in our future success.” said Michael James, Vice President of Supplier Alliances, AMP.

One of the major reasons for this being

feasible according to Lufthansa Technik is the advanced logistic setup of the company in the Americas which enables Airline MRO Parts (AMP) the quickest and smoothest possible availability of material that will ensure seamless operation of AMP and their customers’ maintenance networks across the region. The exclusive three-year program commences immediately with options for further extension of the agreement. Airline MRO Parts (AMP) is an aerospace Products & Services Provider specializing in procurement automation, inventory planning and supplier management.

“We are thrilled that AMP chose Lufthansa Technik for the C&E supply. This is a breakthrough for Lufthansa Technik’s product ‘C&E supply’. This agreement will ensure highest possible material availability resulting in a reliable operation for AMP and its entire customer base,” said Robin Johansson, Senior Director Sales Latin America, Lufthansa Technik.

Lufthansa Technik AG provides worldwide maintenance, repair, and overhaul services for aircraft, engines, and components. It is a subsidiary of the Lufthansa Group, headquartered at Hamburg Airport and other important German sites at Frankfurt Airport and Munich Airport.

AJW Group wins MAX PBH component support contract for Arajet S.A 737 MAX fleet

The new power-by-the-hour (PBH) support agreement will cover Arajet's fleet of Boeing 737 MAX fleet with the AJW Group flight hour support program created according to Arajet's needs.

AJW Group, an independent component parts, repair and supply chain solutions provider, has announced it has signed a new power-by-the-hour (PBH) component support agreement with Airline Arajet S.A., the new Flagship airline of the Dominican Republic. Arajet S.A. is an ultra-low-cost startup airline based in Santo Domingo, Dominican Republic which commenced operations on the 15th of September, 2022.

The new power-by-the-hour (PBH) support agreement signed between the two companies will cover Arajet's expanding fleet of Boeing 737 MAX aircraft with the AJW Group flight hour support programme, created according to the operator's needs. The contract will guarantee the supply, repair, and overhaul of rotatable components for the Arajet S.A. fleet of Boeing 737 MAX. The required components will be supplied from AJW's global inventory of Boeing 737 MAX spares and Maintenance, Repair and Overhaul (MRO) services from the Group's flagship maintenance facility, AJW Technique, in Montreal, Canada.

Garret Malone, Chief Operating Officer, Arajet S.A. said, "At Arajet we are committed to providing our customers with a safe, reliable, and efficient travel experience. Our partnership with AJW gives us assurance and cost alignment underpinning safety, flight efficiency and on-time-performance allowing us to focus on achieving our rapid growth plans safe in the knowledge that their experienced team will keep our fleet running effectively and efficiently."

The signing of the contract according to AJW Group will reinforce the company's position as the market leader for end-to-end supply chain solutions, and the supplier of choice for airlines across the Caribbean. The Arajet S.A. fleet according to the AJW Group is one of the world's most fuel-efficient and environmentally friendly, achieving a 14% reduction in fuel consumption and CO2 emissions, and is 40% quieter compared to prior generations of Boeing 737.

Arajet S.A. is the Caribbean's first ultra-low-cost airline based in Santo Domingo, Dominican Republic. The airline began

operations in September 2022 with its fleet of LEAP-powered B737 MAX aircraft and has a roadmap to increase its fleet to 26 aircraft following the delivery of an order placed with Boeing in early 2022.

Christopher Whiteside, Chairman, AJW Group said, "We are delighted to announce this power-by-the-hour contract with Arajet S.A. who place the utmost importance on regularity of services and on-time performance, values we share. This contract echoes the recent expansion of our services in Latin America and follows hotly on the heels of a 10-year PBH support contract with Chilean ultra-low-cost carrier JetSMART Airlines SpA in June."

AJW, in October 2022 announced its commitment to capability expansions in the Americas by joining the Latin American and Caribbean Air Transport Association (ALTA) as an affiliate member. According to the agreement the AJW Group will partner and be involved in problem-solving as a community with the ALTA member airlines and service providers in unison as well as bringing extensive technical expertise.



Global Market Insights

POWER BY THE HOUR (PBH) MARKET

Global market share (2018):

>\$20 BN

CAGR (2019-25):

6.3%

Global market share (2025):

>\$30 BN

CAGR (2019-25)

>6%

Spare parts & components

>6%

Line maintenance segment

>40%

Engines component

NA market share
in 2018: >25%MEA market CAGR
(2019-25): >7%

Competitive Market Share & Forecast, 2019 – 2025

POWER BY THE HOUR

'Power by the Hour' (PBH) programme was first introduced by Rolls-Royce in 1962 covering their Viper engines, for 125 business jets. Under such a contract the engine manufacturer committed to offer replacement and maintenance of the entire range of engine accessories, for a fixed rate per flight hour basis.

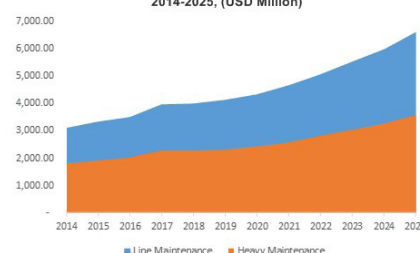
The PBH or engine maintenance programme concept arose out of the instance of low despatch reliability rate of classic turbine fan jet engines. However, even without the presence of bad engines in today's day and age, for most part, Power by the Hour contracts are in vogue.

The above image from Global Market Insights (GMI) depicts the size of the Power by the Hour market across the globe, as also category-wise break up of spares and components, line maintenance items and engine components. According to the study, with base year as 2018, the market size was in excess of USD 20 billion globally. The CAGR growth estimation for the forecast period 2019 to 2025 is pegged at 6.3%. The projection for year 2025 is USD 30 Billion!

Unsurprisingly, the growth has been fuelled by an increase in air travel in the Asia Pacific region, in passenger traffic

from China and India, as also spurt in tourism in the Middle East and African regions - all of these have contributed towards commercial aviation. Furthermore, the industry has seen a rise in demand for narrow body aircraft mainly from low-cost airlines. Adherence to stringent regulatory mandates and the advent of Aerospace 4.0 or digitalization of the sector have all led to positive outcomes. Apart from this, adoption of a service-oriented approach versus a product oriented one has seen service quality excellence on the rise thanks to operational reliability and more. However, high cost of manufacturing and shortage of skilled resources are a bane for the sector.

APAC Power by the Hour Market Revenue, By Application, 2014-2025, (USD Million)



Demand for line maintenance from low-cost airlines in Asia Pacific

Amongst regions worldwide, the North American market has held sway over others by capturing 25% of the PBH sector. This is because of a dominance of major airlines, engines, components, and aircraft manufacturers in this region.

For example, in 2019, Mexican carrier VivaAerobus signed a contract with Pratt & Whitney for providing GTF engines for 41 of their A321 Neo aircraft. The PBH agreement included undertaking comprehensive engine maintenance services for 12 years.

