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# Solitary initiative during Covid- 19

( By Luxaviation Group)

**I**n the larger interest of Business Aviation industry, Luxaviation Group has launched the European Business Aviation Solidarity Initiative or EBASI. As per the initiative, the Luxaviation Group will support the European aviation industry by sharing some of its expertise in procurement, purchasing power and finance resources to operators for free, helping smaller or fellow business aviation companies to concentrate on their core business for the next three months to come.

Patrick Hansen, CEO of Luxaviation Group said, "As a major group we have to take our responsibility towards our clients, partners and the industry in gen-

eral. We build our business on resources that smaller operators are lacking during lockdown. This initiative allows them to focus their limited resources on keeping their clients and assets safe, which is paramount to keep the industry as healthy as possible."

"We also invite EBAA to join the EBASI initiative", he added, "With the financial support of EBAA a 'guarantee fund' could be set up and CAA, Eurocontrol and various European Institutions could make sure that the rescue funds are flowing. In case EBAA was ready and on-board the initiative, we would be very much inclined to put EBASI under their supervision or coordination."

Thus the participating jet operator will not only be able to enjoy the same pricing that Luxaviation Group gets from suppliers but they can also take advantage of the Luxaviation Group's payment terms. The initiative also allows operators with the possibility to get access to all documents required to be sent to authorities and other agencies alike to reduce costs.

Currently this initiative is only for European clients but it might be extended to other parts of the world. Luxaviation Group also invites suppliers and larger operators that might not have been contacted to join the solidarity initiative.

# Fight against Covid-19: Air Partner protect

**I**n the fight against COVID-19, Air Partner has come up with an innovative and unique new product called the 'Air Partner Protect'. It has been specifically curated to mitigate risk for customers flying during the coronavirus outbreak, while offering expert advice and reassurance.

With this product, Air Partner is able to provide customers with global tailored solutions that meet multiple aviation requirements at the same time. They have recently carried out a number of evacuations on behalf of the UK government. During such evacuations it was seen that there was an increased demand of customers looking for similar services and enhanced safeguarding measures in place.

Commenting on the launch of Air Partner Protect, Air Partner CEO Mark Briffa said "Coronavirus continues to affect communities around the world and global travel and transportation are becoming increasingly challenging as new measures are brought in to try and limit the spread of infection. Customers

are understandably concerned and we have launched Air Partner Protect in response to growing demand. As a global aviation services group, we are already able to offer bespoke solutions spanning Charter, Consultancy & Training and Safety & Security so that customers can source everything in one place. Air Partner Protect goes one step further by ensuring that customers are safeguarded as much as possible when using our services at this difficult time."

## The support includes

- ✈ Air Partner's dedicated Safety & Security division 'Redline' which has its own security operatives and equipment to carry out security screening where it is not available through the normal channels due to infection concerns
- ✈ Approved Operators ensures aircraft and crew comply with recommended procedures around coronavirus

like deep cleaning of the aircraft and following strict hygiene precautions.

- ✈ Using its exceptional relationships with operators globally, Air Partner can offer an extremely fast solution to evacuate any number of people from anywhere in the world
- ✈ - Air Partner's partnership with Northcott Global Solutions (NGS) provides customers with a quick and professional response to medical issues, emergency or routine, wherever they are in the world, 24/7.
- ✈ Working with partner NGS, the Air Partner team is kept fully briefed on all coronavirus developments, so that they can keep customers up to date on all the latest information and advice relating to their flights
- ✈ Air Partner always monitors all of its customers' flights from start to finish, and the team can be reached 24/7, 365 days a year, for added reassurance.





# ‘Surviving the COVID-19 tide’ the Air Works way

The entire world is hit with the COVID-19 crises. All of us are trying to deal with this pandemic and fight it, on a personal as well as professional level. Confined to our homes, everyone is making the best use of their time to get in touch with clients, getting to know them better over social media and calls, trying to keep up our businesses from the confined walls of our houses. In this crises, some aircraft are still flying, they are ferrying passengers stuck as far flung places from home, students gone away from their homeland for studies, medical supplies and allied services. Many passenger aircraft are now temporarily converted to Cargo flights for humanitarian purposes. In such a scenario what is the Aerospace MRO industry doing. How are independent MROs coping up with this crisis? How long will the MRO industry stands back on its feet once this crisis ends? Questions like these and many more were answered by the **D. Anand Bhaskar, MD and CEO of Air Works**, one of the best independent MROs in India in an exclusive interview with **Swati.k**

**Q How do you see the possible outcome of this crisis on the MRO industry?**

**A** It is difficult to define an outcome as this unprecedented crisis is still evolving across the world. In a non-typical situation, we have a complex number of parameters that have flummoxed the global community. Governments are uncertain; pharma industry unprepared, businesses across a host of sectors – both direct and indirect – has been halted almost overnight undermining confidence and the very genesis of an economic value chain. In a situation where no two people in or across continents or countries are expected to engage and transact, all strategies are constantly evolving. Such an event hasn’t happened before and comparisons are being made with situations which existed decades earlier such as the Spanish flu, Emergencies, and the like. Everyone is searching for data points from the past in order to arrive at a future plan with an element of certainty.

