SPECIAL COVID-19 EDITION

MRO BUSINESS TODAY

April 15TH, 2020

'Addictive manufacturing' An effective tool to fight COVID-19

Airbus sites in Spain are striving day and night to produce 3D printed visor frames for healthcare personnel. More than twenty 3D printers have produced hundreds of visors for hospitals close to the Airbus facilities in Spain.

Airbus employees are allowed on site to continue with this essential activity, despite the pause of the majority of production at Airbus' sites in Spain following the Royal Decree of 29 March.

Airbus leverages a patented design to manufacture the visor frames, using PLA plastics.

"One of the reasons I love my job is the capability we have for advanced design and quick manufacture. Overnight, we have gone from making aerospace concepts to medical equipment. This genuinely makes a difference in the fight against the pandemic and I couldn't be prouder of our teams working day and night on this Airbus project," said Alvaro Jara, Head of Airbus Protospace, in Getafe, Madrid.

In addition, Airbus in Germany also joined the project. The Airbus Protospace Germany and the Airbus Composite Technology Centre (CTC) in Stade, together with the 3D-printing network named "Mobility goes Additive," are now supporting this project in Spain, also coordinating the collection and transport of visors to the Madrid region.

EC 635 helicopter modified by RUAG MRO for COVID-19 patients

RUAG MRO Switzerland has modified the EC 635 helicopter, normally used by Swiss Army for education and training, for COVID-19 patients. This is done in collaboration its partners; armasuisse and the Swiss Air Force. The infrastructure of this helicopter is modified for a spatial separation of the cockpit from the cabin. This ensures that pilots are safe from the infection.

Besides this important factors are also taken into consideration like disinfecting the entire helicopter and proper inspection of different medical devices required by COVID-19 patients for any possible interference-generating signals.

"We are moving closer together, and not due to the on-going decoupling process alone. These extraordinary situations in particular demonstrate mutual trust and outstanding collaboration. In this way, it is possible for us to elaborate effective solutions together in order to aid those who are dependent upon our help", says Andreas Baumann, General Manager of Helicopters, RUAG MRO Switzerland.

Currently two helicopters have already been repurposed and are ready for use by the Air Force. RUAG MRO Switzerland has also ensured that the necessary production mechanisms are in place for the short-term modification of further EC 635-type helicopters.

Due to the large dimensions the helicopter is also used as a mission aircraft, and it is the most frequently used helicopter for emergency services worldwide. For the Swiss Army too, it is used for individual and patient transport, and for this purpose is equipped with standard materials for medical care.

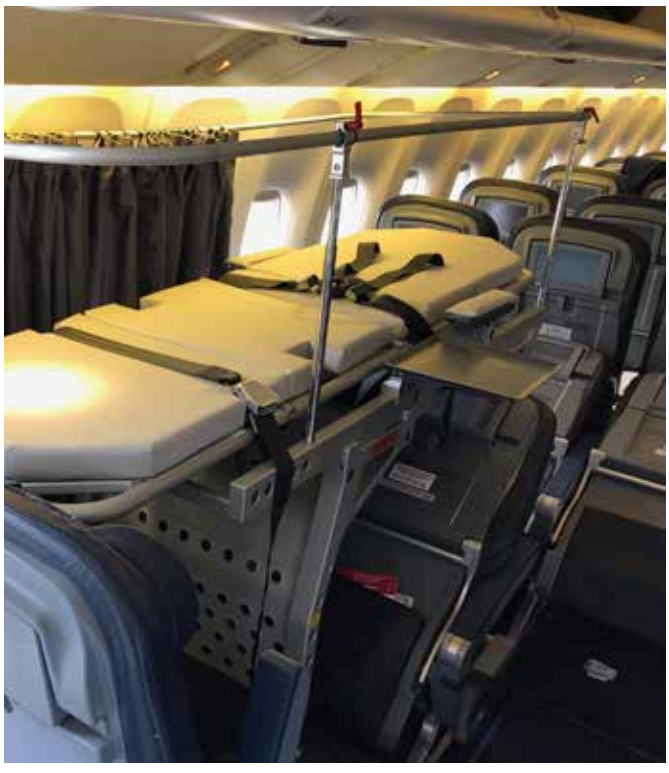
Magnetic MRO to provide temporary cabin modifications

Responding to the current COVID-19 crisis, Magnetic MRO has come forward to provide temporary cabin modifications. One modification option can be done while leaving the seats and fixing cargo boxes on them with the special straps, meanwhile the second option allows the removal of seats, leaving o PAX LOPA with change to type of operations.

"Being able to support both options allowed by EASA, our team can offer prompt support so airlines can continue to operate and contribute to their countries during this difficult time," said Vytis Petrusevicius, Head of Design Organisation at Magnetic MRO. "Additionally, we can also support the execution of modification, providing customers with one-stop-shop solution and ensuring the efficiency of the service, which is crucial at this time."

Magnetic MRO's DOA (EASA Part 21J) team is ready to provide its customers with cabin modifications for COVID-19 medical cargo transportation in primarily passenger cabin aircraft.

In addition, Magnetic MRO DOA holds STC and can also provide cabin modification for medical stretchers installation on various aircraft types, including A321 Family, B737-800, B747-400, B777-300, ATR and others. Such modification can support airlines to utilize their passenger cabin fleet in relation to COVID-19 medical assistance requirements.



Honeywell expands Phoenix campus to produce N95 masks

In the fight against COVID-19, Honeywell has added a face mask production operation at its Phoenix Engines campus in Arizona. This facility is one of the largest facilities of Honeywell dedicated to the design and manufacturing of aircraft propulsion engines and auxiliary power units since 1950. It will continue to manufacture this equipment, as well as produce PPE.

"We have moved quickly to expand our production capacity for N95 masks globally and are pleased to announce our second new US manufacturing line to supply the Strategic National Stockpile," said Darius Adamczyk, Honeywell Chairman and Chief Executive Officer.

He further added "We at Honeywell are an industrial technology company and one of the industries we're in is protecting the industrial worker. We're repurposing the equipment to serve the health care worker."

This facility along with the new Rhode Island facility will enable Honeywell to produce another 20 million N95 disposable masks. Currently the operations in both these facilities is running 24/7 and the masks are being sent to the US department of Health and Human Services.

"Even in our current global climate, aircraft need to be maintained & modified"

STS Aviation Services has been recently awarded the CAA Part 145 approval for base maintenance from the UK Civil Aviation Authorities. As per the new approval STS will now conduct base maintenance operations at its state-of-the-art 120,000 sq. ft. aircraft maintenance facility in Birmingham, United Kingdom on a variety of aircraft types like A320 family, A330, B737NG and B757 with additional aircraft to be added in the coming months. They also plan to increase its active workforce 100 Mechanics and Engineers by the end of 2020.

