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June 01st, 2019

Airbus celebrates its 50th year anniversary



Airbus has launched a global campaign to celebrate the company's 50 year anniversary, showing the company's important moments of pioneering progress in the past five decades.

The campaign starts today by marking 50 years since the German Minister of Economic Affairs, Karl Schiller and the French Minister of Transport, Jean Chantant signed an agreement at the 1969 Paris Air Show to jointly developing the A300 aircraft, a first European twin-aisle twin-engine jet for medium-haul air travel.

Guillaume Faury, CEO of Airbus said: "Airbus' story is one of ambition and progress, and has been a showcase of European integration. Over five decades, we have brought together civil and defence aviation businesses from throughout the continent. For 50 years, we have pioneered many firsts through our passion and innovation, transforming the industry and helping to move society forward. Airbus is a story of

incredible men and women, a story of great achievements in the past and, above all, in the future."

Running from 29 May to 17 July, the campaign will carry stories to life through new, engaging content published across Airbus channels. With a new story releasing every day, for 50 consecutive days. The campaign will focus on people and ground-breaking innovations that have driven the company. The campaign will highlight on many different aspects of the Airbus business, including commercial aircraft, helicopters, space and defence, in addition to programmes and initiatives.

The 50th anniversary campaign also looks into the future to explore how Airbus continues to shape the industry with groundbreaking innovations that address some of society's most serious issues, whether that be pioneering electric flight to reduce emissions, digitising aerospace design, or developing new urban air mobility options.

Jet Aviation strengthens its services with global FBO expansion

Recently, a groundbreaking ceremony was held at Jet Aviation's FBO in West Palm Beach, Florida, for new hangar and office space is just the latest step in the company's efforts to expand and improve its global FBO network. Currently, they have 35 locations. The company is investing a huge sum to make sure its facilities are designed and equipped to meet all the business-aviation needs of its global customer base.

Jet Aviation's FBO business in EMEA and APAC saw major growth in 2018. First, the company took over the Hawker Pacific chain of FBOs throughout Australia and Asia in May. Then in September, they started ground-handling services at Prince Abdul Mohsin Bin Abdulaziz Regional Airport in Yanbu, the Kingdom of Saudi Arabia, followed by the acquisition of the KLM Jet Center businesses in Amsterdam and Rotterdam in October.

The company also plans to provide FBO services from a newly refurbished 600 square-meter double-story facility at Riyadh's King Khalid International Airport (KKIA) by the end of 2019.

"Our acquisitions and facility expansions throughout our FBO network demonstrate our commitment to delivering industry-leading services exactly where our customers need them," said David Paddock, who becomes president of Jet Aviation July 1 after serving four years as senior vice president and general manager Regional Operations USA. "With General Dynamics support, we are moving strategically and purposefully toward our top priority of exceeding customer expectations across our full range of business-aviation services."

DFS FBO gets IS-BAH accreditation for ground handling operation



Dassault Falcon Service's Fixed-Base Operator (FBO) located at Paris-Le Bourget airport has been given an International Standard for Business Aircraft Handling (IS-BAH) Stage 1 certificate.

"Ground safety is becoming increasingly important for regulators, airlines,

business operators and insurers alike," said Pierre-Etienne Aubin, General Manager of Dassault Falcon Service. "The IS-BAH standard is a pledge of reliability that allows operators to mitigate risk and avoid costly compliancy audits. We are extremely proud to be among the

very few FBOs in this leading European business aviation airport to receive IS-BAH certification."

The Le Bourget FBO can accommodate all types of aircraft, from small business jets to BBJ and Airbus A320 corporate shuttles. The FBO was recently renovated which includes a fully redesigned crew area. This considerably improves the comfort and quality of services offered to passengers and crew members.

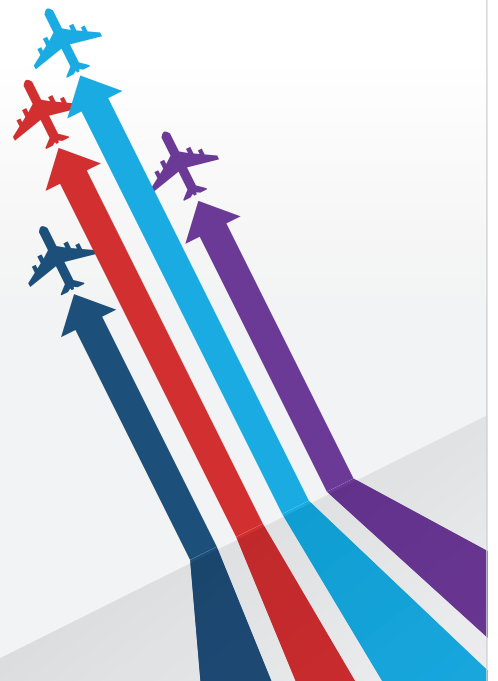
The Dassault Falcon Service FBO is a member of the Air Elite network, which provides clients access to 71 FBOs worldwide.