In August 2019, Air Canada entered into a PBH agreement with Rolls-Royce to provide Trent 700 engine for their Airbus A330 aircraft fleet. The airlines opted for the TotalCare Flex agreement, on a long-term basis. The TotalCare Flex programme is ideally suited for airlines seeking economical management of more mature engines. Quite a bit of customisation there.

manufacturers, engine, component or MRO service providers, where the latter via the agreement provide a specific

reliability in operations.

A PBH contract basically entails, an aircraft owner/operator paying a manufac-

Power by the Hour Market Revenue, By Component, 2014-2025, (USD Million)

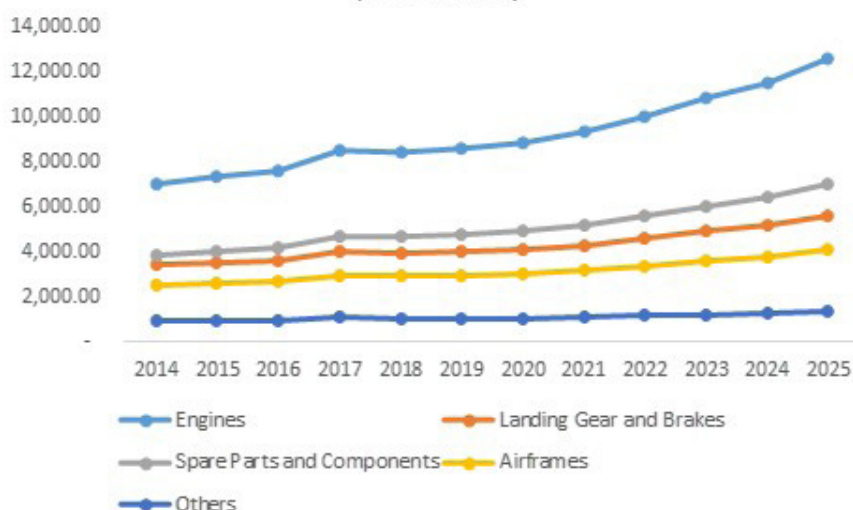


Image credit- gminsights.com



Image credit- airtinsight.com

Operators and aircraft owners mainly bring components like the engine, landing gear and brakes – critical to every uneventful flight operation, under PBH contracts, since they require regular maintenance for smooth functioning. PBH is an agreement between an airline operator and suppliers like aircraft

number of spares at the customer's facility or at stocking locations, for which the operator pays up on a per aircraft utilisation basis. Thus, the operator benefits by not owning the items, resulting in reduction of inventory costs, substantially. At the same time, a high standard of service quality is maintained to ensure

turer or service provider an hourly rate, just for each hour flown, for a mutually agreed period. This is akin to let's say, a term life insurance policy, and comes with several high impact benefits. Exceptions remain, such as the occurrence of catastrophic unscheduled events, and the instance of having to bear the cost

of repairs subsequently. Devoid of a PBH contract therefore, can be financially debilitating for the asset owner.

Aircraft operators on their part must be thorough with their vendor selection, keeping in mind TAT (Turn Around Time) and AOG support. Importantly, tracking vendor performance and subsequent evaluation will give the airline or aircraft operator sufficient reason to opt for the same or a different PBH provider, once contract renewals come up.

There are several companies today that offer coverage for older engines, and these extend across piston aircraft, and some helicopter manufacturers.

Apart from engines, avionics and airframes can be brought under such contracts, that can bring in substantial savings on maintenance expenses going forward for the owner/operator.

Key Benefits of Power-By-The-Hour Aircraft Maintenance contracts...

According to a research paper presented by Wharton's, Prof. Morris Cohen, Prof. Serguei Netessine and Doctoral student Sang-Hyun Kim, from the Operations and Information Management department, this new 'Power by the Hour' approach is already reshaping customer-supplier relationships.

No operator/owner will want short cuts or compromise where aircraft maintenance and repairs are concerned, especially due to lack of sufficient funds. Within the ambit of a PBH programme, a lender or lessor is assured of funds being available, be they for engines or airframes, and similar, in case of a repossession or default. Key benefits that a PBH contract brings to the fore are appended below:

1. Reducing Financial Risk

PBH contracts help avoid deep financial crises when there is a dire need for funding for crucial repairs and the lack of which, can see an aircraft being liquidated. Power by the Hour (PBH) contracts allow better and efficient management of budgets. Thus, costs allocated towards MRO services can be rationalised. Such programmes can be customised to suit customers' financial planning such as cover for airframes; landing gear and brakes; stock positioning; rotatables; components and their repair and overhaul,

engine management, contractual purchasing, logistics support and importantly critical response service. Benefiting for these plans are not just commercial carriers, but include flight schools, management companies, and other operators.

Aging aircraft covered under a PBH contract can become less challenging, as owners want to beat down cost of repairs, labour, goods as also inflationary trends. With value of aircraft depreciating over time, maintenance costs especially of many business jets, will outstrip the value of the aircraft or its parts.

These PBH agreements provide cover for modern, new generation commercial aircraft. Industry sources have it that more than half the airlines utilize these contracts. Apart from commercial aviation, business jets and commercial helicopters are participating customers in the PBH market.

2. Service Bulletins and Airworthiness Directives(AD) –

In case an operator is served with an AD, carriers can bank on the PBH service provider to pick up the bill and schedule the aircraft for repairs.

3. Adding value to an asset – Opting for a PBH programme pays big dividends, especially during expensive repair and maintenance work. These services come pre-paid on account of the money being apportioned for MRO services from the initial payment made during sign up. Pre-paying maintenance charges increases the value of assets covered substantially (with no deferments or pro-rated future payments) and as good as having zero time on its engines. The value of an asset increases with longer periods of enrolment, particularly beneficial during a sale.

4. Superior ownership experience

With the PBH contract, the best value and pedigree of an asset is achieved specially during a resale. Repair and maintenance under a PBH contract truly make the ownership experience better.

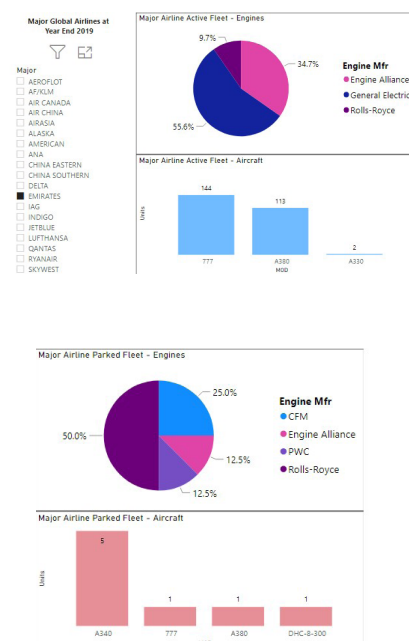
Again, Wharton professors, Cohen, Netessine, and doctoral student Sang-Hyun Kim, have the following to say through their research presentation – about performance-based contracting, required in order to “improve product availability and reduce the cost of ownership by tying a supplier's compensation to the

output value of the product generated by the customer.” Well explained.