Mick Adams, Sr. Vice President and CEO of STS Aviation Services, said "Against the devastating backdrop COVID-19 has cast

CONTINUE ON PG 4

Universal Avionics provides assembly line space to manufacture face masks

"This plan was developed in coordination with the University of Arizona, City of Tucson, Pima County, and the Arizona Technology Council, and is a great example of our community coming together," said Steve Pagnucco, Vice President of Operations at Universal Avionics. "Within one week of reaching out to our partners to see how we could help, we had an assembly line safely set up to produce much needed personal protective equipment," he added. "On behalf of Universal Avionics, I would like to thank everyone involved for their incredible responsiveness, cooperation, and teamwork."

"We are grateful for the tremendous outpouring of support to protect our healthcare workers and first responders," said Daniel Dicochea, Director of Hope Worldwide's Tucson Chapter. "We want to equip as many of our heroes as we can against this pandemic," he added. "The production of these shields is only possible because of community donors and volunteers."

Universal Avionics is doing their part for the local Tucson community in protecting healthcare workers and first responders during the COVID-19 pandemic.

CONTINUE FROM PG 3

across our industry, I am happy to be able to deliver some good news. STS Aviation Services has received Part 145 approval from the UK Civil Aviation Authority; and in record time no less. While our company's first priority right now is the safety and welfare of its people, we look forward to commencing operations as soon as possible and welcoming our growing global customer base to a truly remarkable facility."

"Even in our current global climate, aircraft need to be maintained and modified," said Kevin Dudley, Chief Commercial Officer for STS Aviation Services. "This puts our company in a unique position to not only help the global aerospace industry in a great time of need but to also help the Mechanics and Engineers who keep our aircraft flying safe."

The STS team will focus on aircraft modifications, structural repairs, engine changes, A Checks, C Checks, lease transition and bridging checks.

Lockheed Martin provides critical finance to supply chain partners

Lockheed Martin is been at the forefront in the fight against COVID-19. In collaboration with the US Department of Defence, they have accelerated the payments to supply chain. To provide critical finance and other support, Lockheed Martin has announced another USD 50 million this week, bringing their total contribution till date to USD 156 million. In addition, they have announced to flow down about USD 450 million in accelerated payments to the supply chain partners who are at the front lines of the medical crisis impacting our local communities.

In the public statement Marillyn Hewson, the chairman, President and Chief Executive Officer of Lockheed Martin said," We are also taking steps to support our nation's health care workers and first responders on the front lines of this crisis. We offered our corporate jet fleet as an in-kind donation to the federal government's COVID-19 relief efforts. We are pleased to announce, working with the

US Department of Health and Human Services (HHS), we will provide air transport of government medical teams to the most critical, high-priority locations around the country.

As previously announced, we pledged USD10 million in charitable contributions for COVID-19 relief and recovery efforts. We have allocated USD6 million towards that goal:

- USD2 million has been donated to Project HOPE to help deliver personal protective equipment (PPE) to the Federal Emergency Management Agency (FEMA) for distribution to America's doctors, nurses, and first responders.
- USD2 million to the American Red Cross to help deliver its lifesaving mission during the COVID-19 outbreak and Service to the Armed Forces supporting military personnel, veterans, and families.
- USD2 million to the CDC Foundation All of Us: Combat Coronavirus emergency response fund.

As we continue to face this unprecedented crisis, Lockheed Martin is driven by our commitment to the mission of our US and allied customers. We will continue to maintain our operations for our men and women in uniform and we are resolved to find additional ways to contribute to the relief and recovery from COVID-19."

Colibri Aero and J&C Aero make 'Cargo Seat Bags' for passenger seats

The entire aerospace industry has come together to fight the COVID-19 crisis across the globe. Coming to terms with the current requirement many passenger flights are being converted into temporary cargo carriers to carry essential supplies like medicines, masks, food materials etc. Also, special care needs to be taken so that the passenger seats are not damaged and suitably adapted for carrying heavy load.

Colibri Aero and J&C Aero have come forward to provide specialised universal cargo seat bags for commercial and humanitarian cargo transport inside passenger cabins.

Currently these bags are offered to Airbus A320 FAM aircraft operators.

The Cargo Seat Bag is an EASA-approved spacious 76x76x147 cm (30x30x58 inches) kit for a triple seat, with up to 75 kg (165 lb) of cargo to be stored on the seat and additional 9 kg - under the seat, totalling 252 kg (555 lb) per a triple seat block.

The kit can be easily installed within just several minutes and can include a wide range of cargo types from postal correspondence, household goods, electronics and other commercial cargo to medical equipment and other kinds of humanitarian supplies.

"We started the development of the modification back in 2019, with numerous testing and continuous consultations with both aviation authorities and airlines along the way. In February 2020, amidst the growing concerns over what now is known as the COVID-19 pandemic, we decided to put additional resources to the project in order to have a certified modification as soon as possible. We are thankful to our team and European aviation authorities whose close cooperation will allow us to deliver the modification to the market at a time of need," said Laurynas Skukauskas, the Chief Commercial Officer at J&C Aero.

"We are all in this together and we have to help airlines to adapt during these challenging times. While the passenger traffic has drastically fallen, many airlines keep operating their passenger aircraft for cargo deliveries - both ordinary goods and medical equipment like masks, respirators, and other items. Being able to promptly apply temporary modifications for passenger cabins for cargo purposes may allow aircraft operators to increase cargo capacities thus adapting operations to the growing demand for cargo air deliveries between countries and regions," said Andrius Norkevi Dius, the CEO of Colibri Aero.

The kits are developed in compliance with Structural Integrity, Fire Protection, and Emergency Evacuation requirements. All aircraft operators will be supplied with a cargo bag special condition compliance justification matrix, a loading manual and additional documentation required by their national aviation authorities (CAA). The MOD kit documentation will also be supplemented with an EASA Form 1.

GE Aviation offers free digital solutions to customers in COVID-19 wake

As a step towards fighting COVID-19, GE Aviation is offering free digital solutions to customers who are experiencing unprecedented hardship due to global pandemic. This includes the new fuel dashboard and the new data and analytics-based solutions.

What is the new fuel dashboard?

- It is a new type of fuel analysis that uses full flight data as its exclusive source.
- It helps an airline quantify the impacts of their operational behaviour by tracking the adoption rate of fuel savings practices and the fuel savings / emission reductions associated with them.
- It will be available at no cost for customers of GE's airline safety solutions.

"Customers have long trusted us to be their partner in safety," said John Mansfield, chief digital officer for GE Aviation. "With the digital fuel dashboard, we're looking to help alleviate our customers' operational pressures during these difficult times. We want to help customers reduce any costs possible and this is a way we can help lower their fuel bills and reduce emissions."