Dassault Falcon Service also operates a Falcon maintenance centre at Paris Le Bourget and in Merignac near Bordeaux, as part of the Dassault Aviation worldwide network. It also offers aircraft management, CAMO (Continuing Airworthiness Management Organization), and executive charter flight services.

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Exclusive Interview

‘Transforming aviation efficiency’ with AJW

With the tagline ‘Transforming aviation efficiency’ – The AJW group stands true to their word. Today they are the worlds leading independent specialist in the supply and repair of aircraft spare parts. In an exclusive Interview **Frank Boni, Vice President, MRO Sales** talks about the new and latest technologies to improve the component efficiency, how costly is aviation MRO and how they help the airlines in keeping the costs in check...

Q - What sets AJW Group’s component MRO and Repair Management offering apart from the competition?

A - AJW sources repair excellence across commercial and business platforms from a wide range of sources including its own component repair and overhaul facility, AJW Technique. All our repair shops and OEM specialists are rigorously benchmarked to ensure absolute quality and consistency in terms of repair quality and turn-around-time.

AJW Technique utilises one of the best industry-specific engineering skill bases in the world, serving the commercial and business aviation marketplace across an expanding and diverse range of platform types.

We ensure outstanding reliability, industry leading turn-around times and superior warranties that deliver the standards our customers expect, supported by guaranteed availability from our extensive global inventory.

We maintain a streamlined global network of specialist approved workshops and spend over US\$400m annually on more than 115,000 individual repair orders.

This combined with our exacting standards for quality, reliability and delivery underpin our competitive pricing, ensuring the cost-efficiency of our repair management services - all leveraged by our experienced team.

AJW’s greatest strength is its independence, and it is that – together with its size and the reputation of its brand – which gives AJW the freedom and fluidity to move with the market’s needs, setting us apart from the competition.

Our strategy is to redefine the aviation supply chain so that we are an

enabler and a facilitator that meets the needs of both our customers and partners worldwide to continue to transform aviation efficiency.

Q - Why might a ‘local first’ approach to component MRO cost operators more than they realise?

A - ‘Go local’ is one of the most common – and potentially costly myths – influencing the way operators manage their component MRO. It may seem logical that an airline requiring a component repair in Kuala Lumpur should seek help in Singapore, rather than Montreal, but in fact the numbers seldom stack up.

Firstly, there is a

common misconception that component MRO is about the time it takes to service a part. In reality, parts are rarely repaired while the aircraft waits, so the time between a part being removed and replaced is the metric that really matters. For example, an Integrated Drive Generator (IDG) can take over four weeks to repair, whereas it can be replaced in a matter of three hours.

When you consider that you are never more than a day away by air courier from all of the major MRO hubs across the globe, it’s clear that shipping parts to the geographically closest market may not make sense. The freight costs may be slightly more, but as a percentage of the total overhaul bill, they are negligible.

Of course, there will always be certain parts that are too bulky or hazardous that will need to be transported overland and therefore serviced locally for example, escape slides. However, this is only a very small sample of the thousands of components that operators replace and repair every day.

Q - The success of the low-cost carrier model has forced all airlines to take a hard look at every aspect of their cost base, to which component maintenance is a major contributor. How are you helping operators to keep their costs down?

A - Airlines and manufacturers are realising that there are a range of ‘hidden costs’ that can be avoided by taking a more strategic and international approach to their parts maintenance.

Frank Boni
AJW



Sourcing local providers on an individual basis leaves operators with the headache of managing a host of relationships with suppliers in the region, and makes it difficult for operators to guarantee competitive prices. Where contracts and agreements are not in place, the enquiry, logistics and approval process or sourcing a part can add a minimum of at least six days, significantly increasing the cost.

In response, airlines and manufacturers are increasingly outsourcing their component MRO to aggregators, replacing a web of different suppliers with a single point of contact. A good network, with a pre-agreed contractual framework, can do much of the hard work before a part even leaves the aircraft.

