

Collins Aerospace & Lufthansa Technik sign MRO agreement



As a part of the agreement Collins Aerospace will provide Lufthansa Technik with technical and repair process information, access to OEM tooling, and rotatable asset pools to support a full suite of A320neo nacelle MRO services.

With this agreement Collins Aerospace opens its doors of eight strategically located nacelle MRO facilities to LHT's expansive MRO network around the world. This will lead to reduced aircraft downtime, passenger delays, and transportation

costs incurred by the airline

"As a result of this agreement A320neo operators now have access to multiple high-quality repair centre locations for nacelle MRO services," said Marc Duvall, president of Aerostructures at Collins Aerospace. "The collaborative relationship between Lufthansa Technik and Collins Aerospace, which also includes the 787 and A350XWB nacelles, ensures a high standard of quality while meeting the demands of airlines with full confidence."

Michael Kirstein, head of Aircraft Systems / ARC (airframe related components) at Lufthansa Technik, said, "In expanding Lufthansa Technik's collaboration with Collins Aerospace, we are expanding the network of support to the growing A320neo customer base of over 100 airlines. Furthermore, this agreement is another milestone for Lufthansa Technik to offer its comprehensive repair and asset provision services on all new aircraft types."

Emirates and Spairliners sign General Terms Agreement (GTA) for Component Support of Emirates' Airbus A380 fleet

Emirates and Spairliners signed a General Terms Agreement (GTA) to provide component aftermarket solutions for Emirates' A380 fleet.

Thies Moller, Managing Director and CEO of Spairliners commented, "Providing component care for the world's largest fleet of A380 aircraft is a milestone achievement for Spairliners. Emirates is one of the world's leading international airlines and we are very proud to cooperate with Emirates. We are looking forward to building a strong relationship with Emirates and to prove our competence by providing highly

reliable, cost efficient and qualitative services."

Ammar Al-Zaben, Emirates' Vice President Procurement Aircraft, added: "Component support for any aircraft is critical. But the complexity is multiplied many times over when it's for the largest passenger aircraft - the A380s, and specifically for us, as we are its largest operator. Our association with Spairliners will further strengthen the support, service and reliability for our A380s, the flagship of our fleet, which will translate to optimized operations and a better

customer experience."

Cornelius Dalm, Head of Sales, Account Management and Marketing of Spairliners sees the collaboration with Emirates as a proof of Spairliners' ability to further grow in the A380 market. The GTA with Emirates proves that there is still tremendous potential for component care services for the A380 and that Spairliners is well positioned to serve operators of this aircraft type through its long-standing expertise, proximity to the airline business as well as significant in-house repair capabilities.

SAEI, Honeywell celebrates repair of 100 APU at Jeddah centre



Senior representatives from Honeywell and Saudia Aerospace Engineering Industries (SAEI) came together at the recently concluded MRO Middle East in Dubai to celebrate the completion of 100 auxiliary power unit (APU) repairs from its Jet Propulsion centre in Jeddah, Saudi Arabia.

SAEI is the only Honeywell certified service centre in the Middle East region that provides MRO services on Honeywell's GTCP 331-500 and 331-350 APU

models. Therefore the Boeing B777 and Airbus A330 operators don't have to leave the region for repairs, which helps to eliminate logistical inconvenience, reduces downtime, saves costs and improves operational efficiency.

SAEI aims to achieve the Saudi Vision 2030, part of which aims to localize more than 50 per cent of military equipment spending by 2030 and includes covering MRO services for fixed and rotary-wing military aircraft.

Integrated 'Triumph Systems & Support', a step forward for accelerated growth

Triumph Systems & Support will offer comprehensive design, manufacture and overhaul capabilities for key aircraft systems and components, including electronic controls, heat exchangers, gear-boxes, actuators, nacelles, engine accessories and hydraulics.

"As our customers' fleet size expands and newer aircraft enter their early maintenance, repair, and overhaul phase, Triumph is well positioned to supply both critical OEM components and full life-cycle aftermarket support. This combination will allow Triumph to accelerate our aftermarket growth rate while simplifying our structure to realize our fullest potential for our customers and shareholders," said Dan Crowley, Triumph Group's president and CEO.

"After several years of site, program, and business portfolio rationalization, we are putting together the right people, products and services to sustain long-term growth for our company. As a single business unit with comprehensive capabilities, Triumph Systems & Support will offer new value propositions for our customers and make it easier for them to partner with Triumph and get the support they need. Triumph Systems & Support combines 16 OEM component factories and 14 FAA Part 145 repair centres under one management and customer support team to support growing military and commercial aviation demands," Crowley said.

Bill Kircher will be serving as Executive Vice President of Triumph Systems & Support while Frank Dubey, current Executive Vice President of Triumph Integrated Systems, will take on a special advisory to the Office of the CEO defining strategic growth opportunities for the company.