"GE Aviation provides digital solutions that empower airlines to improve efficiency and save valuable resources during this challenging period for the aviation industry," said Matt Renner, president of US Enterprise Commercial at Microsoft. "Microsoft Azure offers quick and scalable access to aggregate data, enabling customers to run flight analytics that improve operational decisions based on facts and reduce fuel emissions."

"Our customers need us now more than ever," continued Mansfield. "GE Aviation works every day to help our customers be more efficient and agile without ever compromising on safety. Microsoft Azure, with its strong enterprise capability, including global reach, scale and security are all important aspects to provide additional stability for our customers."

COVID-19 Airbus mission-'China to Europe- 4 million face masks, 36 hour flight'

In a recently conducted COVID-19 mission, crew from the military aircraft operation of Airbus Defence and Space in Spain brought four million face masks and medical supplies from China to Europe for use by health systems and caregivers in France, Germany, Spain and United Kingdom. The 36-hour mission flew in A330-300 aircraft that ultimately will be converted into an A330 Multi-Role Tanker Transport (MRTT) for a customer.

Carlos Pinilla, the Airbus Defence and Space pilot, who led this air-bridge, said," An all-volunteer crew was assembled by balancing the need for personnel on the extended-duration mission with precautions on limiting their exposure. Aboard the aircraft were five pilots, one flight test engineer, two test flight engineers and two ground crew specialists."

"Everyone brought a true team spirit attitude in preparing and performing this mission. Being able to support our countries in difficult times was a huge morale booster for all."

He further added, "The Spanish Air Force was extraordinarily cooperative and supportive at all times."

Aerospace MRO – 'Surging forward'

The COVID-19 crisis has hit the aviation industry. When will this pandemic end? Is this by-far the worse calamities to have hit the aerospace industry? How will the Aerospace MRO bounce-back once the crisis is over? In midst of the gloom, we tried to find some answers to the some such obvious but relevant questions. In an exclusive interview with Swati. K, Mike Stengel, Senior Associate at AeroDynamic Advisory has given us his expert opinion on how to deal with the present situation. He has also given his valuable advice to the industry at large...READ ON!

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

A The impact of this crisis will be fairly indiscriminate across the commercial aftermarket. Unfortunately for MRO suppliers, airlines have developed a very effective toolkit over the years to deal with downturns such as this, including tactics like parking aircraft, accelerating retirements of certain fleets, deferring maintenance, eliminating discretionary spending, burning down existing inventory, and implementing green time programs. In a way, these tactics allow airlines to become more self-sufficient for a period as they deplete their existing resources, rather than seeking external repairs or spare parts.

Q Industry experts predict that the COVID-19 is way worse that SARS or 9/11 ... your views....

A Compared to previous downturns, COVID-19 definitely presents some unique circumstances, but also some common elements.

Let's start with what's similar. To me, like the September 11 attacks, this crisis will share the passenger reluctance to return to flying, so airlines and government will have to provide assurances to the public like they did via new security measures. While the financial crisis of 2008 did not have the "fear of flying" element, it did have the broad economic and demand-

side impact that we will likely face in the current crisis with major economies coming to a halt. Unfortunately, all indications right now are pointing to a deeper economic impact than anything in recent history.

Of course, what makes this situation unique is the truly global scale of the pandemic and the epidemiology, which has resulted in travel restrictions and a prolonged period of time where nations must pursue effective containment measures before considering re-opening their economies. The timing of prior recoveries did not depend on the gradual re-opening of economies, which is why we're more likely to face a more prolonged recovery, rather than a quick "V-shaped" recovery, this time around. Of course, there is also the threat of a resurgence of cases if restrictions are loosened too quickly, making the situation even more challenging.

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

A Unfortunately, I suspect that many companies will need to consider a wide range of cost reduction measures, including workforce reductions and closing facilities. Some of these measures will be temporary, but there will be permanent impacts as well. In the United States, many firms may be able to receive a form of government assistance, as well as in other countries to the extent that government relief programs become available. Consolidation may be another avenue for firms to weather the storm, although extensive merger & acquisition activity will more likely be muted until the crisis stabilizes and investors have a clearer outlook for where to place their bets.

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

A Obviously, the first thing that needs to happen is for airlines to get back on their feet and the traveling public to feel comfortable stepping aboard a plane again. Moreover, any economic fallout must be addressed and may require time to heal. While business travelers are an important customer group for airlines, general consumers must also feel comfortable making the discretionary spend to travel for leisure. At this point, our baseline case is pointing towards at least a ~12-month recovery period for air travel demand, with domestic travel rebounding more quickly than international travel.

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>
> ***Mike Stengel***
> *Senior Associate*
> *AeroDynamic Advisory*

The aftermarket may require even longer to fully recover to pre-COVID levels. In the most recent example from the 2008 financial crisis, parts of the aftermarket underwent nearly eight fiscal quarters of negative year-over-year growth, and that was for a 3% decline in air travel demand. Our industry is potentially facing a ~40% decline in air travel demand, so it's not a stretch to envision an even longer recovery period for the aftermarket.

Q Currently more than 80 per cent of the aircraft is grounded. What can you tell us about the maintenance of these fleets?

A As we saw with the 737MAX grounding prior to the COVID outbreak, there is some on-going maintenance that is conducted even while aircraft are parked. For example, the tires must be rotated to avoid flat spots, engines need to be run periodically, and aircraft systems need to be checked and also turned on. However, most of these tasks are more preventative in nature, and do not include the scope of full overhauls or repairs. If an airline needs a replacement part to support the remaining in-service fleet, many will actually harvest components from their parked fleet instead of buying a new part or sending a part for repairs.

Q What advice would you give to the Aerospace fraternity across the globe in today's times?

A While things may take a while to get back to normal, now is the perfect time to get closer to your customers and re-assess new ways of doing business, including processes, value propositions, and investment opportunities. This industry has a good track record of overcoming black swan events and leaving downturns in the rear-view mirror.

Q Do you feel, the initial prediction about the South Asian markets soaring ahead of the world in aviation will still hold true, after the COVID-19?

A Growth in air travel demand will likely be interrupted in many regions due to the economic fallout in the near and medium term. In the long-term, however, I feel that people will always have the need to travel, and the demographics of many countries throughout Asia, particularly the growth of the middle class, will spur further demand for air travel.

Q Many aerospace industries have started with lay-offs and other such extreme measures to deal with the crisis. What long term impact of such decisions will the aerospace industry face in future?

A Some firms may take this crisis as an opportunity to reevaluate their normal way of doing business. For example, "industry 4.0" and the "internet of things" are buzzwords that are often used to describe the future way of doing business, but it's hard to come by concrete examples where they've been successfully implemented because it's hard to make significant changes when things are going well. Crises like this sometimes present the chance to break the normal cycle and introduce new methods and processes.