Adopting this approach allows operators to benefit from a standardised quality of service and streamlined processes. Aggregators are better placed to select the right supplier and can also more easily offer exchange options, avoiding the need to wait for repairs to be completed.



We are increasingly seeing demand from operators for this type of arrangement as it ensures better customer service – in their preferred language – plus savings derived from the aggregator's on-going relationships with suppliers, where they benefit from economies of scale and can drive continual improvement and efficiencies.

Taking a global approach to MRO and working with an aggregator allows operators to spend wherever they are likely to see the best return – taking advantage of fluctuations in exchange rates. They can also spread risk by avoiding price spikes driven by regional

natural events such as ash clouds and earthquakes.

Q - How are new technologies helping to improve efficiency within the component MRO market?

A - Large aggregators have access to a huge pool of component data across the aircraft they support. This allows them to measure an operator's performance anonymously against their competitors, and drive efficiencies by drawing on best practice learned through work for multiple operators.

Components often reach MRO suppliers without adequate records, which could see a part removed predictively, pass the standard tests and go back into service on the brink of failing. A structured approach to data management and handling can help avoid the risk of this happening.

AJW have recently partnered with a major OEM to develop an online portal to log and maintain visibility for all its component MRO, enabling staff to closely monitor and control stock.

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'Idea'gen – Of Software and Cyber security

With more than 400 employees worldwide, Ideagen is one of the most exciting and fastest growing software companies in the world. Ideagen develops software that allows businesses in regulated sectors, such as aviation, aerospace & defence, banking, manufacturing and pharmaceuticals, to meet their safety, compliance, audit and risk requirements. Below are the excerpts of the interview with - Andy Gascoigne, Head of Cyber Security at **Ideagen and Steven Cespedes, Head of Aviation at Ideagen**

Q – How do you look at the safety of the aviation industry? Is it hacker-proof? Or are we taking the current security too much for granted?

A - Andy Gascoigne, Head of Cyber Security at Ideagen, said: "The brutal truth is that nothing is ever really hacker-proof – if someone wants something so badly then it is highly likely that, given enough time and resources, that they will be able to get it.

"You do the best with both the tools and crucially, the people that you have, leveraging external expertise in areas that cannot be effectively driven internally, whilst all the while looking for areas to improve. The risk for a smaller company is somewhat reduced but a company that is in the supply chain of a larger organisation in the aviation industry makes it a realistic target, viewed by some as a weak link. You can never take security for granted. It is important to view security both externally and internally; suppliers, customers and employees. Covering all bases and not getting too focused on one area, or carried away with technology alone. There is little point installing the best state of the art burglar alarm into your home and then leaving the doors or windows open."

Q – Ideagen recently secured a software project with Inland Group of Companies. Can you tell our readers more about the 'Coruson' software?

A - Steven Cespedes, Head of Aviation at Ideagen, said: "Our Coruson software is a cloud application that provides organisations with complete control, visibility and real time reporting of every detail and aspect of safety and operational risk.

"It is used by some of the largest organisations operating in the aviation industry today from airlines such as Brit-

ish Airways, Air Asia and Ryanair to MRO organisations such as Haeco. The software is used in other industries also such as rail (used by the UK's RSSB – the Rail Safety & Standards Board) in Oil & Gas with Johnson Matthey and in Communications with Telefonica.

"The system is deployed to help organisations in highly regulated industries such as these to improve efficiency and productivity, manage safety, incident reporting and risk as well as quality and compliance with standards and regulations. It is an outstanding tool used by many of our clients to safeguard reputation and brand while successfully managing change and achieving strategic objectives."

Andy Gascoigne
Ideagen



Q – Joramco adopted Ideagen's 'Q-Pulse' software to improve both quality and safety. 'Q-Pulse' software rides on quality, saving time and avoiding mistakes. Can you explain us very briefly the advantages of Q-Pulse?

A - Steven Cespedes, Head of Aviation at Ideagen, said: "Q-Pulse is our quality and safety management software which allows organisations to take control of their operational data – complete with effortless analysis – in one simple system.

"The software is celebrating its 25th anniversary this year and helps more than 2,000 organisations globally eliminate bureaucracy as well as automate and streamline business processes for standards and regulatory compliance, safety management and risk management.

"Q-Pulse has helped organisations and industries become more mature and accountable. Today it helps manufacturers, airlines, and healthcare organisations to comply with standards and regulations, con-

trol safety and risk and achieve unprecedented levels of quality and efficiency.