Safran Nacelles and Sabena technics sign a long-term MRO agreement

A recent agreement was signed between Safran Nacelles and Sabena technics' to strengthen the on-site repair capabilities worldwide at the MRO Middle East in Dubai.

As per the agreement, Sabena technics' GO TEAM support services will do the repairs for Safran Nacelles' product range.

"We made our selection based on Sabena technics' ability to deploy its expert GO TEAMS around the world when repairs are needed," said Olivier Savin, Safran Nacelles' Executive Vice President - Customer Support & Services. "This reactivity is fully supported by the know-how of Safran Nacelles as the nacelle OEM, along with our own services capabilities and our extensive knowledge in developing and implementing repairs."

Philippe Rochet, CEO of Sabena technics, added: "We are proud of the trust Safran Nacelles is showing in us. They



can count on our GO TEAM of experts to ensure maximum aircraft operability for their customers." Sabena technics has been operating its GO TEAM worldwide mobile workforce for over five years.

Backed by Safran Nacelles' expertise, the Sabena technics GO TEAM provides in-field services and a new dimension to Safran's NacelleLife™ services offering program.

The teams bring together more 50 qualified and autonomous technicians with EASA Part 145 approval, providing solutions for time-sensitive and aircraft on-ground (AOG) repairs.

AAR signs letter of intent with Air Canada to add new aircraft types and establish airframe maintenance Center of Excellence at Trois-Rivières MRO location

AAR, a leading provider of aviation services to commercial and government operators, announced today that AAR Aircraft Services Trois-Rivières ULC ("AAR") has entered into a letter of intent with Air Canada regarding a ten-year, renewable agreement for airframe maintenance.

This long term agreement should enable AAR to develop an Airframe Maintenance Center of Excellence at its Trois-Rivières MRO in Quebec, Canada, and to expand its heavy maintenance services for Air Canada, which will stimulate new investment in aerospace and create more high-quality aircraft mechanic jobs.

The larger combined Airbus A330 fleet of Air Canada and Air Transat would allow Air Canada to move wide-body A330 maintenance work for both airlines from abroad to AAR in Trois-Rivières, in addition to maintaining and expanding AAR's airframe maintenance work in Quebec on the A320 family, including all new A321neo aircraft. AAR currently performs airframe maintenance work in Trois-Rivières on Air Canada's existing A320 fleet and E190 fleet (which is being phased out).

The letter of intent is subject to completion of the Transat A.T. merger by Air Canada, requisite Board of Directors' approvals and completion of final agreements, including terms generally applicable to large-scale airframe maintenance agreements.

AAR intends to make necessary facility infrastructure investments in Trois-Rivières to develop a Center of Excellence and accommodate the new wide-body A330 work of the combined Air Canada and Air Transat fleet. Through this agreement, it is expected that incremental aerospace jobs will be created in Trois-Rivières and AAR's new capabilities will attract airframe maintenance work from other A330 operators.

"From our very first project in Trois-Rivières, we've seen a strong commitment to quality, safety and operational performance," said Rich Steer, Senior Vice-President, Operations, Air Canada. "With our largest hub a short distance away, we're excited to have a trusted partner like AAR with a similar commitment to excellence, and also proud to be supporting heavy maintenance work in Quebec, especially on wide-body aircraft. This contract for additional work in Trois-Rivières represents a long-term investment in increased airframe maintenance in Quebec."

"We are honored to work closely with a premier carrier like Air Canada for so many years and to be chosen as their maintenance provider for both the A330 and A320 family fleet types," said Chris Jessup, Chief Commercial Officer, AAR. "AAR is proud to support the Canadian economy and to grow our overall footprint in Trois-Rivières, especially for the A330."

MRO RUSSIA & CIS

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1,200
participants

80
exhibitors

25
countries

300

attendees from Russian and CIS airlines'

KEY TOPICS

- Aircraft MRO Development
- MRO IT & Digitalization
- MRO Component
- Engine MRO
- Technical Staff Training
- Aircraft Connectivity and Cabin Modification

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AMES expands its Dubai facility for maintenance and repair work on GE90 jet engine fan stator modules



Aerostructures Middle East Services (AMES) inaugurated the expansion of its Dubai facility in the United Arab Emirates, which is dedicated to maintenance, repair and overhaul (MRO) work for aircraft nacelles, aerostructures and large engine components.

The building extension provides additional capacity for AMES' newest activity: preventive maintenance inspections (PMIs) and associated repairs on fan stator modules for General Electric GE90 engines that equip Boeing 777 jetliners.

With this extension, the AMES operation in Dubai's Jebel Ali Free Zone is doubling its workshop surface and workforce, enabling the company to accommodate inspections and repairs performed on the four-meter-diameter GE90 fan stator modules.