United Airlines provides free round-trips for medical volunteers in California

In an effort to help doctors, nurses and other medical professionals, United Airlines is working closely with the state of California to help the frontline fight against COVID-19. For this they have partnered with Governor Newsom to provide free, round-trip flights for medical volunteers traveling to California to help treat patients. Currently they have 50 daily flights into SFO and 13 daily flights at LAX. The airline plans to expand this program to critical areas within the coming days.

"I want to thank United Airlines for stepping in in a big way to help health care professionals. We couldn't be more grateful for their largesse and support," said California Governor Gavin Newsom.

California currently has more than 18,309 confirmed coronavirus cases and 507 fatalities in the state to-date. Bringing medical volunteers to the state will help bring much needed support to California's medical professionals and the more than 2,825 individuals hospitalized, including the 1,132 people in intensive care.

"Our frontline healthcare workers are heroes. We are profoundly grateful to them for their unwavering commitment to support our communities and medical providers at this time of exceptional need," said Janet Lamkin, President, California for United Airlines. "It is our hope that providing air travel at no cost will allow additional courageous volunteers and first responders the ability to reach health care facilities throughout California, which continues to feel the impact of the COVID-19 pandemic."

'Delta Clean' - Elevated cleaning measures for customers

Delta is transforming expectations for cleanliness across airports and on aircraft to deliver a new standard of clean for customers.

"The highest levels of clean should not be reserved for times of crisis - customers deserve to feel confident and safe whenever they decide to travel," said Bill Lentsch, Delta's Chief Customer Experience Officer. "That's why we are extending our overall safety focus to include our new standard of clean."

Here are some of the cleaning measures.

- All domestic aircraft will undergo the same interior fogging overnight that Delta has been using to disinfect international aircraft in the US since February.
- Before every flight, aircraft will be cleaned using the same extensive checklist used during overnight cleanings. This industry-leading work disinfects high-touch areas customers care most about being clean, like tray tables, seat-back entertainment screens, arm rests and seat-back pockets.
- Spot checks will take place before each flight by a Customer Service Agent and a Flight Leader to ensure the aircraft is up to the Delta Clean standard. The team can resolve any issues immediately, and are empowered to request a cleaning crew return to the aircraft for additional cleaning.
- Aircraft will be fogged before every flight in Delta's network. The disinfectant used in fogging is immediately safe to breathe and is similar to what hospitals and restaurants use to sanitize.
- In addition, customers will notice Delta continuing to offer hand sanitizer at various touch points, while disinfecting surfaces across the airport experience. The same level of attention and care is given to employee work spaces like lounges and break rooms.

"The character of Delta people is shining brighter than ever in these unprecedented times," Lentsch said. "They are the Delta Difference and the reason we're ready for our customers when they're ready to fly."

Gulfstream Aerospace disease-mitigation measures to fight COVID-19

In a recent announcement by Gulfstream Aerospace, after the diagnosis of a COVID-19 positive case in the Westfield, Massachusetts, facility, several areas where the affected employee spent time are being temporarily closed. Also the employees in those areas are under home quarantine. Also, through cleaning and disinfection of those areas is currently undertaken to avoid any further casualty in future.

Gulfstream has implemented all the disease-mitigation measures recommended by the CDC and WHO like -

- Restriction of company travel
- moving employees to remote work
- social distancing measures
- on-site temperature screenings
- providing on-site employees with personal protective equipment
- limiting the number of visitors and people entering facilitates
- increasing the frequency and intensity of facility cleanings
- encouraging employees to stay home if they feel unwell

Many facilities of Gulfstream aerospace are operational in accordance with identification of aviation as critical infrastructure by the Department of Homeland Security's Cyber & Industrial Security Agency (CISA).

Per CISA, the business sectors defined as critical infrastructure are so vital to the United States that their incapacitation or destruction would have a debilitating effect on security, national economic security, national public health or safety, or any combination thereof, Guidance from the US president notes that critical infrastructure industries have a "special responsibility" to maintain a normal work schedule during the global COVID-19 outbreak.

Frontier Airlines enhanced fogging measures to fight COVID-19

Frontier Airlines has introduced a highly effective fogging disinfection solution across its fleet and has implemented a new step in the check-in process that requires passengers to acknowledge and certify that they meet certain health-related requirements for travel. The company has also implemented a program to help facilitate social distancing on aircraft.

The fogging includes virtually every surface in the passenger cabin and the treatment is effective in killing viruses for up to 10 days. Besides this planes are also wiped down every night with disinfectant.

"We are strongly focused on implementing a variety of new processes and procedures that will further elevate our already stringent practices for sanitizing our aircraft and keeping our passengers healthy during travel," said Barry Biffle, president and CEO of Frontier Airlines. "These efforts demonstrate our very strong commitment to our customers and team members. We want travellers to feel the same level of confidence on board our aircraft as they do in their homes," said Biffle.

A new step in the check-in process for passengers

- Neither the passenger nor anyone in their household has exhibited COVID19-related symptoms in the last 14 days.
- The passenger will check their temperature before heading to the airport and not travel if they have a fever.
- The passenger will wash their hands/sanitize before boarding the flight.
- Besides this to support social distancing for those who need to travel in the coming weeks, the airline has undertaken measures to separate passengers by blocking every other row on its aircraft on flights departing through the first week of May.

Milestone for L-39NG, maximum speed of 490 KCAS / Mach 0.8 at 38,000 feet

The L-39NG, new light jet trainer aircraft has achieved an important milestone by opening the flight envelope during the test flight. The highest speeds achieved during flight tests was 509.4 KTAS (943.4 km / h) and Mach = 0.822.

The test flight was completed in configuration with a full integral tank in the so-called wet wing. Manufactured by the Czech aircraft manufacturer AERO Vodochody AEROSPACE, the L-39NG reached full range of expected heights and speeds during the test flight.

"The L-39NG project team has completed a crucial and very challenging phase of the flight testing. After a series of ground tests, we successfully proved the airframe strength during the flight without any critical case. Thanks to these tests, we confirmed that the L-39NG design has exceptional robustness and stability," said Jaromr Lang, chief designer of the L-39NG.

The Flutter test

- The opening of the L-39NG envelope was preceded by a set of flutter tests in order to verify the aircraft's resistance and its structure ability to damp spontaneous oscillations induced by external aerodynamic forces in flight.
- During the flutter tests, the aircraft structure oscillations were initiated by small rockets at the wing tips or by impulses to the flight control system caused by the test pilot.
- Later, an analysis of measured vibrations took place.
- For this purpose, the Aero test pilots completed a series of test flights at different altitudes and speeds.
- All those flights were performed by the first flight prototype with manufacturing serial number 7001.
- During the flutter test, a total number of 192 rockets were fired, including 144 rockets fired in flight and 48 rockets in ground tests.
- Total number of 352 measurement cases were made and analysed.