Operators gain by way of cash conservation, allocation of funds towards other projects that come with higher returns, and achieving a healthy balance between capital efficiency and mission readiness.

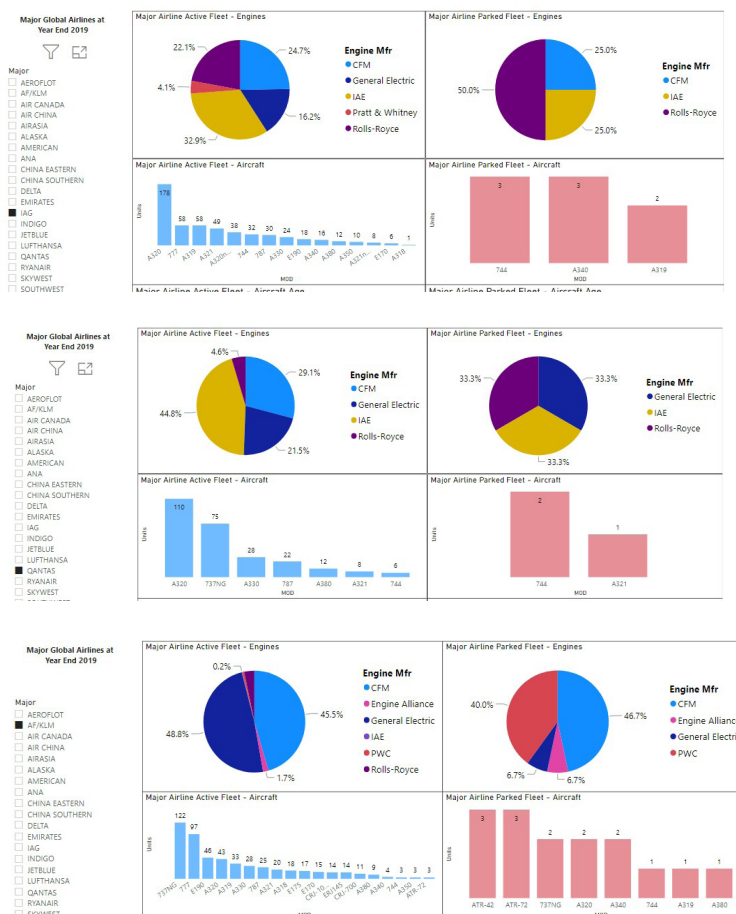
Airlines and aircraft operators then end up paying much less by entering into a “Power-By-Hour” contract. However, with more and more carriers opting for PBH agreements, what is standing out in sharp contrast, on the flip side, are the pain points of engine manufacturers due to the numbers of parked fleets around the world. Not only will the engine makers not see any revenue coming in from idle engines, they will continue to spend on expensive research and development in pursuit of newer, cleaner and greener technologies. An important objective here is to make engines quieter, more fuel-efficient and lighter.

The illustrations below are a clear indication of how carriers have been impacted effective end 2019, with a number of their aircraft parked, and severely affected are PBH providers as their customers will only pay for per hour during flight operations.



Some of the key players in the Power by the Hour (PBH) Market are:-

AAR; A J Walter Aviation Limited; EFTEC



(UK) LIMITED; Jet Support Services, Inc. (JSSI); Lufthansa Technik; Rolls-Royce plc; SIA Engineering Company; ST Engineering; Textron Inc.; and Turkish Technic Inc.

Conclusion

Power by the Hour programmes are proven ways in the aviation business to cut down inventory costs. Airlines pay for PBH services based on aircraft utilization. The main benefit for operators is not owning inventory, and thereby reducing recurring overheads, and at the same time attain service or operational excellence as desired.

According to the study Wharton researchers Prof. Cohen, Prof. Netessine and Doctoral student Sang-Hyun Kim, in their study entitled 'Power by the Hour': Can Paying Only for Performance Redefine How Products Are Sold and Serviced? reveal that the PBH service contracts cause economic impacts of such significance... "Up to seven times as much profit as do sales of original products over the lifetime of product use."

Reference Credit:

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Airinsight.com
Dividend Reference
Ajw.group.com
Ramco.com
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SA Air Works receives India's first Design Organization approval by DGCA

The Design Organization Approval covers the entire spectrum of aircraft types, right from Rotorcrafts/ Helicopters to Business Jets as well as those meant for Commercial Air Transport.



SA Air Works, a Joint Venture (JV) Company of the Air Works Group and Scandinavian Avionics (SA) Group – has completed a milestone in the Indian Civil Aviation & Aerospace sector as the company is now the country's first Avionics organization to have received the Directorate General of Civil Aviation's (DGCA) Design Organization Approval under CAR 21. SA Air Works offers a comprehensive portfolio of services including design, engineering, integration, and installation services for forward fitment & retro fitment on aircraft.

The approval for Avionics design, according to Air Works, is a historic first step and proves especially significant in India's long-awaited journey of becoming Atmanirbhar (self-reliant) in the design domain, given the country's fast-growing aviation & aerospace market. The Design Organization Approval covers the entire spectrum of aircraft types, right from Rotorcrafts/ Helicopters to Business Jets as well as those meant for Commercial Air Transport.

Mr. D. Anand Bhaskar, Managing Director & CEO, Air Works Group said, "The Design Organization Approval is an excellent news not just for SA Air Works but indeed a shot in the arm and a matter of pride for the entire Indian Civil Aviation and Aerospace sector, which can now step into a higher trajectory with this extremely critical capability. The world could eventually be our mar-

ket with such approval in our portfolio." Having a Design Organization status means that we no longer need to be dependent on third parties for such critical work which can now happen within the country, indigenously, reducing budgets and timelines, for an array of avionics-related work".

After being approved as a Design Organization, SA Air Works now has the authority to define or create design procedures including Supplemental Type Certifications (STCs) and Repair schemes for undertaking minor or major changes on both fixed-wing aircraft (equivalent to Federal Aviation Regulations/ Certification Specifications FAR/ CS – 25, >5700 Kgs and FAR/ CS – 23, <5700 Kgs), and rotary-wing aircraft (small & large helicopters, equivalent to Federal Aviation Regulations/ Certification Specifications, FAR/ CS – 27, <3175 Kgs and FAR/ CS -29, >3175 Kgs) related to avionics, electrical, navigation and communication systems including cabin equipment and related structures under CAR 21, within the country.

The company already holds the requisite design approvals from the Regional Centre for Military Airworthiness [RCMA]/ CEMILAC to undertake the required design tasks that include Building Modification Leaflet/certifications, Systems Integration, installation related to Avionics, electricals for Military Aircraft (Fixed & Rotary Wing aircraft)

and DGCA CAR 145 approval. The Design Organization Approval covers the entire spectrum of aircraft types, right from Rotorcrafts/ Helicopters to Business Jets as well as those meant for Commercial Air Transport.