Hence, in sync with a six-month cycle that befell China and a broad preparedness of the Indian Government for a period of at least 3 months, we are making identical arrangements at our end. As the country’s biggest independent MRO, we have a business portfolio that comprises both global and domestic customers. While I am confident of Air Works emerging stronger out of the current crisis given our current financial and operational performance, the crisis will undoubtedly cause the industry including some customers and peers, disruption and people

with stronger balance sheets and operating practices will emerge out strong. We hope that the Government’s comprehensive lockdown strategy is successful in containing the spread of the infection, in which case the domestic industry may yet bounce back earlier than anticipated, which will be in the interest of everyone. However, the global recovery will certainly take more time, in light of the on-going situation in the USA and Europe. The Indian Aviation sector will have greater resilience given it is more domestic focussed.

For the MRO sector both globally and in India, the development has and will impact business level in the medium term. While most countries have announced packages to protect jobs and businesses, we think that some weaker airlines may not be able to outlive the current crisis, leading to a marginal increase in redelivery and repossession business. Also, airlines are expected to take advantage of lower Passenger Load Factors and bring forward certain kinds of maintenance activities, to be able to earn additional revenue once they hit the peak with maximum utilisation of assets in hand. Airlines are expected to push out delivery of newer aircraft and also ask Lessors for moratorium for payment of lease rentals. The proactive steps taken by the Reserve Bank of India in enhancing cash supply to industries will help

airlines, MROs & airport operators to tide over the current hump much better. Over the course of six to eight quarters, we expect normalcy to be restored and business to return to earlier levels.

**Q How will the MRO industry survive and surge forward in years to come?**

**A** It will all depend on the scale and longevity of this crisis. Hopefully, this



crisis should make Governments, business leaders, and OEMs sit up and reassess their current strategy of outsourcing everything to a single country instead of broad-basing their investments in other equally robust and healthy economies such as India. The risks associated with such a strategy of putting all the eggs in one basket are against business continuity.

India is already the world's 3rd largest aviation market and will soon become the world's most populous nation with a huge and unparalleled domestic market that is already and will continue to be the envy of all marketers. With the amount of aircraft on order and the ongoing up gradation of aviation infrastructure driven by the Government, it is the right time for India to assert the right to its market and its strengths on the global scale, which will help feed our national ambition of making the country a hub for MRO activities. The Indian MRO market has been growing at about 12% YoY, and with the upsurge expected in travel, we have the potential and resources to evolve as a strong and viable destination for MRO work including airframes, components and engines. The sector also has the potential of meeting the Govt's agenda of ensuring jobs for India's young millennials.

The survival of the industry is not in question and the correction of the inverted Tax structure by the Government recently will be an added help for Indian MROs to sweeten the business case of marketing our products and services to both Indian and global customers. As we step into the new decade, the policies and decisions we enact now will play a crucial role in determining the position as well as the surge you seek for Indian MROs in the forthcoming period.

**Q How long will it take for the MRO industry to stand back on its feet once the COVID-19 crises ends?**

**A** We are in uncharted waters as of now and much will depend not just on the extent of the crisis but also on the state of the aviation market, once the crisis is over. The recent Govt. policy initiatives have been a welcome move in assisting the industry's case since many years and the worst may soon be over if and once our domestic aviation market springs back on its feet. The impact on Indian MRO



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**D. Anand Bhaskar**  
MD & CEO, Air Works

industry may well be moderate, if the COVID-19 crisis ends within this quarter and as per Govt. estimates. With the number of aircraft now available, Indian airline operators today possess both the power and ability to ensure that the impact of COVID-19 on the Indian MRO industry becomes minimal, subject to their sending aircraft to Indian MROs for maintenance instead of abroad. Further, this is also the time to make structural changes and enhance the domestic content of services, be it for component overhauls or Engine deep checks, to significantly higher levels than current pitiable ones.

**Q How is Air Works dealing with the current crises?**

**A** Like all organizations, Air Works has also taken a host of measures with the twin objective of ensuring the safety of its employees and ensure business continuity. We created an internal team called the COVID Rapid Action Team which has been meeting on a daily basis, ever since the news of this crisis first broke. The team has been studying market and media reports, Government and institutional advisories, and medical updates to align both internal ways of working and an external operations strategy, allowing us to maintain normal services while ensuring the well-being of our employees. We strengthened our sanitation and hygiene regimen and ensured adequate supplies of disinfecting equipment across all our offices/ locations pan-India. We have also

been disseminating internal advisories regarding the infection since some time, following up and strengthening employee cleanliness regimes via a host of communication tools including mailers, situation reports, screensavers, telecons, and even a health app. We are actively engaging with the Ministry of Civil Aviation (MoCA), Directorate General of Civil Aviation (DGCA), FICCI, MRO Association & other bodies to take quick corrective actions and also support the country in this time of crisis.