"We achieved significant progress in ground and flight testing so far. With two L-39NG flying prototypes in the air since middle of April plus our technical demonstrator, we are very well prepared for our remaining journey to certify the aircraft in the third quarter of 2020," said Dieter John, President & CEO of AERO Vodochody AEROSPACE.

"Opening the flight envelope of the L-39NG is an important milestone not only for the whole project, but above all for our further dealings with our business partners and potential customers," said Jiri Podpera, President of OMNIPOL, the strategic partner of the L-39NG project with equal 50 per cent participation.

L-39NG achieved additional successful results in ground tests. The static strength tests have been running since the middle of last year at the Czech Aerospace Research Centre (VZL). On the second prototype with manufacturing serial number 7002, the strength test of the wing with combined load of torsion plus bending was done up to 100% of the ultimate load (150% of the limit load) without any damage. The wing strength test until structural failure will take a place in the first half of April. In the VZLU, the L-39NG has already achieved destructive strength test of the fuselage and it was absolutely successful.

'Predator Mission Trainer' for advance Pilot & Sensor operating training

In a recent development at the General Atomics Flight Test and Training Centre (FTTC) in North Dakota, the CAE-built Predator Mission Trainer is now in-service. It will be used to advance the quality and capability of remotely piloted aircraft (RPA) synthetic training provided by GA-ASI.

"Our Predator Mission Trainer delivers an unprecedented level of fidelity and capability in the use of simulation-based training for remotely piloted aircraft pilots and sensor operators," said Todd Probert, Group President, Defence & Security, CAE. "The addition of a Predator Mission Trainer at GA-ASI's training centre in North Dakota extends our training collaboration and will enable GA-ASI to add more synthetic training to the syllabus used to train customer aircrews as well as their own instructors."

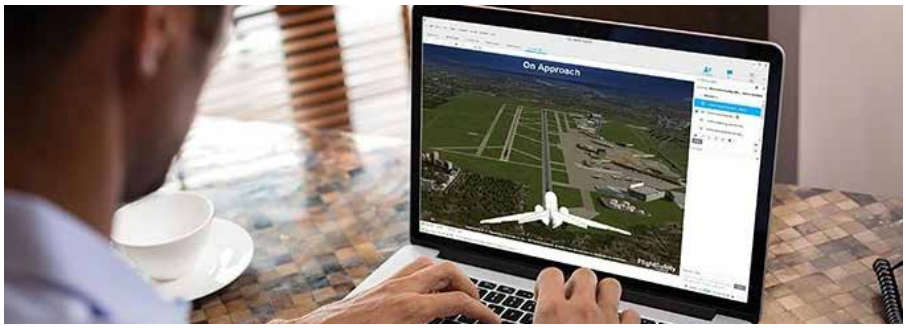
This Predator Mission Trainer is somewhat similar to the first Predator Mission Trainer, which can "zero-flight time" training, based on the high-fidelity simulation of both the flight model and sensor systems. It was jointly developed by CAE and GA-ASI for the Italian Air Force.

The latest Predator Mission Trainer at the FTTC simulates GA-ASI's Block 30 ground control station for the MQ-9 RPA and will be used to deliver initial qualification and aircraft sensor systems training in addition to mission-specific training. With a zero-flight time simulator such as the CAE Predator Mission Trainer, aircrews can potentially conduct all training in the simulator without necessarily requiring further training on the actual aircraft.

"Highly skilled and well-trained aircrews are absolutely critical to the successful operation and deployment of our proven Predator remotely piloted aircraft systems," said David R. Alexander, President, GA-ASI. "This Predator Mission Trainer at our training centre in North Dakota will enhance the multi-domain training we can offer in a synthetic environment and give us added flexibility to deliver advanced training without restrictions due to weather or airspace."

Later this spring, CAE will deliver a second Predator Mission Trainer to GA-ASI's Gray Butte Flight Operations Facility near Palmdale, California.

FlightSafety International offers online training



FlightSafety International is offering ground school portion of its recurrent training programs online for more than 20 helicopters and fixed-wing aircraft models. The training is given through instructor-led LiveLearning training system.

"FlightSafety's web-based and instructor-led recurrent ground school provides our customers with the benefits of classroom learning and the convenience of taking courses remotely," said Steve Gross, Senior Vice President, Sales and Marketing. "FlightSafety worked with the FAA and other regulatory agencies to obtain approval for this innovative new approach, which includes the requirement to complete the simulation portion of the course within 90 days of finishing the online ground school."

"With LiveLearning, our customers have live interaction with their instructor and others taking the course and use of online annotation tools, cockpit recordings, video, interactive features and more," added Steve Gross.

MSB signs a contract with SAAB for Sweden's aerial fire fighting capabilities

MSB, the Swedish Civil Contingencies Agency has signed a contract with SAAB for two fire fighting aircraft for the next three years.

The order is for the capability to fight fires with two fire fighting aircraft, from 1 April to 30 September, through to 2023. This resource will be available for Sweden and for EU.

Saab has established the aerial fire fighting capabilities using the Air Tractor AT-802 F fire fighting aircraft. It is a water-bombing aircraft and in the event of a forest fire can release 35,000-50,000 litres of water per hour. It will be based in Nykoping, where Saab already has aviation operations for, among other things, aerial target towing and support for the Swedish Coast Guard's aircraft. Also it can reach Copenhagen or eastern Finland in a couple of hours and Lule in the north of Sweden in three hours.

"We are part of Sweden's national security and our specialist expertise and flight permits made it natural for us to complement our operations in Nykoping with aerial fire fighting capabilities," says Ellen Molin, Head of Saab's Support and Services business area. "It is important to have a prompt national response to forest fires, and this service is going to help deliver that."

AAR and Sumitomo Corporation join hands to form AAR Sumisho Aviation Services

AAR and Sumitomo Corporation have joined hands to form AAR Sumisho Aviation Services' to distribute aircraft parts and offer aviation logistics management solutions to the Japanese defence market. Apart from this, the partnership includes distribution of parts from OEMs based in Japan to the global aviation aftermarket.

"We look forward to partnering with AAR to serve our Japanese customers and make our services more accessible to customers around the world," said Eiji Ishida, Sumitomo Corporation Executive Officer and GM of the Lease, Ship & Aerospace Business Division.

"This new venture with Sumitomo presents a tremendous opportunity to further expand our market reach and capabilities in Japan, a highly strategic market for us," said John Holmes, AAR President and CEO. "Both of our companies have a proven track record within the international defence industry, and we look forward to joining forces to become a leading aircraft parts distributor and provider of services to the Japanese defence market and global aviation aftermarket."