Mr. Ajay Sharma, CEO, SA Air Works said, "The receipt of the Design Approval fulfils our strategic intent and dream of becoming Atmanirbhar in the civil aircraft design space and offer avionics-related design services to operators, aircraft owners, customers, and OEMs both in India and abroad. I would like to acknowledge the efforts of our entire team and the support of Scandinavian Avionics – our JV partner – in all these years in making this a reality. Being the country's first private enterprise to have been accorded this approval is indeed a proud and gratifying moment. As an immediate step, we look forward to submitting our very first STC for regulatory approval. The design approval is a stepping-stone and will eventually open the floodgates of design into India, helping us not only conserve forex outflow as a nation and, to also begin creating our IPs in civil aircraft design space, making our business offerings more comprehensive and the Indian civil aviation industry, sustainable."

SA Air Works is a leading Avionics Systems Integrator, Designer and turnkey Avionics solution provider to customers. SA Air Works has successfully delivered a significant number of high-quality avionics upgrades and cockpit transitions in India, including customizations, ahead of time and at highly cost-effective prices. The company has been a dominant player with a significant market share in the Indian and regional aviation markets. The company counts both Civil and Military aviation, leading Institutions, individuals, and corporations that own/ operate aircraft, including private or business jets and rotary wing (helicopters) machines, as its customers.

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ATR 42-600 secures China debut with CAAC type certificate approval

The approval from the Chinese aviation administration will provide the opportunity for ATR to re-enter the Chinese market with a firm order for three aircraft from an undisclosed customer.



■ ATR aircraft open more than 100 new routes every year, burn up to 45% less fuel and emit up to 45% less CO₂ than regional jets.

ATR, a Franco-Italian aircraft manufacturer has announced that the company has received the type certificate for the ATR 42-600 from The Civil Aviation Administration of China (CAAC). This approval from the Chinese aviation administration will provide the opportunity for ATR to re-enter the Chinese aviation market with a firm order for three aircraft from an undisclosed customer. The ATR 42-600 according to the company is the most sustainable option for regional air travel, and is an ideal route opener for China, a vast country looking for opportunities to grow essential connections for air travel profitably and responsibly.

Nathalie Tarnaud Laude, ATR's Chief Executive Officer said, "Receiving CAAC's validation of the ATR 42-600 type certificate, along with a firm order, is a major achievement marking the re-introduction of ATR turboprops in China. The ATR 42-600 will undoubtedly prove to be a game-changer. ATR offers an eco-responsible alternative to jets while bringing comfort and convenience to passengers, and essential air services for communities and businesses to thrive."

According to ATR, Regional aviation in China has a well-researched positive effect on a

country's economy and society like increase in regional flights by 10% which has further generated a 5% rise in the country's tourism and has also reflected in a 6% rise in regional GDP along with an 8% increase in foreign direct investment received by China.

Fabrice Vautier, Senior Vice-President Commercial, ATR said, "By 2035, we anticipate that over 150 airports will be built in China and turboprops will play a key role in creating a new network of short, thin routes, complementing the high-speed train offering. Our 20-year forecast predicts a need for 280 new turboprops in the region, and ATR is perfectly placed to meet this demand, whilst also contributing to decrease the reliance on public subsidies and delivering reduced CO₂ emissions."

ATR is a regional aircraft manufacturer with its ATR 42 and 72 aircraft the best-selling aircraft in the less than 90-seat market segment. ATR aircraft open more than 100 new routes every year, burn up to 45% less fuel and emit up to 45% less CO₂ than regional jets. ATR aircraft have been chosen by some 200 companies in 100 countries around the world. ATR is a joint-venture between Airbus and Leonardo.

Farsound to launch new facility in Madrid to provide component support for Airline Iberia fleet engines

The Farsound team based at the new facility will supply and maintain key components for aero engines for Iberia's fleet of aircraft.

FARSOUND

www.farsound.com

Farsound opens new facility in Madrid to support Spanish flag carrier airline Iberia.



Farsound, a leading Supply Chain and Logistics Solutions Provider, Distributor, and Stockist for the global aerospace industry, has announced the opening of a new facility to serve the company's airline customer Iberia, the flag carrier airline of Spain. The new facility will be located close to Madrid-Barajas Airport and is a part of the company's expanding operations in Spain. Farsound's new warehouse and operational facilities will be located in San Fernando de Henares, a town in the province of Madrid and will be fully operational at the end of 2022.

Alfredo Sanchez Mateos, Operations Manager for Spain, Farsound said, "We have been working with Iberia airline for some time now and are delighted to be able to expand and upgrade our services and support for them with our new facilities."

The new building has been adapted specifically to provide services to Iberia. The team based there will supply and maintain key components for aero engines for Iberia's fleet of aircraft. Proximity to Iberia's operational airport base is, according to Farsound just one

of the many benefits that the new facilities will bring to the company, along with additional space, staff and resources to service new customers across Europe in the future. Expansion of Farsound facilities has happened in other countries too, with the recent acquisition of a new UK headquarters and a new larger facility in Toronto, Canada.

Lee Kelsey, Group Sales Director, Farsound said, "Being nearer to Iberia maintenance, means our dedicated team can work more closely with them. We can provide the exact type and scope of aero engine parts, supply chain logistics and MRO services Iberia requires, exactly when they need it."

Including the new premises in Spain, Farsound operates out of facilities in the UK, Europe, North America, Singapore and Japan. This ensures Farsound's ongoing global presence and support system which is essential for the company's aims to expand its portfolio of aero engine MRO services and supply chain logistics across the world and provide bespoke, specialist support for all their international customers.



Intelligent Power can help airlines manage spare engine capacity as interest rates soar amid crisis

Willis Lease Finance Corporation (“WLFC”) leases large and regional spare commercial aircraft engines, auxiliary power units and aircraft to airlines, aircraft engine manufacturers and maintenance, repair and overhaul providers in 120 countries. These leasing activities are integrated with engine and aircraft trading, engine lease pools and asset management services supported by cutting edge technology through its subsidiary, Willis Asset Management Limited, as well as various end-of-life solutions for engines and aviation materials provided through its subsidiary, Willis Aeronautical Services, Inc. With business units Willis Engine Repair Center US/UK and Jet Centre by Willis, as well as subsidiary Willis Aviation Services Limited, the Company’s service offerings also include Part 145 engine

maintenance, aircraft line and base maintenance, aircraft disassembly, parking and storage, airport FBO and ground handling services. Any downtime is an immediate impact to your bottom line, whether it is an aircraft-on-ground (AOG) situation, unplanned repairs, scheduled maintenance, mandated service bulletins, or even a delayed gate turn at an airport. Minimizing and managing that downtime is critical to protecting revenue and maximizing customer confidence in the airline’s brand. WLFC plays a huge role in minimizing downtime by providing quick and high-quality support services to aircraft. More about aircraft leasing and support from **Austin C. Willis, CEO, WLFC in an Exclusive Interview with MRO Business Today Read On.....**

Q - WLFC’s strategic engine pooling program, can you explain it to us in brief?

