

Magnetic MRO strengthens position in Asia as EngineStands24 opens hub in China



"China is a huge market with great potential," shares Daiva Zemaite, the Head of EngineStands24. "In addition to that, we have a great sales force in China and all the local support we need by our mother company Hangxin."

Zemaite added that opening the new hub will support EngineStands24's main strategic goals, which are to grow geographically and increase the selection of engine stands. "Our new hub in China will enlarge our geographical presence which will be a really great advantage to our customers, especially those who have world-wide operations."

The plan is to offer a wider service than just the lease of engine stands - engine stand pool management and efficient cost control are one of the company's main targets.

The Guangzhou hub will be EngineStands24's fourth hub after Dubai, Amsterdam and Tallinn.

This is Magnetic MRO group's second strategic location in China. In January, MAC Aero Interiors, the commercial aircraft cabin interiors arm of Magnetic MRO, entered the Chinese aircraft cabin interiors market by opening a new subsidiary, MAC Sichuan, in China.

EngineStands24, a subsidiary of Magnetic MRO, a global provider of total technical care for aircraft operators and lessors, opened a new hub in Guangzhou, China.

The Guangzhou hub will be launched in cooperation with Magnetic MRO's shareholder, Chinese company Hangxin

Aviation Services, and will begin operating by offering its customers a selection of the most popular engine stand types, like CFM56-5A/B, CFM56-7B and V2500. The variety will be increased to the most popular and requested wide-body engine stands in China and its neighbouring countries.



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MTU Maintenance inks engine contracts with Atlas Air Worldwide subsidiaries



MTU Maintenance has recently signed a seven-year extension of its CF6-80C2 contract with long-term partner Atlas Air, Inc., a subsidiary of Atlas Air Worldwide Holdings. The contract builds on over 15 years collaboration between the two companies and includes maintenance, repair and overhaul coverage of over 200 engines powering Atlas Air's B747 and B767 fleets, as well as engine trend monitoring. It incorporates numerous elements of MTU Maintenance's SAVEPlus offering, one of the MTUPlus intelligent solutions and a product dedicated to reducing cost through smart strategies for mature engines.

Additionally, MTU Maintenance is the exclusive service partner for Atlas Air Worldwide subsidiary Southern Air's entire fleet of B777 cargo airplanes, powered by GE90-110B engines. The agreement runs for 12 years and includes full support, including lease engines.

Pegasus Airlines signs exclusive engine maintenance agreement with SR Technics

SR Technics has signed an exclusive CFM56-5B engine maintenance contract with Pegasus Airlines. The services are scheduled to start in September of this year.

The agreement covers 22 engine shop visits and a SR Technics lease engine dedicated to Pegasus Airlines over a six-year contract term. All work will be carried out at the SR Technics engine shop in Zurich.

Pegasus Airlines was in search of an MRO provider that could supply engine core performance and overhaul services as well as support unscheduled engine removals. At the time of negotiations for the agreement, SR Technics carried out two shop visits. Due to the efficiency and rapid turnaround of the work SR Technics performed, combined with the strong relations between key people at both companies, contributed to the decision to make SR Technics the carrier's exclusive CFM56-5B maintenance provider.

ATO EVENTS

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Venue **Taj Mahal Hotel, New Delhi**

Exclusive Interview

‘MRO Marvels’ – with Steve Davey

How many of today’s students consider a career in aviation? Or let me frame it this way, how many of us would advise our students to pursue a career in aviation. Well, **Steve Davey**, the COO of Levaero is definitely one of them. In an exclusive interview with **Swati.Ketkar**, he proudly talks about the overwhelming and absolutely unexpected response received for the PC-24, the overall effectiveness in the new PC-12 maintenance plan along with sharing concerns about the skilled workforce in aviation.

With a completely out-of-the box outlook towards work and life, Steve shares some of his challenges and success stories. Read On!

Q First of all, I would like to congratulate you on recently acquiring the Transport Canada Certification. Since then how is the market response for PC- 24?

A I suspected there would be an influx of inquiries following the Transport Canada type certification, but what happened exceeded our expectations. I believe several contributing factors led to that.