"Similar to Coruson, the software helps to identify emerging risks and opportunities, comply with regulations and standards and improve overall organisational performance."

Q – Cyber threats is a continuously evolving arena, like a multi-headed monster, thereby making it difficult for today's defence system to tackle to looming threat tomorrow. Your opinion on the issue.

A - Andy Gascoigne, Head of Cyber Security for Ideagen, said: "We leverage best-of-breed technologies and resources and enhance this with external expertise, which is standard practice in the fight against cyber-crime. For example, hosting with Amazon or Microsoft – people who are really at the top of their game and have hyper-budgets for their specialist domains. We don't need to invent that particular wheel again. Whilst we have our own Cyber team at Ideagen, we also augment that with specific systems and services from external security partners who are also experts in their field (e.g. certified external penetration testing, forensics etc).

"It's a difficult job, but that is the chal-

lenge that all people working in Cyber security actually thrive on. There are many adversaries that we need to counter and deciding which of those are currently more pertinent than others is just part of the job. Of course all that then changes again tomorrow. We don't sit still, like a golfer might eye the weather forecast and examine the greens in the morning; what will work best now and tomorrow? We're continually assessing the threat landscape in order to get the best out of what we have and also to add or change the defensive countermeasures which we possess."

Q – And lastly, Ideagen recently celebrated a decade of successive growth. Can you tell us about your journey so far...?

A - An Ideagen spokesperson said: "Ideagen has been one of the UK's fastest-growing tech firms in recent years. Originally existing under the moniker of Datum International, which was established in 1993, the company expanded mainly through a buy-and-build acquisition strategy before later becoming known as Ideagen after buying a company by that name.

"Since those days, our value on the London Stock Exchange's AIM market has

rocketed from £1m to more than £260m, while headcount has reached more than 500 – with plans to double that in the next three years.

"Our staff is spread globally across four Centre of Excellence sites in the UK, US and Southeast Asia and we also have key satellite offices in the United Arab Emirates and in Europe. This has helped to diversify the company as well as making us a global specialist in quality, safety, audit, risk and performance management software.

"In total, Ideagen supplies around 4,700 organisations – from 200 NHS hospitals and 35 of the top 50 pharmaceuticals companies to some of the world's leading automotive manufacturers and powerful financial institutions like the European Central Bank, Bank of New York and Germany's Commerzbank.

"Among our clients are a number of airlines, including British Airways' owner IAG, Ryanair, KLM, Emirates and Air Asia, which use our aviation risk management technology to identify any issues that could affect operations and learn from data insights that drive efficiency, improve decision-making and increase staff safety.

"The widespread potential of our technology is highlighted in the sheer diversity of companies we work with, including the likes of Heineken, Shell and Boston Scientific. In the last few years, we have also successfully added the US Navy and Siemens to our growing client list.

"In regards to future growth and where the company is headed – our potential is absolutely huge. More and more organisations – no matter geographical location – require the software we provide to help them achieve and maintain compliance to a series of strict regulatory standards. As these standards and requirements become more demanding, our software solutions will become even more crucial to the everyday, operational performance of businesses.

"As well as that, our buy-and-build strategy means we acquire complementary organisations that we feel fits into our business model. Following a decade or so of rapid growth in the UK, we have since successfully grown into Europe, SE Asia, the UAE and the US in recent years."

Steven Cespedes
Ideagen



CTT Systems, Airbus Corporate Jets partner to optimise humidification system



CTT SYSTEMS AB and Airbus Corporate Jets have signed a memorandum of understanding to optimise a humidification system for the ACJ320 Family to further increase efficiency and performance.

Typically, the cabin humidity is low in VIP passenger aircraft cabins but with a CTT humidification system it can be increased to better than 20 per cent by continuously introducing moisture to improve passenger

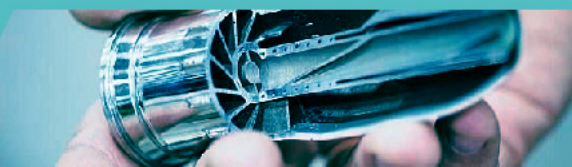
comfort and well-being. The moisture build-up in insulation blankets will be stopped by combining a dryer with the humidifier to get balanced humidity.

"Airbus corporate jets lead in the comfort and space that they deliver to passengers and introducing the option of better cabin humidification is part of our focus on continually improving the travel experience," said Benoit Defforge, Airbus Corporate Jets President.