We have even tweaked and instituted different working/ reporting timelines for our senior colleagues who may fall into the high-risk category while for others, operations were gradually transformed into a rostering or need-to-work basis, as part of providing essential services at airports. We provided our employees with appropriate kits to handle suspected cases of COVID-19 as part of our maintenance services and even for cargo transits. In fact, select teams of our MRO warriors are still engaged in assuring flights at key airports, where cargo operations are still underway, even while passenger traffic has stopped for the interim, as part of moving medical and other shipments. I am happy to report that for now, all Air Works' personnel continue to be healthy and safe at all our 27 locations. In fact, teams are highly motivated and some of them are already asking us as to when can they re-join their duties. The positive momentum should help us bounce back immediately as soon as the current curbs are relaxed, basis a review by the concerned authorities.

**Q Can you tell us about the maintenance of the aircraft that is currently grounded?**

**A** We have been working closely with our customers to handle their maintenance and aircraft preservation as part of Standard Operating Procedures, keeping OEMs and regulators duly informed. However, supply of components and parts/ equipment has been impacted which has affected the maintenance schedules of certain aircraft belonging to both businesses and scheduled airlines. However and as you must be aware, most of the aircraft have been parked at airports in a planned manner and as per defined processes to ensure their flight readiness.



## Lufthansa released employees with medical training to help in COVID-19 crises



**A**s a part of their CSR or Corporate Social Responsibility and recognising the need of extra medical staff, Lufthansa Group Airlines has released all the employees who have completed medical training, on a voluntary basis for specific work in medical facility.

Apart from this, Lufthansa Group Airlines is also offering many special flights around the world in close consultation with the government. In addition, the Lufthansa Group is making every effort to ensure that the flow of cargo in Germany and Europe does not come to a standstill. Lufthansa Cargo continues to fly its regular programme, except for cancellations to mainland China, and keeps the entire freighter fleet in the air.

## STG Aerospace adopts stringent measures to fight COVID-19

**A**s the COVID-19 pandemic continue to change every hour, companies are coming up with stringent rules and regulations to control the situation. Keeping these factors in consideration STG Aerospace is following the information and guidance being communicated by the authorities and at the same time adapting the business in real time.

### Following are a few rules set in place by STG Aerospace

- ✦ Implementation of home working for all employees who are able to carry out their roles effectively
- ✦ Implementation of protective measures (hydro alcoholic gels, prohibition of physical contact, distance between employees and their work station...)
- ✦ Implementation of split shift working & independent work areas in Production & Warehouse / Dispatch to minimise contact between employees and equipment contamination risks at both production sites (UK & USA)
- ✦ No visitors will be allowed into STG facilities unless a business critical reason
- ✦ Ready to manufacture on two continents.
- ✦ All offices, factories, stocks are open and active
- ✦ All activities are currently being maintained without impact on deadlines, thanks to the implementation of back-ups throughout the entire production chain
- ✦ No shortage alert from our main suppliers of materials
- ✦ Existing stocking strategy supports on-going sales demands
- ✦ We currently remain fully open for collections and pick-ups by carriers.

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## Skyservice drafts a plan of action to tackle COVID-19 crises

**W**ith the fast approaching COVID-19 crises, Skyservice has drafted their safety response plan of action to tackle the situation.

### Here are a few pointers.

- ✦ Skyservice is open and providing customer service and support throughout all lines of business: Aircraft Management, Aircraft Charter, Aircraft Maintenance, Fixed Based Operations & Aircraft Sales & Brokerage.
- ✦ To ensure the safety of all employees and guests, customers should refrain from flying should they experience any symptoms of COVID-19.
- ✦ The Government of Canada has announced the closing of its borders to non-citizens with the exception of immediate family, permanent residents, diplomats, air crews and US citizens.
- ✦ Flights between Canada and the United States are still allowed.
- ✦ International travel is limited, with many countries shutting borders to non-citizens.
- ✦ All passengers are required to have a health assessment conducted prior to boarding flights destined to Canada. Any passenger, regardless of citizenship showing symptoms of COVID-19, will be denied access.
- ✦ Should pilots and crew fall ill while abroad, we have asked them to self-isolate and contact Skyservice immediately so alternative arrangements can be made for their well-being and to ensure your travel plans continue as planned
- ✦ All aircraft returning to Canada are required to be disinfected. No services will be performed on the aircraft until disinfecting has taken place.
- ✦ No AOG maintenance services will be provided outside of Canada.
- ✦ Requests for AOG maintenance within Canada will be assessed prior to approval.
- ✦ Gloves will be worn by all line and customer facing employees.
- ✦ The complimentary snack bars and cookies have been suspended at this time. However, our complimentary coffee and beverage bar will remain open.
- ✦ No handshaking from employees during this period.