A - It is all about efficient use of resources. As engines become increasingly expensive, the case for pooling of engines becomes more compelling. This

is particularly true for smaller airlines that lack the economies of scale needed to justify spare engine ownership. We function as an aggregator of demand by allocating engines (both our own as well as customers’ engines) to where they are required, thereby smoothing out

peaks and troughs of demand. Airlines now a days are sophisticated, they see through gimmicks and acting simply as a go-between in order to earn a risk-free fee does not work. We focus on adding tangible value to our customers, and the profits follow.



A - How flexible is the lease process with WLFC?

A - WLFC carries a higher SG&A than other leasing companies. We are more hands on than most and have the ability to completely customize our products. These bespoke leases take additional legal, technical, and accounting resources; however, they can provide real value to the customer. Our ability to remarket assets so effectively enables us to build leases that best fit a customer's demand requirements, in contrast to a run-of-the mill 7+ year sale and leaseback where the customer will be paying lease fees for prolonged idle periods. That is a longwinded way of answering your question...yes, our leases can be extremely flexible.

Q - WLFC's subsidiary Willis Asset Management Limited has been selected by major airlines for determining the airworthiness of Airbus A320 aircrafts. What are the responsibilities as a CAMO (Continuous Airworthiness Management Organization) provider at various MRO locations in Asia and Europe?

A - The responsibility of a CAMO is to monitor and maintain the continuing airworthiness of an aircraft whether it be in operation, maintenance, or storage. The CAMO is responsible for developing the maintenance program for an aircraft and obtaining approval of this with the regulatory authority (i.e., EASA, UK CAA, etc.). Ensuring the aircraft airworthiness is maintained, the CAMO instructs the appropriate inspections and maintenance to be performed to the aircraft in accordance with the approved maintenance program and by an appropriately approved MRO. It will also continue to monitor all the applicable

airworthiness directives to ensure these are current and compliant and that all defects discovered on the aircraft are resolved to an airworthy state. In readiness for flight, successful completion of all these activities will conclude in the CAMO being able to make a recommendation to the competent authority of the Member State of registry for the aircraft for issue of an Airworthiness Review Certificate that certifies the aircraft as fit to fly. The CAMO is responsible to the authorities for allowing the aircraft to return to service and continuation of its operation in an airworthy condition.

Q - How does WLFC guarantee a quick response for urgent AOG requests from operators?

A - There are five elements that are needed to effectively meet AOG requirements. The first is a global marketing presence...you need to have people in every time zone, and preferably in every region, who are in constant communication with the customer. Next, you need to have a large portfolio of short-term lease engines - it is critical to have engines coming off lease regularly in order to meet unanticipated demand. Third, these assets must be forward deployed so the customer can access them quickly. Fourth, you need high quality - the records have to be impeccable - so the customer is not slowed down during the inspection. Finally, you need to have the legal framework in place with the customer beforehand to avoid protracted negotiations of terms and conditions. We have this structure in place and implement these practices daily.

Q - Can you share details about the WLFC ConstantThrust® program?

A - Our ConstantThrust® program leverages our sizable engine portfolio with our balance sheet capability. There are many assorted flavors, but our most prolific is where we execute a sale and leaseback of a fleet of aircraft with a customer, then, when an installed engine becomes unserviceable, we simply replace it with another suitable engine from our portfolio. This avoids the customer having to budget for shop visits, search for spare engine leases, and concern themselves with MRO overages and turn times. Moreover, it gives the airline a high degree of flexibility when trying to phase out a fleet in coordination with a new fleet introduction...where the delivery times often slip. Without ConstantThrust®, airlines are often left with parked aircraft or expensive shop visits as they try to meet aircraft redelivery conditions with traditional lessors.

Q - What are some potential growth opportunities for WLFC in the existing and potential new regions?

A - We see significant growth opportunities in the next few years from aircraft transitions and startups / LCCs looking to efficiently manage spare engine capacity. A substantial proportion of the legacy carriers are looking to renew their fleet over the next five years. Our products are well suited to support this transition, specifically our ConstantThrust® program as I described in greater detail above.

We are seeing a material increase demand from the LCCs and smaller airlines looking to avoid purchasing or signing up to long-term leases on GTFs and LEAPs by contracting with us for ConstantAccess™. ConstantAccess™ is a product where we guarantee availability of our assets with short notice. We have signed more ConstantAccess™ agreements in the past year than in the prior three years. This is the result of airlines being concerned about reliably accessing the short-term engine leasing market in the future due to low supply, combined with a reluctance to buy an engine given the cost, or sign up for an expensive long-term lease. I expect this trend will continue in a higher interest rate environment as the carrying cost or long-term lease rates of engines is accordingly high.

Embraer-X pens Agreement with Aero-Masters for the Beacon platform

Beacon focuses on simplifying communication between the people responsible for the maintenance events of all types of aircraft models and boosting team collaboration.

Embraer-X, the disruptive innovation subsidiary of the Embraer Group, has signed a commercial agreement with Aero-Masters, a European MRO provider, for the use of Beacon, the maintenance coordination platform that focuses on connecting resources and professionals for faster return-to-service aircraft. By onboarding Aero-Masters, Beacon will expand its footprint within the European MRO market which will further complement Aero-Masters' standards for service excellence to the company's commercial aviation customers.

Aero-Masters with the use of Beacon intends to enhance the company's maintenance coordination and assist more airlines in keeping passengers flying. Beacon focuses on simplifying communication between the people responsible for the maintenance events of all types of aircraft models and boosting team collaboration.

The platform also aims at improving knowledge exchange and streamlining workflows around maintenance events.

"We are excited to partner with Beacon to empower our team for better collaboration, as they offer our best-in-class maintenance services to our airline customers. The platform approach is a game-changer for us, improving team awareness of critical maintenance status, enhancing knowledge exchange, and making our operations more efficient and sustainable," said Michal Szutkowski, CEO, Aero-Masters.

Aero-Masters is amongst the first MRO companies that are trained on the E-Jets commercial aircraft and has active participation in performing service bulletins, introducing planes to the airline fleet, and creating aircraft service centers around the globe. The company can perform numerous C-checks on aircraft

of prestigious airlines, such as KLM, BA Cityflyer, LOT Polish, FinnAir, Lufthansa, AirDolomiti, Air Bulgaria, Helvetic, Austrian, FlyBe, Air Astana, and others.

"As a fleet-agnostic platform, Beacon is an ideal partner for Aero-Masters. We are thrilled to help them to collaborate smarter with operators in the platform, improving their coordination efficiency and fostering more effective collaboration. These gains are returned in profits, sustainability, and customer satisfaction as they keep flying," said Marco Cesarino, Head, Beacon.

The Beacon platform, through this newly formed partnership, aims to continue the expansion of the company's footprint across the commercial market, the number of aircraft served, stations supported, and support its mission to reduce out-of-service time and delays for all types of aircraft across the globe.

FinnHEMS opts for Rusada's ENVISION

FinnHEMS, a State-owned emergency medical operator in Finland has selected the ENVISION software from Rusada to manage its airworthiness and maintenance activities.