In particular, the expanded AMES facility is outfitted with modern resources - including ultrasonic inspection systems for the fan stator modules' composite panels and metallic components. The preventive maintenance inspections for

GE90-100/115 fan cases are mandated by GE as the engine original equipment manufacturer, and are to be performed once they have accumulated 50,000 flight hours.

Maintenance, repair and overhaul activity is offered by AMES for countries in the Middle East, Persian Gulf and Indian peninsula, which is a region representing one of the largest concentrations of Boeing 777.

AMES is a joint venture of Air France Industries KLM Engineering & Maintenance and Safran Nacelles. In 2020, the joint venture is celebrating its 10 years of operations.

According to Thierry Baud, AMES' co-General Manager, "AMES is extremely well-positioned for new business opportunities: unique in having one of its owners, Safran Nacelles, as a leading original equipment manufacturer; and the other, AFI KLM E&M, as an industry reference for airline maintenance, repair and overhaul."

AMES co-General Manager Jean-François Verkindre added, "We look forward to the next 10 years - and beyond - with confidence, benefitting from AMES' proximity to airline operators in our region, as well as our company's nacelle and aerostructure capabilities for such growing airliner fleets as the A320neo and A330neo."

Rhinestahl CTS and EngineStands24 sign an agreement for engine stand maintenance

As per the latest agreement Rhinestahl CTS will be doing the management, maintenance and repair of the entire fleet of EngineStands24 globally. This will include the LEAP, CFM56, CF6 and CF34 engines and ensure their readiness.

The signing of the agreement was attended by H.E. Mr. Edminas Bagdonas, Ambassador Extraordinary and Plenipotentiary of the Republic of Lithuania to the UAE.

"From now on, all ES24 stands in all our hubs worldwide will receive the technical support from Rhinestahl who has their service stations in all the locations where ES24 hubs are located. This partnership allows us to use their extensive knowledge and experience while helping us to reach our ultimate



goal - provide customers with serviced engine stands that meets the highest industry standards. In addition, it will also allow us to have stands serviced in a timely manner therefore our engine stands pool will always be updated and prepared for the lease whenever our

customers need them," shared Daiva Zemaite, Head of EngineStands24.

"With this maintenance and repair agreement, we have strengthened our partnership with two world class providers of total technical care for aircraft operators and lessors, to provide solutions that cover the full life cycle of engine stands," said Director of Aftermarket Services, Brandon Lafferty. "We have expanded our facilities globally and are well-positioned for growth in the engine stand, tooling maintenance and repair market. We are very excited about this opportunity and the continued growth we will see throughout our partnership with EngineStands24 and Magnetic MRO."

The agreement covers service of all of the hubs, including Amsterdam, Dubai and Guangzhou, making Rhinestahl CTS exclusive engine stands maintenance service provider for Magnetic MRO.

A new chapter in Solar-electric aviation - PHASA-35 takes flight

With a 35m wingspan and a potential to stay airborne for a year, PHASA-35 opened a new chapter in aircraft & space technology. It is powered by Sun during the day by batteries at night. The long-life battery and highly efficient solar technology could allow the aircraft to maintain flight for up to a year operating in the stratosphere, the upper regions of the Earth's atmosphere.

As a part of collaboration between Bae systems and Prismatic Ltd, PHASA-35 has been designed, built and now flown in less than two years.

Ian Muldowney, Engineering Director here at BAE Systems, said: "This is an outstanding early result that demonstrates the pace that can be achieved when we bring the best of British capability together. To go from design



to flight in less than two years shows that we can rise to the challenge the UK Government has set industry to deliver a Future Combat Air System within the next decade."

It offers persistent and affordable alternative to satellites combined with the flexibility of an aircraft. It is designed to operate unmanned in the stratosphere above the weather and conventional air traffic which could be used for a

range of valuable applications including forest fire detection and maritime surveillance. It also has the potential to be used in the delivery of communications networks including 5G, as well as provide other services, such as disaster relief and border protection, at a fraction of the cost of satellites.

Sponsored by the UK's Defence Science and Technology Laboratory (DSTL) and Australian Defence Science and Technology Group (DSTG), the successful flight trials took place at the Royal Australian Air Force (RAAF) Woomera Test Range in South Australia.

Further flight trials are scheduled for later this year, with the possibility that the aircraft could enter initial operations with customers within 12 months of the flight trials programme completion.

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MRO South Asia Summit – Opportunities in Defence MRO

In the last edition report we looked at the how the Day 1 of MRO South Asia Summit progressed. As promised, today let's discuss the Day 2- or the Defence MRO South Asia.

Just like 2 sides of a coin, MRO also has two sides- the civil and the defence side. The second day of the 3rd Aerospace & Defence MRO South Asia Summit focussed on the opportunities in the Defence MRO sector, the amalgamation of civil & defence sectors, job options of the defence veterans and many more core issues facing the defence MRO sector.