## ‘Unprecedented times... Unprecedented decisions’

**F**ollowing the decision by the National Emergency Crisis & Disaster Management Authority and the General Civil Aviation Authority (GCAA), to suspend all inbound, outbound, and transit passenger flights in the UAE, Etihad Airways will temporarily suspend all flights to, from and via Abu Dhabi. This temporary suspension is for the next 14 days starting from 25th March 2020. Cargo and emergency evacuation flights are exempt and will continue.

This decision has been made to limit the spread of the COVID-19 novel coronavirus and to protect citizens, residents, and international travellers.

Tony Douglas, Group Chief Executive Officer, Etihad Aviation Group, said “These are unprecedented times and unprecedented decisions are being made by governments, authorities and companies, including Etihad, to contain the spread of the coronavirus and to help minimise its effects around the world.

“We stand with our loyal customers, who are having to endure disruption and inconvenience to their travel and their daily lives, and we dedicate all our efforts and resources to ensuring we do all we can to assist them with their travel planning during this challenging period.

“As the national airline, we stand in full support of the UAE government’s decision, and are confident that we’re well prepared to weather the commercial and operational impact this suspension will have on our services.”



## COVID-19 Impact- Triumph Group announces USD 75M in cost reductions

**I**n the wake of on-going COVID-19 crises, Triumph Group announced certain cost reduction initiatives to align capacity with expected demand and meet their commitments to all stakeholders.

Although Triumph Group is not aware of any employees who have

been confirmed as infected with the COVID-19 virus, Triumph implemented safe work practices and visitor and work from home policies consistent with CDC guidance to reduce the risks of exposure to the virus while supporting our customers.

As of this time, all of Triumph’s

factories and key suppliers remain operational.

In addition to the actions above, Triumph is supporting OEM and airline discussions with the U.S. Government regarding support to the aviation industry, workforce, and suppliers.

## COVID-19 Alert: Bombardier suspends all non-essential work in Canada

As per the mandates by Governments of Quebec and Ontario to help slow the spread of COVID-19 pandemic, Bombardier has announced suspension of all non-essential work at most of its Canada based operations. This temporary suspension will last till the evening of 26 April 2020. It includes suspension of Bombardier's aircraft and rail production activities in the provinces of Quebec and Ontario.

Apart from this, Bombardier is also suspending its 2020 financial outlook as it evaluates the impact of temporarily closing its Canadian operations, as well as other actions being taken in response to the COVID-19 pandemic.

Bombardier is taking action to protect the health and safety of its employees, customers and suppliers amid the spread of the COVID-19 virus. Measures are in place to ensure safe, responsible and continuous service operations worldwide as we maintain our commitments to customers.

"Since the corona virus outbreak, the company has been focused on keeping our employees safe, serving our customers to the best of our ability during these difficult times and taking the necessary actions to protect our business for the long term," said Pierre Beaudoin, Chairman of the Board of Directors, Bombardier Inc. "In addition to the actions announced today, Bombardier has cut all discretionary spending, is continuing the work on closing the previously announced transactions and is pursuing additional measures to enhance liquidity."

In this period, Bombardier's CEO and senior leadership team will forgo their pay, and the Chairman and members of Bombardier's Board of Directors have agreed to forgo board compensation for the remainder of 2020. Also the employees and corporate office employees whose support functions are less critical will be placed on furlough.



## Klasjet lends a helping hand in COVID-19 crises

Lending a helping hand to combat the COVID-19 crises, Klasjet has reached Vilnius with a consignment of 120,000 pairs of medical gloves and 20,000 medical masks.

This humanitarian aid is provided by the Chinese Chamber of Commerce to the Government of the Republic of Lithuania. KlasJet is carrying this humanitarian aid free of charge which will be distributed to the National Health Centre and all the hospitals.

## ExecuJet offers fixed parking and cleaning price in COVID-19 wake

As a special gesture in the on-going COVID-19 pandemic, ExecuJet has freed their pricing for parking and cleaning services of aircraft to ease the impact of COVID-19.

ExecuJet provides a diverse range of FBO and aircraft aviation services solutions, including specialised and tailored services to accommodate VIP, diplomatic and crisis flights from their worldwide bases. They also provide ground handling and concierge services, including aircraft, passenger and baggage handling, fuel, aircraft valet and hangarage, security, customs and immigration, and limousine transfers. ExecuJet passengers and crew can make use of private facilities at each of our FBOs.



## Rigorous aircraft cleaning at Southwest Airlines to fight COVID-19

Adhering to the strict guidelines set by Centre for Disease Control and Prevention (CDC) and the World Health Organization (WHO) the team at Southwest Airlines routinely undergo more than six hours of aircraft cleaning every night.

The enhanced cleaning procedures include use of an EPA-approved, hospital-grade disinfectant to address human touch points across the passenger cabin, lavatories, and flight deck.

Besides this, all the aircraft are equipped with HEPA (High Efficiency Particulate Air) filter, which filters out re-circulated air on-board each plane to remove airborne particles. (HEPA filters are also used in hospitals to provide patients with clean air.)