FinnHEMS, a State-owned emergency medical operator in Finland has chosen Rusada's ENVISION software to manage its airworthiness and maintenance activities. FinnHEMS operates Helicopter Emergency Medical Service (HEMS) flights for hospital districts from its seven bases across Finland. FinnHEMS has a fleet of 9 helicopters, Airbus H135s and H145s, helicopters assigned primarily for the deployment of emergency specialists to incidents, rather than the transportation of patients.

"We are looking forward to relying on ENVISION to give us more certainty around our operations, as well as increased visibility on the readiness of our fleet," says Tony Ellonen, Continuing Airworthiness Manager, FinnHEMS. "A key desire was to enable our maintenance teams to effectively plan for upcoming events. With ENVISION, vital information will be readily available to our main

base and outlying deployment stations so that our helicopters can be strategically maintained, to be available at a moment's notice," he further added.

The callout rate for FinnHEMS is typically higher and more frequent than standard air ambulance services. FinnHEMS, with this high volume of flights and need for constant aircraft availability, was seeking a greater level of confidence in their operational data and determined that ENVISION met all the requirements for the job.

FinnHEMS, with this high volume of flights and need for constant aircraft availability, was seeking a greater level of confidence in their operational data and determined that ENVISION met all the requirements for the job. Julian Stourton, CEO, Rusada said, "Visibility and control are two words we are hearing a lot lately. Operators are finding it hard to manage complex operations with their data

and processes spread across multiple different systems. ENVISION has been designed specifically to eliminate this problem, but nevertheless it is always gratifying when dynamic, forward thinking companies such as FinnHEMS select us to help out. In the coming months we will go above and beyond to deliver the oversight and control they seek."

With Rusada's assistance, FinnHEMS now aims to commence the process of consolidating their current systems into ENVISION, using the software's airworthiness and maintenance modules to manage their activities going forward. The solution will be accessible via the cloud from any of their operating locations, and its live dashboards will make sure that key information is available and consistent company-wide. This will significantly reduce users' workloads and avoid any potential human factors conflicts.



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Airbus introduces latest Skywise Core [X] to enhance digital platform

The new Skywise Core [X] offer brings additional tools and features that will empower users to perform more advanced actions on their data, operational applications, and powerful data-driven decisions.



A Skywise Core [X] upgrade will be offered at no cost for a two-year period to any customer signing a new aircraft firm order.

Airbus recently launched the new “Skywise Core [X]” platform that will supplement the existing Skywise Core offer which is now named Skywise Core Origin with optional packages for customers to accelerate their digital transformation journey. Airbus with this new launch aims to further extend the capabilities of its digital platform Skywise for airline customers.

The new offer brings additional tools and features that will empower users to perform more advanced actions on their data, operational applications, and powerful data-driven decisions. One key element of the “Skywise Core [X]” platform will be its ability to simulate “What-If”-scenarios, and to push data from Skywise into external systems like maintenance informa-

tion systems or Enterprise Resource Planning (ERP) and many others in real-time.

“More than 10,000 aircraft are already connected to the Skywise data platform. This great success is a strong motivation for us to further develop the capabilities of the platform and offer more and more tools to the Skywise-User-Family”, says Lionel Rouby, Senior Vice President, Customer Services Innovation and Digital Solutions, Airbus. “After five years of successful operation, we are implementing several new features following the continuous exchange with our customers and their increasing Skywise use in daily operations”, he further added.

A Skywise Core [X] upgrade will be offered at no cost for a two-year period to any customer signing a new aircraft firm order. Apart from such technical tools, the solution offers additional services like several Collaboration Projects, advanced sensor data decoding, Academy training, and much more.

SmartSky's air-to-ground (ATG) connectivity Solutions now available for Cessna Citation X Series aircraft

The decision highlights SmartSky's plans to make its ATG connectivity available for over 7,000 business jets and turboprop jets across 14 aircraft models manufactured by Textron Aviation.

SmartSky Networks, a developer of air-to-ground broadband connectivity and communication systems for business and commercial aviation has announced that the company's SmartSky's air-to-ground (ATG) connectivity service offering will now be available for the Cessna Citation X series aircraft. The move followed the recent issuance of a supplemental-type certificate (STC) for the aircraft. The decision also highlights SmartSky's plans to make its ATG connectivity available for over 7,000 business jets and turboprop aircraft across 14 aircraft models manufactured by Textron Aviation.



The supplemental type certificate (STC) for Citation X was recently completed in Kinston, North Carolina, U.S. by flyExclusive, a large operator of Textron Aviation aircraft, and the engineering team at Liberty Partners. This Textron Aviation-

owned STC enables the excess of 300 Cessna Citation X series aircraft to take advantage of SmartSky's nationwide ATG network.

Textron Aviation Service Centers are part of SmartSky's growing network of connectivity solution providers with plans to begin installations in Q4 of 2022 at the 11 Textron Aviation Service Centers in the United States. STCs are anticipated to expand beyond the Citation X series to include the Cessna Citation Excel 560 series, the Beechcraft King Air B200/250/300/350 series, and additional Textron Aviation models like the Cessna Citation Sovereign.

AvEx selects Rusada's ENVISION software to support heavy maintenance activities

AvEx will use Rusada ENVISION to manage the planning, assigning, and execution of maintenance tasks, as well as their commercial activities, inventory, and employees.

Aviation Exteriors Louisiana, the commercial aircraft painting specialist (AvEx) has selected Rusada's ENVISION software to manage its new line of heavy maintenance activities. AvEx will use ENVISION to manage the planning, assigning, and execution of maintenance tasks, as well as their commercial activities, inventory, and employees.

"Our new additional operations will only be able to grow if we are able to manage the increased activity volume, and analyze effectively, something ENVISION will allow us to do with ease," says Jerry Hernandez, CEO, AvEx. "We were very impressed with the intuitiveness of

the system, this coupled with Rusada's professionalism and intellectual knowledge base, made ENVISION a sound choice for AvEx," he further added.

AvEx, located in New Iberia, Louisiana, U.S. with an experience of 30 years in painting, recently announced the decision to expand the service offered by adding heavy maintenance, and aircraft passenger to freighter conversion to its service portfolio. To accommodate these new offerings, AvEx is immediately repurposing one of its three existing hangars for maintenance and will look to add further hangar facilities shortly.

Julian Stourton, CEO, Rusada said, "We are very excited to be working with

AvEx as they embark on this new venture. Implementing ENVISION from the get-go will allow them to make the best possible start with these new service lines. Our teams will now work hard to get the system up and running, to ensure AvEx's continued growth in the MRO marketplace."

The increase in operational activity by AvEx has highlighted their need for a state-of-the-art system to manage the newly established business lines. As such AvEx conducted an extensive research project, and after demonstrations and meetings with multiple providers, ENVISION was selected as the solution of choice.

Panasonic Avionics releases new Arc v2.0 in-flight map upgraded features

Arc v2.0 delivers advanced map design in a connected environment and fully leverages the technology of Panasonic Avionics' NEXT and Astrova in-flight entertainment systems.