The combination of AAR's global network and competitive expertise in aviation supply chain and parts distribution and Sumitomo's logistics specialization and large footprint in the Japanese market will help their joint venture to provide quality services to the Japanese defence customers and play a key role in the export of parts from Japanese OEMs.

SMARTSupport contract between Meggitt and JAL

Meggitt has signed a three-year contract with Japan Airlines (JAL) to supply maintenance and repair services on engine components for the Boeing 737, 767 and 777. All repair services will be carried out at Meggitt's newly expanded Asian centre of excellence at Seletar Aerospace Park in Singapore.

Stewart Watson, President of Meggitt's Services & Support division in Asia Pacific said, "This is an exciting time for JAL, with the recent launch of their low cost airline that promises to provide an affordable gateway to Asia, Europe and the Americas. We look forward to supporting Japan Airlines as they grow their global passenger numbers, providing the world class levels of service that have cemented our relationship and will continue to do so."

This SMARTSupport agreement with JAL opens the door for future cooperation on component distribution.

Ontic-Honeywell sign an agreement for aircraft windshield wiper product lines

Ontic has signed an agreement with Honeywell for aircraft windshield wiper product lines. They are currently manufactured at Honeywell's facility in Urbana, Ohio. This is the 38th agreement between the two companies since 1983.

Gareth Hall, President and CEO of Ontic, said "I am very pleased to sign another exclusive product line license. I am also very pleased that we are continuing to deepen our long-standing partnership with Honeywell."

"Ontic has supported Honeywell through license agreements like this since the 1980s, and our exclusive license of aircraft windshield wipers to Ontic extends this valued partnership," said Stevan Slijepcevic, President, Electronic Solutions, Honeywell Aerospace.

The license covers windshield wiper assemblies, including wiper motor, arms, blades and components. The products are fitted on commercial and military platforms that include B757, B767, B777, B777X, C-17, KC-46A and ERJ. The products will be transitioned into Ontic's Creedmoor, NC facility.

C-17 Globemaster III – A hero in COVID-19 pandemic

The C-17 Globemaster III has been a hero in helping people affected by global COVID-19 pandemic. It is performing aeromedical evacuations and humanitarian missions which are critical in military efforts along with transporting vital cargo and personnel.

"The C-17 delivers unrivalled mission and crew support, enabling medics to provide unsurpassed aeromedical evacuation to not only our nation's wounded warriors, but to transport the critically sick, ill and injured around the globe," said US Air Force Maj. Catherine Ortega of Pope Field, North Carolina.

The C-17 Globemaster III powered by the Pratt & Whitney F117 engine has contributed significantly in the following missions.

- The US Air Force evacuated two premature babies in need of intensive care aboard a C-17 from Osan Air Base in South Korea to Joint Base Andrews in Maryland. The twins were then transported to Walter Reed National Military Medical Centre for advanced neonatal care available to military families at the facility.
- The US Air Force also utilized C-17 aircraft to transport two shipments—each containing approximately 500,000 test swabs and other supplies—from Aviano Air Base, Italy, to Memphis International Airport, Tennessee, a FedEx hub. From there, the supplies were transferred to commercial aircraft to be distributed to medical facilities across the United States.
- NATO Strategic Airlift Capability has deployed allied C-17 aircraft on three missions, each carrying 45 tons of medical supplies, including over 100,000 protective suits. The shipments were transported from the Republic of Korea to Bucharest airport as part of the effort to ensure Romania (a NATO ally) is equipped to respond to the coronavirus pandemic.
- The Indian Air Force flew two recent missions aboard C-17 aircraft. In one mission, the IAF few from Hindon Airport in Ghaziabad to the Iranian capital city of Tehran to evacuate Indians stranded in coronavirus-affected Iran. A medical team and support staff was on-board the flight.
- Another mission involved an IAF C-17 that carried 15 tons of medical supplies from India to Wuhan, China. The aircraft then transported 112 Indians and foreign nationals back from Wuhan to Delhi.

AI & Advanced optical sensor technology to monitor COVID-19 patients

The use of advanced technology is extremely crucial in the fight against COVID-19. And keeping this in view, Israel Aerospace Industries (IAI), Ministry of Defence's MAFAT and Technion Develop System have come together to develop a system to remotely monitor COVID-19 patients.

By using artificial intelligence and advanced optical sensor technology, this new system can collect and analyse the diagnostic vital signs of patients displaying COVID-19 symptoms from a far off distance, thus allowing the medical staff to maintain a safe distance.

This system uses radar and electro-optical sensors to record patient's pulse, body temperature and respiration. The results of the analysis are monitored at a

workstation monitor outside the patient area. Thus the medical teams can work in a sterile environment, minimizing the risk of exposure. The first units will be shipped to hospitals in coming days.

Yoav Turgeman, VP IAI and ELTA CEO said, "IAI is proud to be a part of the fight against the Coronavirus. ELTA's advanced radar systems, which are usually used to gather intelligence for security purposes, have been converted to test diagnostic vital signs of potential Coronavirus patients without physical contact or proximity from medical staff, in order to protect their health and the health of everyone in Israel. Thanks to the dedicated employees of IAI, who have mobilized to develop this technological solution and others, we will continue to support the national effort to develop efficient and innovative solutions for the Coronavirus pandemic, and together we will win."

Ventway Sparrow ventilator' – One of a kind ventilator in Israel

The Directorate of Production and Procurement (DOPP) and the Directorate of Defence Research and Development (DDR&D) at the Israel Ministry of Defence in collaboration with Inovytec and Israel Aerospace Industries have completed the establishment of a first-of-its-kind production line for Ventway Sparrow ventilators. The first 30 ventilators have already been delivered to the Ministry of Health. The state-of-the-art, turbine-powered, lightweight, easy-to-use ventilator enables effective invasive and non-invasive mechanical ventilation for both adults and children.

"The State of Israel must develop independent capabilities in everything related to dealing with the COVID-19 virus pandemic. We cannot remain dependent on procurement from other countries. We must develop independent, advanced capabilities", said the Minister of Defence, Naftali Bennett.

Inovytec specialises in the production of emergency medical systems. IAI and Inovytec have established a production line for ventilators. The production line was inaugurated in the classified missile production department of IAI, after which dozens of ventilators were tested and assembled.

Deputy Director General and Head of the Directorate of Production and Procurement (DOPP) at the Israel Ministry of Defence (IMoD), Avi Dadon said, "Once we were assigned the task of acquiring and producing a maximum number of ventilators in a short period of time, we saw the immediate mobilization of the local industry. A high-tech medical company, working with the excellent defence industry, and the Ministry of Defence, has been able to deliver an advanced production line that already issued dozens of advanced ventilators - within just a few days. We are at the beginning of the road and in the coming weeks, we will accelerate production rates even further."