## Honeywell presents 'Honeywell Forge' to increase business efficiency

**H**oneywell is providing a new platform Honeywell Forge to bring an unprecedented level of clarity and control to business. Honeywell Forge will provide a full suite of mission-management capabilities in the areas of connectivity, flight operations, navigation databases and maintenance, empowering aviation flight departments.

### How does Honeywell Forge Work?

1. It provides an easy-to-use, integrated dashboard that sends real-time alerts on connectivity issues and flight plan changes
2. With full visibility into their services, customers can use the platform to tap into data that helps flight departments troubleshoot and fix issues as soon as they arise
3. Based on these insights, Honeywell Forge can improve the passenger

connectivity experience, help manage profitability and give flight departments a better understanding of their fleet.

"We understand that flight departments need a holistic solution that combines the entire fleet operation into a single view," said John Peterson, vice president and general manager, Software and Services at Honeywell Connected Enterprise, Aerospace. "Honeywell Forge is a powerful suite of technologies that enables operators to prevent problems and have ongoing visibility into their fleet status in real time. This information helps them focus on their work with the assurance that any issues will immediately be brought their attention."

Software enhancements will help customers oversee their entire operation, improve how they manage their fleet and reduce operational costs while improving the passenger experience.

## Liebherr Aerospace Brazil to manage supply chain along with parts supply

**L**iebherr Aerospace Brazil will now manage the supply chain while supplying parts to the third party. This new milestone was achieved with a view to increase their control over the share of its performance and of its competitiveness that is linked with its suppliers.

Liebherr-Aerospace Brazil is now fully positioned as a full-scope supplier of complex machined sub-assemblies to serve customers in and outside Brazil.

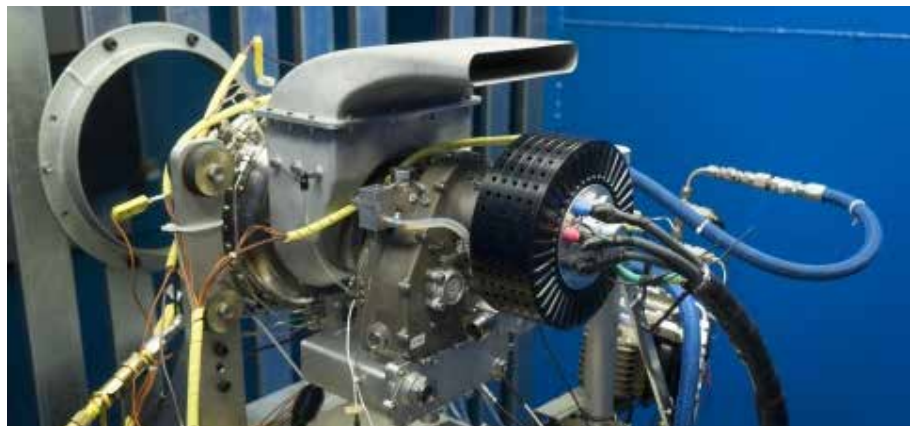
Liebherr-Aerospace Brazil gradually expanded in the past the scope of its capabilities, by adding assembly of sub-components, painting and surface treatment. Initially founded as pure machining sub-contractor, the expansion enabled it to substantially enlarge its capacity to serve its customers' needs.

## Monarch 5 turboshaft engine to run on natural gas

**M**onarch 5 turboshaft engine can now run on natural gas too apart from jet fuel. This creates a standby power generation for both onsite and remote application areas thus extending the technology beyond flight and into ground emergency. The lightweight and portable Monarch 5 along with this fuel flexibility and reliable power generation capacity makes it a game changer for the industry.

UAV Turbines, a pioneer of micro turbine technology announced this technology signifying an unmatched level of fuel flexibility.

Fred Frigerio, UAV Turbines' Senior Vice President of Engineering, said, "A major feature of our gas turbine engines is that they operate with safe-to-handle heavy fuel such as Jet A and a wide variety of other fuels. With minor engineering changes, the Monarch 5 engine can adapt to several different clean energy fuel sources such as natural gas and hydrogen. Both are clean-burning fuels, with little or no output of greenhouse gases. Sustainable and clean energy sources are becoming more important for applications in various environments served by UAV



Turbines' new micro turbo generator product line."

The miniaturised micro turbine technology by UAV Turbines have created a vast new universe of opportunities for integration into systems powering hard-to-access remote weather stations, oil fields, telecom towers, construction sites, emergency field teams, stationary first responders and military vehicle communications. A portable micro-turbo generator system running on natural gas or diesel fuel not only offers the flexibility of running with various available fuels but also allows the user

the choice of selection based on cost, availability, or quality.