We received the type certification on the Thursday afternoon. The next morning, I issued the Transport Canada Certificate of Airworthiness and handed over the PC-24 to the customer. They were flying under the Canadian registry within the hour, and returned home to Montreal with the aircraft the following morning. One week later we displayed the PC-24 and the PC-12NG at the CBAA static display in Calgary, then followed that event with viewings at AirVenture in Oshkosh. We are overwhelmed by

the number of people who booked appointments to view the PC-24 and further overwhelmed by those who are reaching out to us for more viewings. Honestly, this past month has been a bit of a blur. The timing of these events triggered a lot of buzz and elevated interest throughout the industry and it hasn’t shown any signs of slowing down.

Q Pilatus engineers recently developed a new PC- 12 Master Maintenance Plan. It aims to reduce the maintenance labour by 20-40 %. Can you explain very briefly the working of this model? Can this model be effectively applied to other aircraft?

A The worldwide PC-12 fleet has accumulated more than 7.5 million flight hours with an incredible safety and



reliability record, so using the data acquired over the years to reduce maintenance costs and downtime was a natural step for the factory to take. The new Master Maintenance Plan allows greater flexibility for maintenance scheduling in order to reduce the number of inspections required each year. Any aircraft type that operates in versatile roles with a wide range of annual utilization would benefit from a similar program. The previous PC-12 maintenance program consisted of a repetitive 100-hour inspection, and the interval could be extended to 150 hours, subject to approval of the local authorities. The new repetitive interval is 300 hours and the tasks performed at each interval are bundled based on the operator's annual utilization. Basically, an operator flying more than 150 hours each year will benefit from the new maintenance program, and the savings will increase as the annual utilization escalates, up to 1,200 hours each year. Transitioning to the new program is simple and typically takes place when the PC-12 is in the shop for its annual inspection.

Q PC-24 with its cutting-edge technology and unique features stands out as the only Super Versatile Jet in the world. Can you tell us some of its features that set it apart?

A Every time I'm asked this question I struggle not to sound like a sales brochure, but it really is a very simple question to answer. Most of those features are obvious – some not so much. The cargo door still shocks people when they see it for the first time. Many people saw the cargo door in the PC-24 mock-up and prototypes, but didn't expect to see it on a production PC-24 – but it's very real, very big and standard on every PC-24. The short-field and unprepared runway capabilities open up a huge list of runways and locations that are not accessible to other business jets in its class. This creates a whole new level of accessibility and ease of travel. Coming from a maintenance background, I believe the elimination of the traditional APU is a great opportunity to reduce maintenance costs

and weight. The number two engine has the Quiet Power Mode (QPM) feature, allowing it to run sub-idle while producing the electrical power needed to operate all the systems you would need on the ground, such as the avionics, lighting, heating and air conditioning.

Take all the features I've described and combine them with a large cabin and a flat floor with seat rails throughout the cabin, and you have an aircraft that can be utilized in so many roles, anywhere.

Q In over two decades of vast experience in Maintenance management, can you recall a specific challenging situation and how you tackled it?

A Broken airplanes in the middle of nowhere, parts shortages, tight schedules to meet – those are all challenging but are part of the job that you eventually come to accept as routine work. But I think the most challenging has been establishing and managing a successful MRO culture vs. a typical airline culture.

Essentially, all our maintenance staff, including myself, came from the airlines at one time or another. When you're an AME or apprentice working for an airline you basically have one or two bosses and a straight-forward set of expectations to work with. In an MRO – or at least at Levaero – every single maintenance customer has his or her own unique expectations. As their service provider, you and your staff need to clearly understand what those expectations are, otherwise you will undoubtedly disappoint your customer and may never see them again. In Levaero's earlier days, when a customer entered the hangar, the maintenance staff would make themselves scarce. That was the culture we were all used to. Maintenance staff simply didn't interact with the customers. Today when customers drop off or pick up their aircraft at Levaero, they meet and shake the hands of the people who are working on their aircraft. If there are questions about the work that was done, they are getting answers directly from the person who performed the work. In return, when customers offer compliments or criticism, the whole

team gets to hear it from the customers first hand, which they appreciate so much more than hearing it from management. Most importantly, they get to know who they're really working for.

This cultural change has been very challenging but, also very rewarding. I am very, very proud of the relationships that have been established between our customers and our maintenance staff.