The Defence MRO South Asia summit was inaugurated by Air Vice Marshal S. Ramakrishnan, VSM, Assistant Chief of Air Staff (Maintenance & Plans) Hon'ble Air Marshal J N Burma, PVSM AVSM VSM (retd), Indian Air Force, Vice Admiral Ramakant Pattnaik, PVSM, AVSM, YSM (RETD), Indian Navy, Rear Admiral

V Mohan Doss, Assistant Chief of Naval Staff (AIR MATERIAL), INDIAN NAVY and Mr R.K Patra (Editor-in-Chief, STAT Media Group)



The inauguration was followed by the keynote speech on Defence MRO by Air Vice Marshal S. Ramakrishnan, VSM, Assistant Chief of Air Staff (Maintenance & Plans). Coming straight to the point Air Vice Marshal S. Ramakrishnan said,

"Aerospace safety is always of prime importance while we at the Indian Air Force undertake any mission or task be it operational or maintenance. Aerospace and Maintenance safety go hand-in-hand," He then went on to explain the growth of Indian Air Force over the years in terms of technology and innovations. He further explained the depot level maintenance facilities of the Indian Air Force for the fighter, transport aircrafts, helicopters etc. in the base repair depots or BRD's. He further went on stress the importance of vast skilled labour that retires from the IAF. They are highly qualified and trained aircraft technicians who can easily satisfy the want of skilled labour in the civil MRO sector.

Hon'ble Air Marshal J N Burma, PVSM AVSM VSM (retd), Indian Air Force then shared some of his experiences spanning over 40 years in the Indian Air Force. He gave a very interesting example from



Panel 1 - MRO for Safer Skies

Harpreet A De Singh, Executive Director & Chief of Flight Safety, Air India, R.S.Passi, Director, Aircraft Accident Information Bureau (AAIB) on MRO for Safer Skies, H.R. Jagannath, CEO, Air India Engineering Services Limited (AIESL), D. Anand Bhaskar, CEO, Air Works, Abdul Mjeed Ibrahim Walele, Asst. Vice President Engineering, Air Marshal Shera (Retd), AVSM VSM ADC Air Officer Commanding-In-Chief Maintenance Command, Indian Air Force, Rear Admiral A. George, Additional Director General Quality Assurance, Indian Navy



Tejas Shah, the Business Development Officer in the Hangar Door Division of Gandhi Automation



Hon'ble Air Marshal J N Burma, PVSM AVSM VSM (retd), Indian Air Force



Rear Admiral V. Mohan Doss, the Assistant Chief of Naval Staff, Air Materials from the Indian Navy

over a decade ago, 3rd June 1990, when a cheetah 114Hu flown by flight lieutenant Rao and flight officer Nair had an engine malfunction while landing at Amar helipad situated at a height of 19,500 ft, when Siachen was a live battle zone, then in midst of intense exchange of artillery fire the aircraft landed itself on a matchbox size helipad. The troops started shelling

Amar helipad. The crew could not stay overnight as they were not acclimatised. Then, began the mind-boggling planning of how to change the engine at that altitude. It was never ever done in the history of aviation. The Cheetah engine weighs 182 kilos and need a potable crane to lift it. At the best of times, at a helicopter base it requires the expertise and workman-



Panel 2 - MRO Market Forecast

Anikit Harbhajanka, Business Development Manager, Airbus, Amrisha Agarwal, Associate VP, Indigo, Ashwani Sharma, Aviation Consultant, EdgeVarsity Learning System, G. Sampath, Regional Director, Triumph Group Inc, Bhasker Misra, Sr. Asst GM Central Maintenance, AIESL

ship of a very high order, apart from many checks and double checks by the supervisor. Also the cheetah can carry a load of 25 to 75 kgs to Amar because of extremely low density. The Amar base was manned by Army troops, they manually removed the helicopter out of the small helipad to make place for the incoming rescue helicopter. How the team did that without any equipment is a mystery. They made a snow wall ahead of the post so that they could shield it from the direct observations of the Pakistani posts just 2 kilometres away. He went on to describe how the cheetah was dismantled and removed the next day under extreme harsh conditions and without any radio equipment. In the course of his 45 minutes speech Air Marshal Burma gave many such live examples from the IAF which made brought the audience at the edge of their seats.

In the next speech, Rear Admiral V. Mohan Doss, the Assistant Chief of Naval Staff, Air Materials from the Indian Navy spoke on MRO opportunities and challenges in the Defence sector. He spoke of Artificial Intelligence and mission learning, Industrial revolution 4.0. BY quoting the finance minister's budget speech he stressed the important of India's growth in coming years in aviation sector by stating various facts and figures. He also made a mention of the migration of MRO facilities from Defence to Civil sector, esp. from the Indian Navy. He also spoke about indigenisation and the next 5 year plan for MRO. Going ahead he explained the challenges like airport royalty, GST and customs duties. He also urged the OEMs to come and set up facilities in India.