Panasonic Avionics Corporation (Panasonic Avionics) a company that designs, engineers, manufactures, sells and installs customized in-flight entertainment and communications devices for airlines worldwide has upgraded its in-flight map platform, Arc with a wide range of new features. The company's Arc v2.0 release is seen by the company as a significant progression for the entire in-flight map category and features live data capabilities and new tools that give customers control of their map experience.

Arc a Panasonic Avionics' 3D integrated moving map application was first unveiled in 2019, was designed to enrich the passenger travel experience and has been ordered by 25 airlines. Arc v2.0 delivers advanced map design in a connected environment and fully leverages the technology of Panasonic Avionics' NEXT and its recently launched Astrova in-flight entertainment systems.

Dominic Green, Senior Director of Digital Product Management, Panasonic

Avionics said, "Arc 2.0 takes in-flight maps to the next level. It leverages our proven design thinking, the latest 4K technology, and in-flight connectivity to deliver a breadth of real time information and insights in flight."

Arc expands the concept into a fully integrated in-flight entertainment experience across Panasonic Avionics' portfolio of in-flight solutions by offering a wide range of innovative new features to the traditional in-flight map application.

- Arc Weather: regularly updated weather data, presented both globally and specific to the flight's destination, as well as other locations of the passenger's choice. Arc Weather is just the first of many live, data-enabled features and map content layers that will become available in future releases.

- Arc Studio: extend the flexibility and longevity of the map with this web-based designer's tool to update and manage map data such as place names, landmarks, or points of interest. Future capabilities

include authoring and deploying new templates for map content and views.

- Information for Islamic passengers: an updated Mecca pointer, and relevant timings for each day during Ramadan.

- Enhanced city guides: incorporate new design elements into points of interest and create custom articles to drive destination engagement and bolster partnerships.

In addition to Arc v2.0, upcoming features for its next major Arc release in 2023 will be revealed:

- Arc 3D for handsets: a fully native application designed to deliver the Arc experience in your own hands, a future release will enable Arc as a fully-functioning interactive map experience designed specifically for our Premium Handset.

- Arc Flight Simulator: a new paradigm in map control. Using the at-seat screen or handset, passengers can take simulated control of their flight, navigate the world, and play flight-related games.

Tata, Airbus enters a JV to manufacture the C-295 in India

The new Airbus facility will cater to the export of transport aircraft and additional orders by the IAF drawing investment of over \$2bn.



India's Tata Group has entered a joint venture (JV) with Airbus to manufacture the C-295 transport aircraft for the Indian Air Force. This is the first project of its kind in which a military aircraft will be manufactured in India by a private company. It is also the first time that the C295 aircraft will be manufactured outside of Europe. This deal will be a unique opportunity for the Indian private sector to enter the technology-intensive and highly competitive aviation industry.

The facility, based in the western state of Gujarat will cater to the export of transport aircraft and additional orders by the IAF drawing investment of over \$2bn.

According to the statement by the Indian defence ministry: "This is the first project of its kind in which a military aircraft will be manufactured in India by a private company. Currently, only state-owned Hindustan Aeronautics makes aircraft for the armed forces."

Speaking on the occasion, the Prime Minister said that along with the

manufacturing of transport aircraft for the IAF, additional aircraft too will be manufactured at the facility for Air Force requirements, adding that aircraft manufactured here will also be exported in the future.

"Today, a message is being sent to the world that there is a golden opportunity in India. Defence and aerospace are going to be the two important pillars for 'Aatmanirbhar Bharat'," Modi said, as he expressed hope that by 2025, the country's defence manufacturing scale will cross \$25 bn with defence corridors being developed in Uttar Pradesh and Tamil Nadu.

At present India is among the world's largest defence importers and largely depended on countries like Russia for military equipment.

"India is fast becoming a hub of defence equipment manufacturing. Today we are manufacturing tanks, and submarines, and soon transport aircraft will be added to the list," the Prime Minister added.

The Agreement

In September 2021, India signed an INR 21,935 crore deal with Airbus Defence and Space to procure 56 C295 aircraft to replace the IAF's ageing Avro-748 planes, which entered service in the early 1960s. Under the agreement, Airbus will deliver the first 16 aircraft in 'fly-away' condition from its final assembly line in Seville, Spain within four years, and the subsequent 40 aircraft will be manufactured by Tata Advanced Systems Ltd (TASL) in India as part of an industrial partnership between the two companies.

The 16 fly-away aircraft are scheduled to be delivered to the IAF between September 2023 and August 2025. The first Made-in-India aircraft will be rolled out of the manufacturing facility in September 2026 and the remaining 39 will have to be produced by August 2031.

After the completion of the delivery of 56 aircraft to the IAF, Airbus Defence and Space will be allowed to sell the aircraft manufactured in India to civil opera-

tors and export to countries which are cleared by the Government of India. All 56 aircraft will be fitted with an indigenous electronic warfare suite to be developed by Bharat Electronics Ltd and Bharat Dynamics Limited.

Going ahead, 13,400 parts, 4600 sub-assemblies and all significant components will be manufactured by 25 domestic MSME suppliers from different states in India.

Specifications

The C295MW is a transport aircraft with a 5 to 10-tonne capacity and a maximum speed of 480 kmph. It has a rear ramp door for quick reaction and para-dropping of troops and cargo. Short take-off and landing from semi-prepared surfaces are some other features.

According to Airbus, the aircraft has a cabin dimension of 12.7 metres or 41 feet and eight inches and is the longest unobstructed cabin in its class which can accommodate 71 seats. The company also claims that C295 can carry more cargo than its competitors with direct off-loading through the rear ramp.

Airbus claims that with the new C295W version equipped with winglets, the aircraft can transport more payload over larger distances in hot and high conditions, resulting in fuel consumption savings of around 4% and increased safety margins in mountainous regions.

Today's armed forces have increasing demands for various air transport missions. And no matter what the requirements for an operation are, the C295 stands ready to conduct its mission successfully, Airbus adds.

Topology

As per Airbus, the C295 operates in the Brazilian jungles and Columbian mountains in South America, the deserts of Algeria and Jordan in the middle east and the cold climates of Poland and Finland in Europe. The aircraft has also flown in military operations in Chad, Iraq and Afghanistan.

The Role

The C295 can carry troops and logistical supplies from main airfields to forward operating airfields, as tactical

transport aircraft. It can also operate on short unprepared airstrips as it is capable of Short Take-off and Landing (STOL). It can operate from short airstrips just 2,200 feet long and can fly low-level operations for tactical missions flying at a low speed of 110 knots, as per Airbus. Going ahead, the aircraft can also be used for casualty or medical evacuation, performing special missions, disaster response and maritime patrol duties.

Going ahead, sources reveal that the Tatas are in talks with Lockheed Martin to sign a billion-dollar deal for manufacturing the Sikorsky S-76 helicopter in India. As per the reports, there are plans to sell the Sikorsky not just to India but to global players.