Q What is your advice to the youth currently pursuing their careers in aviation maintenance?

A Twice a year, we visit each grade 10 careers class in the Thunder Bay public school system. Our goal is to introduce high school students to a career in aviation, with the hope they will choose an aviation co-op placement the following year and continue with aviation programs in their post-secondary studies (I selfishly nudge as many as I can towards maintenance). The first advice I give the students is simply "consider a career in aviation, because the demand in the industry has never been as strong as it is now, and compensation, opportunity for advancement and worldwide opportunities is the highest I have ever seen it". That usually gets their attention. I then share with the students stories and photos of the projects our maintenance staff or I have been involved with over the years, and explain that the toughest, most challenging tasks I have faced in my career are the ones I remember best and look back upon as the high points of my career – and certainly the most fun.

At Levaero, we focus not only on very competitive compensation packages, but also on an exceptional working environment with an emphasis on flexibility and quality of life. It's no secret that's what the young people entering the workforce are looking for so, as an industry, we must find creative ways to make that happen.

Q Although many reports show rising trends in Aviation & MRO markets, the on-ground situation remains grim due to shutting down or selling over of many major airlines across

the world, how do you see the future of this industry (Aviation & MRO) in years to come?

A The biggest concern we, as an industry, have right now is a lack of human resources – a growing shortage of pilots and mechanics. Add to that the increasing employment opportunities in other parts of the world, airlines choosing higher frequency with smaller aircraft, young people choosing non-trade career paths, and we're essentially looking at an epidemic. Overall experience is diminishing which in turn requires more oversight and management. It really is the perfect storm and there is no overnight solution. Increased automation of flight and modern technologies to reduce aircraft maintenance is coming, but we have a tough road ahead of us before it will get better. Meanwhile, wages are increasing significantly in order to retain existing employees and to attract new ones. As airline passengers, we can expect to pay significantly more to travel for a while to come.

Q PC-12 NG and the new PC-24 are customised to suit specific customer needs, be it corporate transport, surveillance, Intelligence or disaster response. Apart from the routine, have you ever received any unique request for customisation?

A There have been a lot of modifications proposed to me over the years, for various needs. When I think back, most of them were executed and delivered. For the ones that didn't materialize, it was usually because there simply wasn't enough demand to justify the costs associated with developing, approving and delivering the modification. The more common modifications Levaero performs are aeromedical interiors with varying configurations. In conjunction with our aeromedical systems, we worked with LifePort for more than two years to develop a mission seat for the PC-12. This was one of the most extensive certification projects I've personally been involved in and it resulted in a very versatile and capable certified seat that has many uses in multiple aircraft types. Very early in my Pilatus days I was asked if we would modify and certify a PC-12 on floats. That's one of the "didn't materialize" projects I mentioned. After all, that's what the PC-6 Porter is for!

Q And lastly, do these specific customised aircraft have any specific maintenance requirements?

A It really depends on the extent of the modification and how it would affect safety of flight in the event of a malfunction or failure of the modification. The instructions for continued airworthiness (ICAs) are the additional maintenance requirements associated with a modification. These are ultimately determined and specified by the engineer responsible for the modification design and approval. The ICAs may require repetitive inspections or tests to ensure the serviceability and safety of the modified aircraft or, in some cases, the modification may require nothing beyond the scope of the aircraft manufacturer's maintenance manuals.



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Rolls-Royce selects IFS to unlock new data insights on aircraft engines



Rolls-Royce has chosen IFS Maintainix for exchanging engine data with airlines operating Rolls-Royce Trent engines, including the Trent 1000, Trent XWB and Trent 7000. With a long list of world-leading airlines operating with its engines, the IFS Maintainix solution will help Rolls-Royce and its customers share data.

The IFS Maintainix Aviation Analytics capability enables the automated provision of field data, which ensures that Rolls-Royce receives timely and precise information. IFS Maintainix then acts as a gateway to automatically push maintenance programme changes from Rolls-Royce back to the airline operator. As a result, life-limited engine part maintenance deadlines can be updated based on actual operating conditions and life consumed by each engine in use.