"Our shared goal is to create evenly distributed humidification throughout the VIP cabins of Airbus corporate jets, while minimizing the potable water needed, bringing the benefit of our airliner experience to the world of private jets in an optimized and economic way," said Peter Landquist, Vice President Sales & Marketing of CTT Systems.

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- Supply Chain Service Providers
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Hot Topics

- China Aviation Supplies Platform Company newly founded by Air China, China Eastern Airlines, China Southern Airlines, China Aviation Supplies Holdings and China Reform Holdings
- In spite of the establishment of this platform company, the Top 3 Airline Companies still possess their own aviation supplies. How the platform company will develop in the future? and How the big data system for the platform will be constructed? You may find the answer you need from China Aviation Supplies Platform Company at this forum
- » How to achieve high standard control of aviation parts on the basis of ensuring economics during Pooling
 - » The configuration of the aviation parts after the opening of the new route - how to guarantee the delivery of the materials in time and high quality? Are there other economic and effective contingency plans?
 - » The influence of pooling system on the aviation parts warehouse companies

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StandardAero adds business aviation engine MRO capacity at Fleetlands Facility



StandardAero has increased the capacity of its Fleetlands, UK engine MRO facility by 50 per cent to support its TFE731 engine line MRO services.

StandardAero can now fully process engine overhauls and has recently completed a pair of TFE731 Major Periodic Inspection (MPI) within established US shop turnaround time for a European customer.

The company has also added additional capabilities which include technicians, tooling, workstations and hardware, while embracing its best global practices developed because of nearly 40 years of servicing TFE731 engines at its US-based facilities.

StandardAero is also investing in PW300-series capabilities at Fleetlands by adding more capacity for PW305, PW307 and PW308 engine model MRO services, including rental engines that have been procured to support operators who may not have OEM rental coverage.

"Operators are pleased with the quality service and in-region TFE capability provided at our Fleetlands UK facility," said Marc Drobny, President of StandardAero Business Aviation. "We are now working with our US shops to adopt our FASTLANE™ processes and are on a path to offer the same world-class turn times for TFE731 engine events at Fleetlands."

"We are fully ready to provide our EMEA operators with bigger, better, bolder capabilities and invite operators to bring it on for services at Fleetlands," Drobny added.

ALPINE AEROTECH 505 Bear Paw now compatible with high gear

ALPINE AEROTECH LP has completed the modification of their Bear Paw Kit and it will be compatible with both Standard and High Skid Gear on the Bell 505.

The Bear Paw Kit is made from high-grade UV-resistance polymer and holds its shape through continuous landing and take-offs. Their clamping system allows for safe, efficient installation and removal. All new kits delivered will be directly compatible with both types of skid gear making it easy for procurement and potential seasonal changes between gear.

"Adding High Skid Gear compatibility was at the top of our priority list," said Taylor Wilson, Manufacturing Manager at Alpine Aerotech LP. "The kit has already been an outstanding success. We have been overwhelmed with the positive feedback and demand."

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Galleon (Shanghai) Consulting Co., Ltd.

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Rolls-Royce delivers first Pearl 15 production engines to Bombardier



Rolls-Royce has delivered the first sets of Pearl 15 production standard engines to Bombardier. It has been fitted to the first Global 6500 aircraft.

The Pearl 15 is Rolls-Royce's latest addition and the engine is exclusively powering Bombardier's Global 5500 and 6500 aircraft.

The engine designed in partnership with Bombardier to complement the Global 5500 and Global 6500 aircraft. Both engines and aircraft were shown to the public at the 2018 European Business Aviation Convention and Exhibition in Geneva.

Dirk Geisinger, Director - Business Aviation, Rolls-Royce said, "We are excited to have successfully taken this important step in our journey to develop and produce the first member of the Pearl engine family. We are now looking forward to supporting Bombardier as they prepare for the aircraft to enter into service later this year."

Airbus chooses Antavia AMETEK MRO to provide Wheel & Brake Maintenance



Airbus has selected Antavia to provide wheels and brakes maintenance for the Airbus Beluga XL. In 1992, Antavia started providing maintenance services for Airbus oversize transport aircraft, the Super Guppy. The company continued to extend its support to Airbus after BelugaST entered into service. They even offer a tailor-made MRO and logistics solutions services to Airbus for the Beluga XL fleet.

Antavia has more than 30 years of experience in wheels and brakes repair as well as overhaul. In the past five years,

over 17,000 wheels and 2,500 brakes have been released from the company's dedicated workshops.