Lockheed Martin and Tatas already are in a contract. The Tatas manufacture the wings for the F-16 fighter aircraft and components for the C-130 transport aircraft.

With the launch of this facility, India will join the list of select few countries like the US, UK, Russia, France, Italy, Spain, and Ukraine to manufacture the aircraft.

Jaivel Aerospace awarded contract to supply aircraft protection systems for Boeing T-7A Red Hawk jet

The aircraft protection systems for the Boeing T-7A Red Hawk will be manufactured by Jaivel Aerospace at their advanced facility "Inspire One".

Jaivel Aerospace a manufacturing technology company has announced it has secured a contract with Boeing to manufacture and supply aircraft protection system products for the Boeing T-7A Red Hawk aircraft. The aircraft protection systems for the T-7A Red Hawk will be manufactured by Jaivel Aerospace at the company's state-of-the-art, advanced manufacturing facility named "Inspire One", at Sanand Industrial Estate in the city of Ahmedabad in Gujarat (a state in India).

"The entire Jaivel Aerospace team is extremely proud to be part of the Boeing T-7A program. This is the first new capability development project, undertaken by our newly launched advanced manufacturing facility "Inspire One". The credit for this goes to the Boeing and Jaivel teams that collaborated to achieve

this goal, defying challenges posed by the pandemic," said Vipul Vachhani, Founder & CEO, Jaivel Aerospace. "T7 is the next generation of pilot training platform, which provides an excellent opportunity for us to utilize our intelligent manufacturing technologies for T7 aircraft protection systems," he further added.

Jaivel Aerospace while working with the Boeing team in India and the U.S. has developed an entirely new capability for the product range, which according to the company is a first for any aerospace and defence manufacturer in India.

"Boeing's sourcing from India stands at \$1 billion annually through its large and growing network of more than 300 supplier partners, that are an integral part of our global supply base. These

partners are manufacturing and exporting systems and components for some of Boeing's most advanced products from India to the world. Our partnership with Jaivel for manufacturing aircraft protection system for T-7A Red Hawk is another true example that supports the Prime Minister's call for "Make in India, for the World"," said Ashwani Bhargava, senior director, Supply Chain Management, Boeing India.

The T-7A Red Hawk is an all-new advanced pilot training system designed for the U.S. Air Force that will train the next generation of fighter and bomber pilots. The T-7A is designed by Boeing using a digital thread that aligns with the U.S. Air Force's Digital Century Series strategy by enabling the integration of new concepts and capabilities faster and more affordably through virtual testing.

Triumph wins long-term agreement to manufacture brake valve for Lockheed Martin's f-16 fighter jet

The manufacturing of the brake valve assembly for the F-16 Fighting Falcon aircraft will be performed at TRIUMPH's facility in Valencia, California, U.S.



Triumph Group, Inc. (TRIUMPH), a supplier of aerospace services, structures, systems and support has announced that the company's Actuation Products & Services business has secured an agreement from Lockheed Martin to manufacture the brake valve assembly for the F-16 Fighting Falcon aircraft. The manufacturing will be performed at TRIUMPH's facility in Valencia, California, U.S.

TRIUMPH Actuation Products & Services is a company that designs, develops, manufactures and supports the complex electro-hydraulic and mechanical systems and equipment for the aerospace and defense industry. Products supported by TRIUMPH Actuation Products & Services include actuators, pumps, motors, reservoirs, and control valves. The company also produces and a wide range of mechanical controls for commercial and military aircraft. The company's Actuation Products & Services business provides

services to customers around the globe with ten manufacturing sites across North America and Europe.

"TRIUMPH is very pleased to continue our long-standing position as the OEM for the Lockheed Martin F-16 brake manifold assembly," said Mike Boland, President of TRIUMPH Actuation Products & Services. "The F-16 is one of the most proven and mission-capable aircraft in use today for countries around the world, and TRIUMPH is proud to continue our role on the program by providing production hardware and operational support for the global fleet," he further added.

TRIUMPH, headquartered in Berwyn, Pennsylvania, U.S. designs, engineers, manufactures, repairs, and overhauls a broad portfolio of aerospace and defense systems and components. The company serves the global aviation industry, including original equipment manufacturers and the full spectrum of military and commercial aircraft operators.

Dr. Jörg Schuler appointed as the new CEO of Diehl Aviation

Dr. Jörg Schuler will play a crucial role in Diehl Aviation's decision to reposition itself according to Strategic Business Segments in the wake of the crisis in the aviation industry.

Diehl Aviation, is a supplier in the global aerospace business and a major supplier of aircraft systems and cabin interior products. has announced the appointment of Dr. Jörg Schuler as the company's new CEO. Dr. Schuler will take the reins at the aviation supplier on November 1, 2022. Dr. Schuler, according to Diehl Aviation, has taken over the new leadership role for the company at a very crucial time since the corporate division has decided to reposition itself according to Strategic Business Segments in the wake of the crisis in the aviation industry.

Jörg Schuler has noteworthy experi-

ence in leadership roles in various aero companies and through his acumen has established good connections in the aviation industry. Dr. Schuler has studied aerospace engineering and has gone further ahead to earn a doctorate in aeroelasticity. Dr. Schuler also completed his MBA in International Management, International Marketing, and Business Communication in 2003.

"The aviation industry and Diehl Aviation are still faced with special challenges," says Klaus Richter, President of the Executive Board, Diehl Aviation. "Dr. Jörg Schuler has precisely the competencies and experience that Diehl Aviation now

needs to really take off with power and success," he further added.

After heading various management positions in important aviation programs as well as in the areas of engineering and procurement at the aircraft manufacturer Airbus, Dr. Schuler most recently was appointed as the Senior Vice President of Procurement Cabin and at the same time Procurement Senior Site Representative for Germany. Since the spring of 2022, the Diehl Aviation corporate division has been managed ad interim by Dr. Klaus Richter, President of the Diehl Executive Board.



International CALENDAR 2022

2022

Date	Event	Venue
15-16 Nov	PREDICTIVE AIRCRAFT MAINTENANCE 2022	London, UK
05-06 Dec	Aviation Forum 2022	Munich
06-08 Dec	MEBAA	DWC, Dubai

2023

Date	Event	Venue
07-09 Feb 2023	AERO-ENGINES & ELTF AMERICAS	Dallas, TX, USA
22-23 Feb 2023	MRO LATIN AMERICA	Buenos Aires, Argentina
28 Feb to 01 March 2023	MRO SouthAsia 2023	New Delhi, India
01-02 March 2023	MRO MIDDLE EAST	Dubai, UAE
01-03 March 2023	IASEA 2023	Marina Bay Sands, Singapore
18-20 April 2023	MRO AMERICAS	Atlanta, GA, USA
17-18 May 2023	MRO AUSTRALASIA	Brisbane, Australia
07-08 June 2023	ELTF EUROPE	London, UK
Sept 2023	AERO-ENGINES EUROPE	Madrid, Spain
26-28 Sept 2023	MRO ASIA-PACIFIC	Singapore

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