In the presentation on Hangar Doors, an essential fragment for development of



Panel 3 - Exploring the Digital Skies

Abhishek Rastradhyaksha, Head of Civil Aerospace Business, Rolls-Royce, Ashok Gopinath, CEO, GMR Aero Technic Ltd. (GAT), Chris Fabre, Founder & CEO, Sky Republic, Aruna Schwarz, CEO & Founder, Stelae Technologies, C.S. Tomar, Head of Sales & Marketing – India & Middle East, Willis lease Finance, Sunder Singh, Vice President Partners, MD India Operations, IFS Solutions, Nishant Balakrishnan, Head of digital services sales, Airbus, Arun Srinivasan, Associate Director - Engine Health Management, Pratt & Whitney

MRO ecosystem Tejas Shah, the Business Development Officer in the Hangar Door Division of Gandhi Automation explained the importance of controlled environment during maintenance of an aircraft which the Hangar doors provide. He explained the importance of Hangar doors, types of Hangar doors, challenges faced, Airlines expectations and much more...

The topic of the 1st Panel on Day 2 was the brainchild Mr. Ravi Menon, director at Air Works. The topic came from his passion for the MRO industry, his vast experience of over 25 years in aerospace MRO and his MRO vision for the country. The topic MRO – India Imperative was pondered upon by a team of expert panellists like Ashwani Acharya, CEO, CAE Simulation Training Pvt Ltd, Arun Kashyap, Executive Vice President, Spicejet, Sanjeev Bedi, VP, Bird Group, Girish Deshmukh, CMO, GMR Aero Technic Ltd. (GAT), M.P Sajumon – Techno- Commercial Manager, Air Asia, Mantha Venkataramana - Chief Executive Officer, Expleo

Technologies India Pvt. Ltd and Vinod Kumar Shukla, Deputy General Manager, Engineering Training, GoAir. The panel spoke about the major challenge facing the global MRO industry, the problem of training and shortage of skilled labour.

Focusing on the root cause of the problem of skilled labour Ravi Menon said, "The basic problem in a country like India is, our parents take an upper hand while making career decisions for us. So a basic psychometric test or an aptitude test is a must while entering into any professional field." Tossing the question over to Mr Shukla, he responded by saying, "We need to consider 3 aspects – People, process and technology & out of this the most important aspect is people. Many of today's workforce have landed in aviation not by choice but by chance," He went on to explain various ways in which the process of selection can be streamlined and how veteran skilled force from the defence can be easily integrated in the civil MRO sector mutu-

ally benefiting both the sectors.

Answering a question on innovations in MRO industry Mantha Venkataramana, CEO of Expleo technologies said, "Today we have an engine health monitoring system, a condition-based maintenance, an IoT based framework which works on various parameters to predict the behaviour of various components like fuel pump, combustion module, oil systems etc. So by this method there is no need to knock off the engine off-wing to work. These are very accurate prediction mechanisms and India needs to imbibe these systems soon.

While giving his take from an airline perspective, Arun Kashyap, Executive Vice President, Spicejet said, "We are comparing with global entities today...Be it any field like landing, skill development, inspection of aircraft etc... the technology is taking an edge. We need to be innovative to be ahead of the game. We need to be capable, competitive and consistent in our delivery. MRO's should be a one-stop-solution with a right tie-up so it becomes easier for the Airlines as well as the MROs to bring about C-checks."

The next panel discussed about the accelerating the reduction of the aviation industry's carbon footprints, development of fuel-efficient aircraft/engines, electric /hybrid aircraft, carbon neutral growth, biofuels & the hazards of harsh environment on aircraft/engines. The Aviation & Environment session was moderated by Rahul Shah along with key panellists like Luc morvan- Chief Representative, MTU Maintenance Lease Services, Arun Srinivasan- Associate Director, Engine Health Management, Pratt & Whitney, Christopher Rodrigues- Senior Vice President, Sales & Marketing, Asia at SMBC Aero Engine Lease, Ashwani Sharma – Aviation Consultant, Edge Varsity Learning System, Michael Devakishen, Sales Director, Fokker Services.

On his take on electric aircraft Arun srinivasan said, "Pratt & Whitney is coming up with commercially viable electric hybrid vehicle. With that you can take off, get the thrust, the cruising power can come from an electric motor or there could be a generator onboard and the engines can just generate electricity. These modifications will happen first in commercial aviation before we go all electric."