"We are very proud to be contributing to the wheels and brakes maintenance of both the Beluga ST and XL aircraft, two of the most voluminous cargo holds of any civil or military aircraft flying today," said Laurent Bouissou, Managing Director of Antavia. "It is a business that places the utmost importance on regularity of services and on-time performance, which are values we share."

Petroleum Air Services (PAS) takes off with AMOS

Swiss-AS and Petroleum Air Services (PAS) have signed agreements regarding the purchase and implementation of AMOS. PAS was looking for a fully integrated turnkey solution that offers the option to adapt to new requirements without changes to the source code. After a fast evaluation of the MRO software available on the market, PAS decided that AMOS provided the best-fit solution for their requirements.

AMOS will be implemented without any customer specific changes and PAS can depend on proven software that reflects industry-best-practices and permits managing both their aircraft and helicopters within one single system. When choosing AMOS, customers also receive a comprehensive maintenance agreement that guarantees two major releases per year. This assurance proved to be one of the main factors in convincing PAS that AMOS was indeed the future-proof solution they were looking for.

Viking introduces AUP for Canadair CL-215T / CL-415 aerial firefighter fleet



Viking Air Limited has launched an Avionics Upgrade Program (AUP) for the Canadair CL-215T and CL-415 fleet of aerial firefighting aircraft. The programme will incorporate modernised technologies in communications, surveillance, navigation and air-traffic management functionality in an integrated platform which has the Collins Aerospace Pro Line Fusion avionics suite.

The AUP will utilise modern and reliable COTS systems that will effortlessly interface with specialised mission equipment. The system is made as a complete integrated solution for a harmonised cockpit that will not just meet present regulatory requirements, it will also address future operational and technical requirements over a 25 plus year horizon.

One of the main component of the AUP is the introduction of the Collins Pro Line Fusion digital avionics suite, a FAR/Part 25 certified scalable software-based system. The avionics suite's core configuration features Flight Director, Terrain Awareness Warning System (TAWS), Flight Management System (FMS) coupled with SBAS-GPS and LPV capability, crew alerting system display indicators, ADS-B Out, Synthetic Vision and a multi-functional keyboard panel with dual cursor controls offering an alternative to touch screen commands.

A SATCOM system, Weather Radar, Latitude Technologies Ionode System and Auto-Pilot are some of the available options to improve and customise the avionics system based on operator requirements.

Dan Seroussi, Viking's Customer Service & Product Support Programme Director said, "The Canadair Aerial Firefighters are at the heart of Viking's development strategy. These aircraft have incredible operational capabilities, and their versatility will allow them to accomplish a variety of missions in the future. We're confident that not only will the Collins Pro Line Fusion Avionics suite help address the obsolescence issues and new regulatory requirements currently facing operators of CL-215T and CL-415 aircraft, it will also extend operators' fleet longevity for many years to come."

Gregory Davis, Viking's vice president Customer Service and Product Support said, "The Pro Line Fusion's advanced technology will be the backbone for the evolution and support of these incredible aircraft for the next 25 plus years, and I am excited to see this integrated avionics suite equipping current CL fleets as well as the new Viking CL-415EAF Enhanced Aerial Firefighter. This system will also form the basis for any new production aircraft, allowing for seamless interoperability and maintainability between new and legacy aircraft."

Panasonic Avionics opens first Innovation Studio in Pleasanton, California

Panasonic Avionics Corporation has founded its first Innovation Studio in Pleasanton, California. The new Innovation Studio in Pleasanton will work as a hub for innovation, ideation, and solution-building. It is built as a space where airlines and partners will gather and co-create the future of travel experience.

David Bartlett, Chief Technology Officer of Panasonic Avionics Corporation said, "Innovation is at the centre of everything Panasonic Avionics does. Our new facility in Pleasanton will play a major role in fostering our collaboration ethos, and is the first of five such hubs that will enhance and enrich the future inflight travel experience for passengers around the globe, helping travel to become the fourth place."

The Innovation Studio is situated near Silicon Valley which is recognised as a global centre for tech innovation. The facility will work as a hub from which Panasonic will team up with airlines to investigate, illuminate and implement new ways of transforming the passenger experience in a socially collaborative environment.

Airbus, SAS Scandinavian Airlines sign MoU for an aircraft research

Airbus and SAS Scandinavian Airlines have signed a Memorandum of Understanding (MoU) for hybrid and electric aircraft eco-system and infrastructure requirements research. The collaboration will begin from June 2019 and will continue until the end of 2020.