Kirk Warshaw, CEO of UAV Turbines added, "Most recently, UAV Turbines emerged from a decade of stealth and privately funded research and development to make public demonstrations of its breakthrough propulsion and power generation technology platforms. Since the successful demonstration of the Monarch 5 in Group 3 UAV flight, UAV Turbines has UAV Turbines today announced that its Monarch 5 turboshaft engine can now run on natural gas, signifying an unmatched level of fuel flexibility".



## Another feather in the cap for Thomas Global System



**T**homas Global System has achieved Transport Canada Civil Aviation (TCCA) Supplemental Type Certificate (STC) approval for its TFD-7000 Series plug-and-play LCD flight displays for Boeing 737/757/767 CRT-equipped aircraft.

**Prior to the TCCA approval, there were a string of other approvals..**

- ✦ FAA Technical Standard Order (TSO) authorization for Boeing 737/757/767

aircraft in July of 2019  
 ✦ FAA STC approvals for Boeing 757/767 and 737-3/4/500 aircraft in July and October, last year, respectively  
 The TFD-7000 LCD solution is currently being installed in the U.S. on all three Boeing fleet types.

“We are pleased to have completed our next milestone in providing a practical and high-performance LCD retrofit to our customers seeking

solutions for CRT obsolescence and maintenance challenges,” Thomas Global CEO, Angus Hutchinson said. “Transport Canada validation of the TFD-7000 Series FAA approvals is an important step forward in expanding the availability of our plug-and-play LCD solution for Boeing 757/767 and 737 classic operators globally.”

Displaying a lighter, more reliable and lower lifecycle cost replacement for legacy CRTs, the TFD-7000 series comes with added functionality and capacity for current and emerging airspace requirements. Its inventive plug-and-play design enables cost-effective installation on overnights or at the gate, with no flight or maintenance crew retraining required.

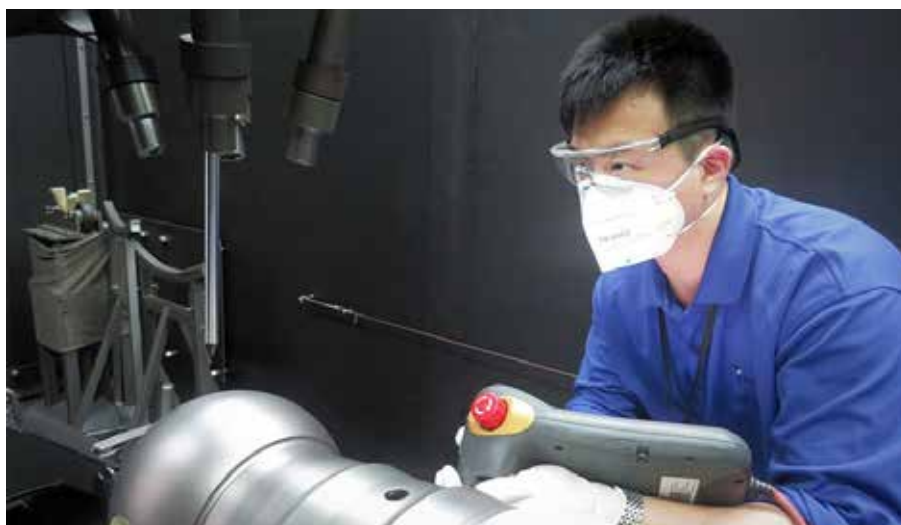
The TFD-7076/7066 plug-and-play LCD solution replaces legacy Collins Aerospace EDU-776/766 CRT displays currently installed on Boeing 757, 767, and 737 classic flight decks. The TFD-7076/7066 LCD displays are both interchangeable and intermixable with the existing legacy EDU-776/766 CRT displays and are fully compatible with the EFIP-701 and EAP-701/3 Boeing symbol generators.

## HAECO to provide support for Boeing 787 landing gear overhauls

**H**AECO Landing Gear Services has attained Boeing 787 landing gear overhaul capability. They will now provide timely support for the fast-approaching landing gear overhauls due on regional and international Boeing 787 fleets.

In addition to the Boeing 787, HAECO Landing Gear Services holds MRO capabilities covering a wide range of aircraft, including all series of Boeing 737, 747 (including the 747-8), 757, 767, 777 and Embraer E190/E195.

By acquiring this capacity, HAECO Landing Gear Services have reinforced its market position as a leader in the landing gear MRO industry by upholding the highest standards of engineering and quality to meet and exceed the expectations of its customers



HAECO Group as a whole is also continually developing new capabilities to adapt to growing challenges in

component maintenance, repair and overhaul on new-generation aircraft such as the Boeing 787.



## Bell Textron awarded the contract for CD&RR by US Air Force

**A**s a part of US Army Future Long Range Assault Aircraft (FLRAA) programme, Bell Textron has been awarded the contract for competitive demonstration and risk reduction (CD&RR) effort on a programme engineered to deliver exceptional operational capabilities to war fighters at a sustainable cost.

Under the Joint Multi-Role Technology Demonstration (JMR TD) programme Bell will deliver a refined V-280 Valor design, with supporting technical documentation, that builds on the data captured during the more than two years and 170 hours of flight testing to inform the FLRAA programme of record.