Panel 4 - MRO – An India Imperative

Ravi Menon, Director, Air Works, M.P Sajumon, Techno- Commercial Manager, Air Asia, Arun Kashyap, Executive Vice President, Spicejet, Ashwani Acharya, CEO, CAE Simulation Training Pvt Ltd, Rear Admiral V. Mohan Doss – Assistant Chief of Naval Staff (Air Materials, Indian Navy), Girish Deshmukh, CMO, GMR Aero Technic Ltd. (GAT), Mantha Venkataramana, Chief Executive Officer, Expleo Technologies India Pvt. Ltd, Sanjeev Bedi, VP, Bird Group, Vinod Kumar Shukla, Deputy General Manager, Engineering Training, GoAir



Panel 5 - MRO – Aviation and Environment

Arun Srinivasan, Associate Director, Engine Health, Christopher Rodrigues, Senior Vice President, Sales & Marketing, Asia at SMBC Aero Engine Lease, Ashwani Sharma, Aviation Consultant, EdgeVarsity Learning System, Rahul Shah, Senior VP Asia Pacific, AAR Corp, Luc morvan, Chief Representative, MTU Maintenance Lease Services, Michael Devakishen, Sales Director, Fokker Services

Agreeing with Arun, Luc Morvan of MTU maintenance added, "We strongly believe that the gas turbine will be anyway in use till 2050 as an improvement of the current turbo fan engines or either as a generator for electric powered aircraft."

Answering a question raised on Biofuel Christopher Rodrigues- Senior Vice President, Sales & Marketing, Asia at SMBC Aero Engine Lease said, "KLM was the first to test the airlines using biofuels about a decade ago & they powered this entire revolution. About 50 airlines are currently following that trend. If we look at the entire ecosystem of biofuel it is barely produced by 0.1 or 0.2 per cent. Only 5 airports in the world offer Biofuel all the time. So airlines are advocating biofuels and engine manufacturing companies are preparing engines that will be integrating this technology. In future we can see Biofuels making a strong impact."

Erik Goedhart the senior VP, Global Head of Aerospace and Industrials at

Kuehne-Nagel gave a keynote speech on Aerospace Logistics via video conference. He started off the presentation by saying, "India is a developing aerospace hub and we would like to be a part of it." He spoke about certified aerospace logistics. He spoke at length about technical certifications like IACO, EASA, FAA and all kinds of regional and local regulators explaining the various process, documentation and much more. He stressed on the fact that the word logistics is missing from most of the regulator manuals like e.g ground handling manuals. Then he went on to ask the most basic question of logistics regulation and certification. Then he explained the means to bridge the huge gap in logistics certification process, the challenges and what needs to be done.

In the next presentation on Managing Component MRO & contract by K. Adikesavan the Head of Materials and Planning at Blue Dart Aviation focussed on the component MRO global and Indian figures, the things we should

look for during an MRO-tie-up during technical and financial aspect. He asked a simple question – What are the things you need to look out for while tying up with a MRO? What are your business needs, what is your detailed scope? He then gave simple examples to answer the above questions.

The last panel of the day discussed Aerospace Logistics moderated by Moderator – CS Tomar, Head, Sales & Marketing, India, Middle-East Willis Lease Finance Corporation while the panellists were Shailendra Seth, Director, India, Chapman Freeborn Air chartering Pvt Ltd (India), K. Adikesavan- Head of Materials and Planning, Blue Dart Aviation, Keku Gazder- Chief Executive Officer - AAI Cargo Logistics & Allied Services Majeed Walela, Vice President, Engineering, Vistara and Shrinivas Chigurala the Accounts Director at Satair.

Majeed Walela took the first question, explaining the airlines perspective he said, "We cannot predict 100 per cent AOGs. Although it's costly we have started predictive maintenance techniques to avoid AOGs, but it comes at a very high cost. Hence we have our own methods like reliability analysis, hard-time programmes, continuous monitoring, doing our own data analytics and procurement of spares and keeping them as buffer stocks. These are some broad guidelines to avoid AOG's."

Supplying of parts to the airlines is one of the biggest challenges. While answering this Keku Gazder, CEO of AAICLAS explained, "AOG is not a commodity. There is a definite plan to make a parts-bank in India just like the one in Dubai. We spend a phenomenal amount of AOGs, the spares the taxes etc. Taxes are one of the biggest challenges, but with the progressing government discussions, solutions will be out sooner than expected. He further added that, "our company is in talks with a few major companies to set up parts supply to airlines but the big question remains is when and where?"

The panel also discussed some crucial situations when there are delays or postponement of flights due to non-availability of spares or if the spares fail to reach on time and how Digitisation has already started to completely transform the Aerospace logistics sector.