The MoU was signed by Goran Jansson, Deputy President EVP Strategy & Ventures, Scandinavian Airlines and Grazia Vittadini, Chief Technology Officer, Airbus.

According to the agreement, SAS Scandinavian Airlines and Airbus will work together on a joint research project to improve understanding of the infrastructural and operational opportunities and problems involved with introducing full electric and hybrid aircraft on a large scale to airlines modus operandi. The scope of the project includes five work packages, which looks into analysing the impact of ground infrastructure and charging on range, resources, time and availability at airports.

The collaboration also consist of a plan to include a renewable energy supplier to ensure genuine zero CO2 emissions operations are assessed.

Defence exclusive

Lockheed Martin breaks ground on new production facility



Lockheed Martin's executives were joined by US Air Force and local Alabama officials to break ground on the company's new strike systems production facility in Troy.

The 225,000-square-foot facility which is combined with the current cruise missile production factory, will offer the necessary space to meet the US Air Force's objectives.

"This expansion represents Pike County Operations' long-standing commitment to meet our customer's current and future needs as well as to bring more well-paying jobs to the area," said Frank St. John, executive vice president at Lockheed Martin Mis-

siles and Fire Control. "All our employees come to work with an unwavering commitment to help our customers succeed in their mission to create a more secure and prosperous world."

The construction of the facility is scheduled to be completed in 2021 with Joint Air-to-Surface Standoff Missile Extended Range (JASSM-ER) production ramping up by the end of 2022.

"We're pleased to see Lockheed Martin continue to invest in our community with the addition of this new manufacturing building," said Jason Reeves, Troy Mayor. "Their growth not only leads to more jobs - it enhances sustainable growth for our region."

Boeing gets second US Navy contract for F/A-18 service life modification

Boeing has obtained a one-year contract to continue modernising the US Navy's F/A-18 fleet under the Service Life Modification (SLM) programme. The contract which is worth \$164 million for FY19 funds the standup of a second SLM line in San Antonio, Texas which will be complementary to the line established last year in St. Louis.

"The Service Life Modification programme is making great strides as we've already inducted seven Super Hornets into the program, and will

deliver the first jet back to the Navy later this year," said Dave Sallenbach, programme director. "This programme is crucial in helping the Navy with its readiness challenges, and will continue to grow each year with the number of jets we induct."

The San Antonio SLM line is slated to get its first Super Hornet in June, and a total of 23 Super Hornets over the course of this contract. The US Navy fleet has over 550 Super Hornets.

The SLM programme increases the life of the present Super Hornets from 6,000 to 10,000 flight hours.

Elbit Systems' BrightNite confirmed operational by Air Force of a NATO country



Elbit Systems has delivered its BrightNite™ systems for Puma330 helicopters of an Air Force of a NATO country. The feedback from the users has been very positive, with pilots highlighting the contribution of the system to Degraded Visibility Environment (DVE) flights and describing it as a "game changer" and a "breakthrough in pitch dark night flight".

Mission helicopters that fly really low are susceptible to threats such as difficult terrain, enemy fire and the intersection of utility wires in the flight path while sorties must often be carried out in DVE, adding to the already heavy workload and leaving flight crews to rely on NVGs to complete their mission.

BrightNite system is designed in such a way that it helps mission helicopters to safely and effectively in pitch dark nights and in DVE conditions including poor weather conditions, whiteouts, brownouts and sandstorms.

BrightNite transmits high-resolution video to the Helmet-Mounted Display (HMD) that permits pilots to fly in a head-up, eyes-out position. The system processes real-time panorama video, pre-loaded terrain and obstacle information enhanced by a 3D conformal and intuitive symbology. BrightNite uses unified location-based information culled from a wide Field Of View (FOV) to display crystal clear images, regardless of visibility conditions. BrightNite can show information to multiple pilots at the same time on an intuitive multi-functional display.

Executives in Focus

Lockheed Martin appoints Dean Acosta as Senior Vice President, Communications

Lockheed Martin has recruited Dean Acosta as senior vice president, Communications.

Dean Acosta joins Lockheed Martin with 30 years of experience in communications and journalism, with much of it spent leading corporate communications teams, in the technology, energy and aerospace and defence industries. Dean served as vice president and chief communications officer for Resideo, most recently, where he led employee and executive communications, media relations, social media and public affairs. Prior to that, Dean worked in companies like Honeywell, Phillips 66 and Boeing.

Dean received his bachelor's degree from the University of Texas at San Antonio and his master's degree from Seton Hall University in strategic communication and leadership.