Director of the DDR&D in IMoD, Brig. Gen. (Res.), Dr. Dani Gold said, "Turning a missile production line into a ventilator assembly plant is a very complex task, made possible by the collaboration between the Ministry of Defence and the defence industry. We are continuing in the race around the clock to translate the extraordinary tech capabilities of the defence establishment, to the fight against corona."

The ventilator provides life-sustaining respiratory care for patients in many conditions including COVID-19 and after being tested for compliance and the most stringent medical standards, it is currently used in hospitals across the globe.

Inovytec CEO, Udi Kantor said, "The collaboration with IAI and with the Ministry of Defence is amazing at this time and it allows us to multiply our production capabilities and supply ventilators in the shortest possible time frame. We are operating in a challenging time, and in a global 'war' to acquire the necessary components and fulfil our mission."

General Manager and Executive VP of IAI Systems, Missiles & Space Group, Boaz Levy said, "IAI and the Ministry of Defence are proud to join Inovytec to manufacture 'blue-and-white' [locally-produced] ventilators for the State of Israel. We are an industry that develops some of the world's most advance defence systems for the benefit of the State of Israel and our clients worldwide, and have been tasked with manufacturing medical systems - a field which we have only recently started to discover. The best minds in the field of missiles, aviation and space joined Inovytec, under the auspices of the Ministries of Defence and Health, and together we have established - in just a few days - an advanced production line for ventilators. We take pride in the ability to produce fast, unique and innovative solutions that meet current needs."

IAI has allocated its brightest minds, and a special area in its missile production line, for the purpose of producing ventilators. The production line has been built to expand the production of Ventway Sparrow machines in a short time frame. The company's missile and aerospace engineers have committed to the mission and are engaged in the required assessments for serial production of the ventilator.

Production of first certifiable MQ-9B SkyGuardian complete

General Atomics Aeronautical Systems (GA-ASI) has successfully completed the first production-representative MQ-9B SkyGuardian Remotely Piloted Aircraft (RPA). The multi-mission MQ-9B is built for all-weather performance with lightning protection, damage tolerance, and a de-icing system. The MQ-9B SkyGuardian took its maiden flight on 30th March 2020 at GA-ASI's Flight Operations Facility in El Mirage, California.

"With first flight of the production-representative aircraft, we remain on schedule for delivering MQ-9B Protector to the RAF," said Linden Blue, CEO, GA-ASI. Protector RG Mk1 is being procured for the UK Royal Air Force's 9 configuration of SkyGuardian. Protector revolutionizes the long-endurance RPA market by providing true all-weather capability, and NATO-standard Type-Certification to enable flexible operations in civil airspace," said Blue.

The new SkyGuardian, featuring the latest GA-ASI developed Detect and Avoid System (DAAS) is also known as BC03 within GA-ASI. This will be soon followed by BC04 (also known as UK1) and it will be the first Protector aircraft to be delivered to RAF.

GA-ASI President David R. Alexander said, "Production has already begun on BC04 and prior to delivery, it will be used for Combined System Test and weapons testing."

The BC03 is a company aircraft that is being utilized for ground and flight testing to collect airworthiness certification data starting with flight loads and aircraft performance testing. The results from the tests will form the Type Certification Exposition needed to achieve the Military Type Certificate for the Protector platform

"As the lead customer, we are tracking all of the important developments of this ground-breaking, remotely-piloted aircraft," said RAF Group Captain Shaun Gee, Protector RG Mk1 Programme Director. "The Military Type Certificate is a particularly important milestone because it's a foundational step towards the Protector RPA being approved to fly in unsegregated airspace."

The Australian Defence Force (ADF) and the Belgian Defence are next in line to acquire the MQ-9B after the RAF.

Successful joint flight demonstration of SkyGuardian Remotely Piloted Aircraft

General Atomics Aeronautical Systems (GA-ASI) in collaboration with NASA successfully completed the first test flight demonstration of SkyGuardian Remotely Piloted Aircraft.

Honeywell supplied the TCAS II for the DAAS and Collins Aerospace partnered with GA-ASI for the Command and Non-Payload Communications (CNPC) datalink radios, which is part of the Command and Control datalinks system.

GA-ASI was selected to participate in NASA's Systems Integration and Operationalization (SIO) activity, which included multiple flight demonstrations focusing on different types of Unmanned Aircraft Systems (UAS) and their respective flight environments.

GA-ASI demonstrated ways in which SkyGuardian can be used for a variety of commercial and public services applications, using its onboard sensors. Services featured in the demo included inspections of hundreds of miles of rail, power line, communication and canal infrastructure, agriculture monitoring and topological surveys, as well as wildfire and flood monitoring.

"Our work with NASA is opening the eyes of regulators to the safety and utility of unmanned aircraft systems in the performance of certain tasks for public and commercial good," said Linden Blue, CEO, GA-ASI. "Our aircraft have already played important roles during crisis management events such as wildfire containment. Our airborne sensors can see through thick smoke, enabling us to inform ground personnel about the locations of fire lines so they can deploy resources efficiently. The SIO demonstration highlighted how the aircraft can be used for many other civilian and commercial missions."

"NASA's goal to help accelerate routine UAS operations into the national airspace has moved one step closer with this successful flight demo," said Mauricio Rivas, UAS integration in the NAS project manager at NASA's Armstrong Flight Research Centre. "Our efforts with General Atomics and our other SIO industry partners will help commercial UAS move closer towards certification."

On 3rd April, the SkyGuardian took off from GA-ASI's Gray Butte Flight Operations Facility near Palmdale, California. The RPA flew through the National Airspace System in Southern California towards Yuma, Ariz. while being operated by a remote pilot based at Gray Butte.

LUFTHANSA TECHNIK MAKES CHANGES IN THE SUPERVISORY BOARD IN COVID-19 WAKE


DR. DETLEF KAYSER


THORSTEN DIRKS

In the wake of current COVID-19 crisis and acknowledging the increased responsibilities of all members, Lufthansa Technik made major changes in their Supervisory Board. **Dr. Detlef Kayser** is appointed as the new Chairman of the Board. He has taken over from Carsten Spohr effective immediately.

Dr. Detlef Kayser has joined the Executive Board of Deutsche Lufthansa AG on 1 January 2019 and is responsible for the business area Airline Resources & Operations Standards.

On the other hand, Thorsten Dirks was elected as a new member of the Supervisory Board.

Thorsten Dirks has been a member of the Executive Board from 1 May 2017 and was responsible for the "Eurowings" Executive Board division until 31 December 2019. Since 1 January 2020, he is Head of IT, Digital & Innovation at Deutsche Lufthansa AG.

The change in the Supervisory Board mandates ensures the necessary intensive steering during this crisis and maintains the influence and attention of the Lufthansa Executive Board on the most important matters of Lufthansa Technik.