The V-280 Valor was developed in support of the government Future Vertical Lift (FVL) programme, the Army's num-

ber three modernisation priority area.

"Bell and Team Valor are excited to continue working on a system that has proven its ability to bring exceptional capabilities to warfighters," said Mitch Snyder, president and CEO at Bell. "The JMR TD and V-280 show that rapid maturation of new technology is possible with a solid government-industry partnership fuelled by our talented and innovative workforce. We look forward to the FLRAA competition."

This contract follows the successful US Army led JMR TD programme.

- Bell managed collaboration with the twelve leading companies that make up Team Valor

- They enabled rapid production, systems integration, and deliberate

programme schedule to validate the V-280's flight capabilities and operational relevance.

- Enable The V-280 achieved all programme goals, demonstrating its speed by flying above 300 knots and demonstrating low speed agility attitude quickness per ADS-33F-PRF

"This is an important milestone in the history of Bell and Army aviation. We are honoured to be part of it," said Keith Flail, vice president, Advanced Vertical Lift Systems at Bell. "The next phase is an opportunity for this team to build on the success of the last six years and continue to bring the proof that we can provide transformative capabilities to our Army in line with their stated goal of 2030."

## Textron Aviation to equip US Air Force with 2 Beechcraft AT-6 Wolverine aircraft

**T**extron Aviation to equip US Air Force with two Beechcraft AT-6 Wolverine aircraft, pilot training, engineering services and support for maintenance and spares. The four year contract with US Air Force Life Cycle Management Centre is an Other Transaction Authority (OTA) worth USD 70.2 million.

"Textron Aviation Defence is proud to equip the US Air Force with the multi-role Beechcraft AT-6 Wolverine," said Brett Pierson, vice president of Defence Strategy and Sales. "The AT-6 is a vital element of the National Defence Strategy to build ally and partner capacity, capability and interoperability - and does so at a fraction of the cost of other combat aircraft. We're eager to deliver the aircraft to the Air Force in support of Air Combat Command's (ACC) development of operational tactics and standards for exportable, tactical networks that improve interoperability with international partners."





# GA-ASI to use radomes from SABCA for MQ-9B

**G**eneral Atomics Aeronautical Systems in collaboration with Belgium-based Societes Anonyme Belge de Constructions Aeronautiques, SABCA will supply Satellite Communications (SATCOM) radomes for the MQ-9B SkyGuardian and SeaGuardian Remotely Piloted Aircraft (RPA). SABCA is one of GA-ASI's team of Belgian suppliers - known as Team SkyGuardian Belgium - that will be providing content for all MQ-9B aircraft. The Government of Belgium has approved Belgian Defense to negotiate the acquisition of MQ-9B to meet the nation's RPA requirements.

"We're pleased to have SABCA as our supplier for MQ-9B SATCOM radomes," said Linden Blue, CEO, GA-ASI. "This is a complex, major component of the MQ-9B airframe, subject to strict manufacturing process requirements characteristic of type-certified aircraft production. I'm confident that SABCA is up to the task."

After being qualified by GA-ASI in 2019, SABCA has been officially awarded the production of the lightning-pro-



tected SATCOM radome for the worldwide fleet of MQ-9B. The production of the first radome will start in 2020 in SABCA's Limburg facilities in Belgium.

"We are very proud to be part of the MQ-9B project and to add GA-ASI to our customer list," said Thibault Jongen, CEO of the SABCA group. "This is a recognition of SABCA's expertise in complex composite structure and a first concretisation of our excellent partnership with GA-ASI."

The UK Royal Air Force (RAF) is acquiring the MQ-9B as part of its Protector RG Mk1 programme and is scheduled for first delivery in the early 2020s. In December,

the Australian Government announced the selection of GA-ASI's MQ-9B SkyGuardian for the Australian Defence Force (ADF) under Project Air 7003.

MQ-9B development began in 2014 as a company funded programme to deliver an RPA to meet the stringent airworthiness type-certification requirements of NATO and civil aviation authorities throughout the world. The MQ-9B is provisioned for the GA-ASI-developed Detect and Avoid System (DAAS), and is built for all-weather performance with lightning protection, damage tolerance, and a de-icing system.

# Ansats helicopters to be equipped with neonatal transport module

**A**nsat helicopters will now be equipped with a special module for transporting neonatal patients. Ural Optical and Mechanical Plant together developed this new module for neonatal air transport. After passing all the certification tests Russian Federal Air Transport Agency gave permission to Kazan Helicopters to equip the Ansats helicopters. In May 2015, a supplement to the type certificate for the modification of the helicopter with a medical module was obtained.

## The speciality of air-borne neonatal module

- ✦ The certification team demonstrated the capabilities of the model to conduct emergency evacuation of the crew, medical workers and a neonatal patient during the ground testing stage
- ✦ Flight tests evaluated the performance of the module and



verified its electromagnetic compatibility with the standard equipment of the helicopter.