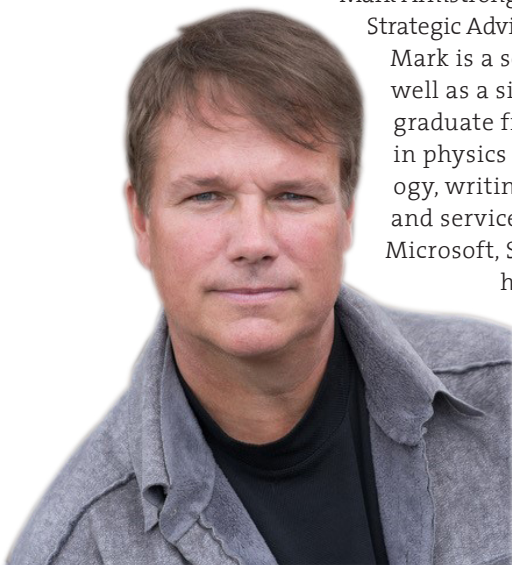


Panel 6 - AOG, we know it!

K. Adikesavan, Head of Materials and Planning, Blue Dart Aviation, C.S. Tomar, Head, Sales & Marketing, India, Middle-East Willis Lease Finance Corporation, Keku Gazder, Chief Executive Officer - AAI Cargo Logistics & Allied Services, Shailendra Seth, Director, India, Chapman Freeborn Airchartering Pvt Ltd (India), Abdul Mjeed Ibrahim Walele, Asst. Vice President Engineering

Executives in Focus

Neil Armstrong's son to be a part of Strategic Advisory Board at Bye Aerospace



Mark Armstrong, Neil Armstrong's son is appointed as the Strategic Advisor to Bye Aerospace.

Mark is a software engineer and entrepreneur, as well as a singer/songwriter and public speaker. A graduate from Stanford University with a degree in physics he spend 25 years working in technology, writing software and delivering products and services for companies such as WebTV, Apple, Microsoft, Symantec and Electronic Arts. Currently, he is a corporate advisor to several hi-tech organizations and serves on numerous non-profit boards.

"We are so honoured to welcome Mark to the Bye Aerospace family," said George E. Bye, CEO of Bye Aerospace. "He is a bridge to the remarkable legacy led by his father, Neil Armstrong, an amazing space and aviation pioneer.

Mark is also a visionary in his own right, recognizing that electric aviation is the future. He is ideal to be part of the leadership for the next great aviation transition for our country and world."

"I'm thrilled to be working with Bye Aerospace and their new eFlyer line of electrically-powered aircraft," Armstrong said. "They will enable a variety of flight applications, including pilot training and air-taxi services, that offer quiet operation, cost less to operate and are powered by clean, renewable energy."

Mark Armstrong and his wife, Wendy, have three children and reside in Cincinnati, Ohio.

Susan Doniz appointed as Boeing's new chief information officer & senior VP

In the latest announcement by Boeing, Susan Doniz is appointed as the chief information officer and senior vice president of Information Technology & Data Analytics, effective in May. In this role she will oversee all aspects of information technology, information security, data and analytics for Boeing. Apart from this she will also be responsible for the growth of Boeing's business through IT- and analytics-related revenue generating programs.

Susan will report to Boeing President and CEO David Calhoun, serve on the company's Executive Council and be based in Chicago. She will succeed Vishwa Uddanwadiker, who has served in an interim capacity since October 2019.

"Susan is a proven, customer-focused technology leader with extensive global experience across multiple industries, including commercial aviation," said Calhoun. "She brings deep insight and skills to digital transformation, data analytics and artificial intelligence - all essential to our long-term growth strategy as well as our continuous drive for operational and safety excellence. She brings as well a passion for STEM education and diversity and inclusion"

"I'd also like to thank Vishwa for stepping in to take on this assignment during an important time for Boeing and for his support during this transition," added Calhoun. "Vishwa demonstrated tremendous leadership, and we look forward to his continued significant contributions to the company."

With over 25 years of experience, Susan initially worked with Qantas Group as Group chief information officer since January 2017. There she oversaw technology innovation, development and integration, digital capabilities and cybersecurity across the Group's companies, including Qantas Airlines, QantasLink, Qantas Loyalty and Jetstar.

She's also worked with SAP, Aimia and Procter & Gamble.



Edmund Tan appointed as the Regional Sales Manager, Asia at C&L Aerospace

In an effort to increase the Customer Support in Asian markets, C&L Aerospace announced that Edmund Tan has joined the position of Regional Sales Manager, Asia. Tan will lead sales and marketing activities for the commercial and regional airline segments for Asia.

"Edmund is an accomplished and well-known sales leader in the Asian airline market," said Martin Cooper, Senior Vice-President Sales. "We look forward to the knowledge he brings to further expand our aircraft coverage for ATR, ERJ, Saab, and more in the Asian market."

With over 20 years of experience in Asian airline market as Senior Manager, Sales and marketing at Flightparts. Before that Tan was the Director, Sales and Marketing (Aerospace) for ST Engineering.