"Dean is an impressive leader who has proven himself in both public service and in the private sector," said Marillyn Hewson, Lockheed

Martin Chairman, President and Chief Executive Officer. "His expertise and experience will help us communicate how our company works every day to protect lives, enhance security, and advance the frontiers of science and human understanding. We welcome Dean to the Lockheed Martin team."



Dean Acosta
Lockheed Martin

BAE Systems recruits Tom Arseneault as President & COO

BAE Systems have appointed Tom Arseneault as President and Chief Operating Officer. Jerry DeMuro will continue to serve as CEO for the US-headquartered organisation.

For many years, Arseneault has served as chief operating officer and was responsible for looking after the operational performance and delivering key business objectives across the enterprise. He also led the Inc. Strategy and Corporate Development team. As president & COO, his responsibilities will increase to include functional leadership of the BAE Systems, Inc. organisation.

Previously, Arseneault held different senior positions at BAE Systems, including president of the company's Electronic Systems sector and executive vice president of BAE Systems' Product Sectors.

Arseneault has also worked in companies like Lockheed Martin, General Electric and TASC.



David Davenport appointed as President & CEO of FlightSafety International

FlightSafety International has appointed David Davenport as President & CEO of the company. He most recently worked as Co-CEO and President, Commercial.

David looks after the services and products FlightSafety provides to military agencies and government, as well as the design and manufacture of flight simulation products and visual systems.

In 1996, David joined FlightSafety and has held various senior positions at several company locations since then. He is President of the Wings Club Foundation and a member of the National Business Aviation Association Advisory Council.

APOC Aviation recruits Karim Grinate as new Sales Manager

Aviation has appointed Karim Grinate as new Sales Manager. Along with his world-wide sales responsibilities, Grinate will also be responsible for establishing world-class status for APOC's AOG department in tandem with its enhanced stock inventory of Boeing and Airbus spare parts.

APOC Aviation is headquartered in The Netherlands and is expanding their global footprint by opening offices in Colombia, Lithuania and Miami. Grinate will also work on strengthening ties with existing customers and build new business opportunities for APOC's aircraft parts division.

He has worked in companies like Qatar Airways Cargo, Oman Air Cargo and Air France KLM Cargo in senior positions. His valuable experience and knowledge of the cargo process will spearhead APOC's parts distribution improvements.

International Events

| MRO EVENTS | | |
|-----------------|----------------------------------------------------|--------------------|
| DATE | EVENT | VENUE |
| 04-06 June 2019 | AP&M Europe | Frankfurt, Germany |
| 18-19 Sept 2019 | 15th Maintenance Cost Conference (MCC) | Athens, Greece |
| 15-17 Oct 2019 | MRO Europe | London, UK |
| 06-07 Feb 2020 | 3rd Aerospace & Defence MRO South Asia Summit 2020 | New Delhi, India |

| AIRSHOWS | | |
|-----------------|----------------------------------------|-------------------------------------|
| DATE | EVENT | VENUE |
| 17-23 June 2019 | Paris Airshow | Le Bourget, Paris, France |
| 20-24 July 2020 | Farnborough International Airshow 2020 | Farnborough, England |
| 17-21 Nov 2019 | Dubai Airshow | DWC, Dubai, UAE |
| 11-16 Feb 2020 | Singapore Airshow | Changi Exhibition Centre, Singapore |

| OTHER AVIATION EVENTS | | |
|-----------------------|-----------------------------------------------|-----------------------------|
| DATE | EVENT | VENUE |
| 11 - 13 June 2019 | Cabin Operations Safety Conference | Istanbul, Turkey |
| 23 - 26 June 2019 | World Financial Symposium | Miami, Florida, USA |
| 25 - 27 June 2019 | Aviation Data Conference | Athens, Greece |
| 27 - 28 June 2019 | Asian Aviation Education & Training Symposium | Seoul, Republic of Korea |
| 03 - 04 Sept 2019 | 16th Asia Pacific Airline Training Symposium | Marina Bay Sands, Singapore |
| 08 - 11 Sept 2019 | inter airport Europe 2019 | Munich Trade Fair, Germany |
| 17 - 19 Sept 2019 | AIR Convention Europe 2019 | Vilnius, Lithuania |
| 15 - 17 Oct 2019 | Global Airport and Passenger Symposium 2019 | Warsaw, Poland |
| 13 - 14 Nov 2019 | ISTAT Latin America Forum | Buenos, Argentina |

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