- ✦ Kazan Aggregate Plant developed a special platform for the incubator to replace the more traditional stretcher design.
- ✦ No redesign of the helicopter interior was required.
- ✦ The incubator comes with a set of medical equipment, including

an artificial lung ventilator, a monitoring unit, an aspirator, and an infusion pump.

"The capability to install a neonatal medical module for Ansats had been in demand for a long time. Thanks to cooperation of Rostec holding companies and other partners, the helicopter now comes with upgraded equipment, allowing medical teams to continuously monitor the condition of a child, maintain the vital body functions and conduct intensive therapy during the flight," said Managing Director of Kazan Helicopters Yuri Pustovgarov.

Ansats is a light multipurpose twin-engine helicopter, serial production of which is deployed at Kazan Helicopters. According to the helicopter certificate, its design allows converting it into a cargo version or into a passenger rotorcraft that can lift up to seven people.



## JAMES D. TAICLET APPOINTED AS THE PRESIDENT & CEO OF LOCKHEED MARTIN

**James D. Taiclet** will succeed Marillyn A. Hewson as the president and CEO of Lockheed Martin effective June 15. In a recent announcement by the Board of Directors, Taiclet will continue to serve as a member of the corporation's board, which he joined in 2018.

"I know it is the right time to transition the leadership of Lockheed Martin. The corporation is strong, as evidenced by our outstanding financial results last year and a record backlog of business. We have a bright future – particularly with Jim and our outstanding leadership team at the helm," said Hewson. "I'm pleased the board agreed with my recommendation. As Lockheed Martin's next CEO, Jim will lead the company forward in its next phase of growth and value creation."

Prior to this, Taiclet has served as chairman, president and CEO of American Tower Corporation since 2004 and CEO since 2003. Before that in 2001, he was president of Honeywell Aerospace Services, a unit of Honeywell International, and prior to that was vice president, engine services at Pratt & Whitney. He was also previously a consultant at McKinsey & Company, specialising in telecommunications and aerospace strategy and operations.

"I'm honored to be asked to succeed one of the most respected CEOs in America. While serving on Lockheed Martin's board, I've not only been impressed by the company's continued growth as a leader in aerospace & defence but also by the dedication and commitment of Marillyn and

Lockheed Martin employees to deliver for its customers," said Taiclet. "As a military veteran, I understand the mission of this great company to provide global security and innovative solutions for the brave men and women who protect our freedom."

"Marillyn and the board have been focused on developing talent and ensuring a high-quality succession plan," said Dan Akerson, Lockheed Martin's lead director. "On behalf of the board and our shareholders, we would like to thank Marillyn for demonstrating a strong commitment to the customer, shaping the company's portfolio to meet the challenges of today's global security environment and growing the business and driving long-term sustainable growth."

Marillyn A. Hewson, 66, has served as chairman, president and CEO since 2014 and president and CEO since 2013. Hewson will become executive chairman of the board, also effective June 15, subject to her re-election to the board by the stockholders at the upcoming annual meeting.



## H. JOHN GILBERTSON ELECTED AS THE BOARD OF DIRECTORS AT AAR

**H. John Gilbertson**, Jr, 63 retired from the post of Managing Director of Goldman Sachs Group Inc and was elected to the Board of Directors at AAR effective immediately. This marks the total count of the board to 12.

"We are very pleased to welcome John to our Board of Directors and look forward to his contributions," said John M. Holmes, President and Chief Executive Officer of AAR. "John's extensive expertise in corporate finance, capital markets, advisory and mergers and acquisitions will bring valuable perspectives to our Board as we focus on driving profitable growth and enhancing shareholder value."

Gilbertson worked for Goldman Sachs as Managing Director and as Partner-in-Charge of investment banking services for the Midwest Region for 27 years. Prior to that he also worked with Morgan Stanley, Bain & Company and Chase Manhattan Bank.



# International CALENDAR 2020



**09-11  
JUNE**

**AIR Convention Asia**  
Bangkok, Thailand

**10-11  
JUNE**

**Engine Leasing,  
Trading & Finance**  
London, UK

**16-18  
JUNE**

**Cabin Ops Safety Conference**  
Vancouver, Canada

**23-24  
JUNE**

**Aviation Festival Asia 2020**  
Suntec Singapore Convention  
& Exhibition Centre, Singapore

**01-03  
SEPT**

**MRO Americas**  
Dallas, TX, USA

**16-17  
SEPT**

**Aero-Engines Europe**  
Stavanger, Norway

**22-24  
SEPT**

**MRO Asia-Pacific**  
Singapore

**28 SEPT  
01 OCT**

**World Financial Symposium**  
Dubai, UAE

**27-29  
OCT**

**MRO Europe**  
Barcelona, Spain

**27-29  
OCT**

**Airline Industry  
Retailing Symposium**  
Vancouver, Canada

**27-29  
OCT**

**AP&M Europe**  
Spain

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