RICHARD GOGLIA APPOINTED AS THE NEW INDEPENDENT DIRECTOR OF TRIUMPH GROUP

Richard Goglia is appointed as the new independent director and member of the Audit and Finance committees of Triumph Group. Previously he has served as Raytheon Company's Corporate Treasurer for seventeen years and was an integral part of the team who executed a successful transformation effort that resulted in the company's return to a solid investment grade credit rating. Richard's work included debt restructuring and equity issuances, lender renegotiations, asset sales, and asset liquidations to reduce debt. Raytheon is a premier aerospace and defence company with global manufacturing capabilities.

"We are pleased to welcome Rich and know that his expertise in corporate finance and aerospace will make him a valuable independent director on the Triumph Group Board," said Daniel J. Crowley, Triumph's president and chief executive officer. "As we complete our transformation and work through global and industry challenges on our path to improved shareholder value, the addition of Rich will complement an already strong board."

"The Board welcomes Rich Goglia to Triumph and looks forward to drawing upon his relevant experience in our industry, financial acumen, and governance skills" said General Ralph "Ed" Eberhart, Triumph's non-executive chairman.

GARETH HALPIN APPOINTED AS THE CHIEF FUNDING OFFICER OF NORDIC AVIATION CAPITAL

With over 25 years of experience in the aviation and financial services industry, **Gareth Halpin** is appointed as the Chief Funding Officer of Nordic Aviation Capital.

His previous experience includes working with Avolon as Group Treasurer and Head of Capital Markets. He led the Capital Markets and Treasury teams and was responsible for raising more than USD25 billion in debt in a variety of banking and public markets globally, including more than USD10 billion of acquisition finance for the CIT acquisition.

Prior to Avolon, he has also served several senior executive roles in the financial services and aircraft leasing sector, as Deputy Head / Senior Manager of the Debt Restructuring division in IBRC bank and as Director of Marketing and Risk Management in Pembroke Group (now Standard Chartered Aviation Finance). He started his career with KPMG in the financial services sector.

Soren M. Overgaard, CEO of Nordic Aviation Capital said, "We are very happy with the additions to our C Suite at a time where the aviation industry is facing unprecedented uncertainty. Gareth has extensive industry and leadership experience with a very impressive professional record."

Gareth will be reporting to the company CEO, Soren M. Overgaard and will be based out of NAC's newly opened Headquarters in Limerick.

NEIL CAIRNS APPOINTED AS THE CEO OF ACRO AIRCRAFT SEATING

Neil Cairns, with decades of experience in aerospace seating is appointed as the Chief Executive Officer of Acro Aircraft Seating.

Neil has a wide-ranging track record of Lean process improvement and performance improvement, most recently holding positions as the Vice President and General Manager at Collins Aerospace based in Tucson, Arizona and Winston Salem, North Carolina based in the USA and previously running the B/E Aerospace seating facility in Kilkeel, Northern Ireland.

Upon his appointment, Neil Cairns said, "I am thrilled to have the opportunity to lead Acro at such an important time in its development. Acro has an impressive global customer base, a highly innovative range of products, a great team and inspiring company culture. Acro has grown solidly in recent years and I am looking forward to building on this success whilst ensuring that we remain focused on delivering the highest quality products and service to our customers. Despite the current challenging market conditions, I am also committed to ensuring that we continue to innovate and deliver differentiated and best in class aircraft seating products for our airline and leasing company customers."

Acro's Chairman, Paul Strothers, added, "On behalf of the Board, I would like to welcome Neil to Acro and to congratulate Neil on his new role. Neil is highly respected in the industry and we are confident that his familiarity with the aircraft seating market, our products and customers will ensure a smooth and rapid introduction to our business. Neil is also passionate about continuous improvement and we look forward to his engagement with the team at Acro. His unique skills, proven track record and leadership qualities position him for success in leading the company forward."

ANDREW LARSEN JOINS NYCOTE LABORATORIES IN A NEWLY CREATED POSITION

Andrew Larsen is appointed as the technical sales and communications head at Nycote Laboratories Corporation. In this newly created position, Larsen is charged with enhancing Nycote's long-term value for their customers, suppliers, and partnerships, as well as further the development of Nycote's strategic initiatives worldwide.

This announcement was made by the President & Chief Operating Officer of Nycote, Marcie Simpson

"Andrew brings to Nycote a strategic perspective from his partnership and marketing experience," said Simpson. "With the successful launch of our latest product Nycote 99 Ecoshield, and the eminent launch of other new products, Andrew's role will be critical as we look at our whole business and key factors like market opportunity, competitive advantage and resourcing."

"With Andrew's long-standing relationships with key influencers in aerospace and defence, coupled with the ability to strategically negotiate, we couldn't be more thrilled that he is joining our team," said Pennie Burnham, Vice President, Sales and Market Research, to whom Larsen will report. "His business intelligence, paired with

his collaborative communication skills, makes him the right fit as we move Nycote Labs' technologies and products forward."

Before a stint at the Pacific Northwest Aerospace Alliance (PNAA), where he oversaw members and partnerships for the organization, Larsen was Director, Market Development for the Pacific Northwest Defence Coalition (PNDC), an association for the Northwest region's defence and security industry. While there, Larsen was integral in establishing strategic partnerships, acquiring new members while retaining current members and investors, securing sponsorship commitments, as well as developing a strategic partnership and plan for Washington small business delegations in the industry to showcase their supply chain capabilities to out-of-state Prime Contractors.

Nycote Laboratories Corporation is a global leader in anti-corrosion technology for the aerospace and automotive industries.

MORTEN MIKKELSEN APPOINTED AS THE CFO OF NORDIC AVIATION CAPITAL

Morten Mikkelsen is appointed as the Chief Financial Officer (CFO) of Nordic Aviation Capital (NAC) with immediate effect. Morten joined NAC in 2017 and since then played a vital role in strengthening and leading the development of NAC's global finance function and executing strategic initiatives. His latest achievement was his promotion to the post of Senior Vice President of Group Finance in NAC.

Prior to NAC, Morten has a huge experience of 19 years at the AP Moller Maersk Group. There he was the CFO in APM Terminals for five years. Before that he was the Director of Finance for APM Terminals and Treasurer for the North American activities of the A.P. Moller - Maersk Group. Morten has a Master's in Finance and Accounting from Aarhus University.

Soren M. Overgaard, CEO of Nordic Aviation Capital, commented, "We are very happy with the additions to our C Suite at a time where the aviation industry is facing unprecedented uncertainty. Morten has earned great respect throughout his time at NAC and demonstrated great leadership ability; he has played a significant role since joining NAC in 2017. I am confident that Morten will excel in the new position."

International CALENDAR 2020

MRO BUSINESS TODAY

09-11 JUNE
AIR Convention Asia
Bangkok, Thailand

10-11 JUNE
Engine Leasing, Trading & Finance
London, UK

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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