Singapore Airlines to witness a string of new senior managerial appointments

The Executive Vice President, Commercial, Mr Mak Swee Wah, will now be responsible for SIA's Cabin Crew, Customer Services and Operations, Engineering, and Flight Operations divisions. Mr Wah will be the Executive Vice President, Operations.

The CEO of low-cost carrier Scoot, Mr Lee Lik Hsin, will return to the SIA and promoted to the post of Executive Vice President, Commercial. He will now be responsible for Cargo, Customer Experience, Marketing Planning, and Sales and Marketing divisions, as well as the Sales Regions.

The Senior VP of Marketing & Planning, Mr. Tan Kai Ping, will have a new role to oversee the Corporate Planning and Finance divisions. He will now be the Executive VP, Finance & Strategy.

Mr Mak, Mr Lee and Mr Tan will all report directly to SIA CEO Goh Choon Phong.

Taking an early retirement from the post of Executive VP, HR & Operations, Mr. Ng Chin Hwee will join SIA Engineering Company as a CEO on 1st April 2020.

Mr Campbell Wilson, Senior Vice President Sales and Marketing will be appointed CEO of SIA's fully-owned subsidiary Scoot.

"The SIA Group has highly capable executives with deep organisational and industry expertise, who are able to step up and take on new responsibilities. With these appointments, we have further strengthened our management team and better positioned the Group for the future. I would also like to take this opportunity to thank Chin Hwee for his long and dedicated service to SIA and his outstanding contribution to the transformation of the airline. I look forward to his continued support and wish him every success in his new role," said Mr Goh.

New Leadership Announcements at Southwest Airlines

A number of new leadership changes were announced at the Southwest Airways. Alan Kasher who previously held the role of Vice President of Flight Operations has now been promoted to as Senior Vice President of Air Operations in place of Craig Drew. Craig Drew announced his intention to retire after a long and storied career to spend more time with his family, but he agreed to transition to a Consultant role.

"I'm thankful for Craig's continuous passion for our Company and our People, and I appreciate his willingness to continue to serve Southwest in a consulting role," said Southwest Airlines Chief Operating Officer Mike Van de Ven. "Craig's contributions to Southwest have been numerous and immeasurable, and he is especially known for bringing People and departments together in order to improve productivity and collaboration-and always with a cheerful disposition. I speak for our entire Southwest Family when we thank and congratulate Craig for his nearly 30 years of service!"

Southwest has promoted Bob Waltz to Vice President of Flight Operations. Waltz previously served as Flight Operations Senior Director of Compliance and Operations and Part 119 Certificate Chief Pilot.

"We're incredibly fortunate to have such a deep bench of talent and leaders like Alan and Bob to continue to carry out the cause that is Southwest Airlines," said Van de Ven. "These are exciting times for our Company, and I'm confident that these moves will set us up for continued success in the future."

Bob Waltz will oversee Flight Operations, Inflight Operations, Network Operations Control, and Regulatory Programs & Compliance.

International Events

MRO EVENTS		
DATE	EVENT	VENUE
10-11 Mar 2020	MRO Russia & CIS 2020	World Trade Center, Moscow, Russia
10-12 Mar 2020	MRO Australasia 2020	Brisbane, Queensland, Australia
28-30 April 2020	MRO AMERICAS	Dallas, TX, USA
19-21 May 2020	AP&M EUROPE	Manchester, UK
10-11 June 2020	Engine Leasing, Trading & Finance	London, UK
16-17 Sept 2020	Aero-Engines Europe	Stavanger, Norwa
22-24 Sept 2020	MRO Asia-Pacific	Singapore
27-29 Oct 2020	MRO Europe	Barcelona, Spain

AIRSHOWS		
DATE	EVENT	VENUE
12-15 Mar 2020	WINGS INDIA 2020	Begumpet Airport, Hyderabad, India
13-17 May 2020	ILA Berlin	ExpoCenter Airport, Germany
20-24 July 2020	Farnborough International Airshow 2020	Farnborough, England
08-10 Dec 2020	MEBAA Show 2020	DWC, Dubai Airshow Site

OTHER AVIATION EVENTS		
DATE	EVENT	VENUE
04 - 05 Mar 2020	1st Korea Aero Summit 2020	Seoul, South Korea
10 - 12 Mar 2020	World ATM Congress 2020	Madrid, Spain
12 - 14 Mar 2020	ATCA Technical Symposium	Atlantic city, New Jersey, USA
21- 23 April 2020	Asian Business Aviation Conference & Exhibition (ABACE)	Shanghai, China
21- 23 April 2020	AIR Convention ASIA	Bangkok, Thailand
23-24 June 2020	Aviation Festival Asia 2020	Suntec Singapore Convention & Exhibition Centre, Singapore

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