Rolls-Royce helps transport thousands of air passengers and tons of cargo across the world on a daily basis, and maximising the safety, efficiency and insights gained on each trip is paramount. With the support of IFS Maintainix and its Aviation Analytics capability, Rolls-Royce is able to offer a systematic method of exchanging and accurately updating airline engine life data to optimise the interval between engines being removed

and sent for overhaul. This will provide new streams of data for Rolls-Royce to analyse the performance of fleets with Trent engines and refine the aftermarket offerings it can provide its customers, from service-based contracts to analytics insights and more.

Richard Goodhead, Rolls-Royce, SVP Marketing - Civil Aerospace, said, "Ease of data sharing is a key component in the Rolls-Royce IntelligentEngine vision, which sees a future in which our aero engines are increasingly connected, contextually aware, and even comprehending. Working with IFS Maintainix to ensure we receive accurate and timely engine life data will help us as we make further progress toward that objective by helping us deliver greater levels of reliability and efficiency to our operators."

Scott Helmer, President, Aerospace & Defense Business Unit, IFS added, "We are thrilled to work with Rolls-Royce to deliver next-generation maintenance protocols, all based on up-to-date engine life data. This strategically important deal offers further proof that IFS Maintainix can help aviation organisations maximise the revenue potential of their assets through standard, lean, and predictable maintenance."

Magnetic MRO paints Lithuanian flag livery on airBaltic's Airbus A220-300



Magnetic MRO has painted airBaltic's new A220-300 aircraft into a distinctive one-off livery that features the colours of the Lithuanian national flag.

As demand for airBaltic's services in Lithuania is growing, they have created a special livery of its Airbus A220-300 aircraft dedicated to Lithuania. Currently, airBaltic's Airbus A220-300 aircraft registered as YL-CSK has the colours of the Lithuanian flag and the name of its capital - Vilnius.

Martin Gauss, Chief Executive Officer of airBaltic, "We are proud to provide the best connectivity to and from the Baltics. Today, we offer more than 80 direct routes from the Baltics. We are committed to the Baltic states and will continue our sustainable growth path helping the future development of Latvia, Estonia, and Lithuania. airBaltic team is delighted to present this new livery to its Lithuanian passengers. Now the flags of all three Baltic states will proudly wave above our heads high in the skies."

"Magnetic MRO team is inspired to deliver such wonderful livery for Air Baltic airline. Such project really shows great cooperation, shared experience and strong continues bond between two companies. To create this artwork, 15 professional painters worked day and night for required 1 000 man hours. In total, 250 litres of primer, paints and lacquer were used to cover the aircraft, which constitutes the layer of 120 microns or 0.12 mm," said Kaspars Podins, Magnetic MRO Operations Manager.

ST Engineering's aerospace arm wins STC from EASA for aircraft interior and seats business

ST Engineering's Aerospace sector has reached a new milestone in its aircraft interior business by successfully attaining a Supplemental Type Certificate (STC) from the European Aviation Safety Agency (EASA) for a cabin interior modification and refurbishment programme that involves the installation of its in-house designed economy class seat, SPACelite I. The programme was carried out on an Airbus A320 aircraft for a Cambodian airline, and is the first time that ST Engineering has retrofitted a cabin using seats of its proprietary design.

At just under 11kg, SPACelite I is among the lightest in its class. Apart from helping airlines to save fuel and operating cost, SPACelite I also incorporates features - such as an innovative articulating seat pan that allows

for large shin clearance and lumbar cushion using suspension fabric for back support - to provide maximum space and comfort for passengers. The design, won the G Mark stamp of approval by Japan's prestigious Good Design Award in 2018 and is certified to EASA Technical Standard Order including the latest Head Injury criterion.

Lim Serh Ghee, President of ST Engineering's Aerospace sector said, "We are proud to have come this far in the development of our own seat solutions. By offering both cabin interior modification and seat products, we want to create an integrated and value-adding solution to operators seeking to refresh their aircraft cabins with a service provider that has the expertise to see the project through, from design and manufacturing to installa-

tion and certification."

"With the first successful installation for our launch customer and approval by EASA, we are confident that more airlines and lessors will be showing interest in our seats, which have variants for both short haul and medium haul to meet the diverse needs of their flight operations."

Besides aircraft seats, ST Engineering also develops aircraft monuments, bullet-proof cockpit doors, overhead compartments, crew rest compartments and a diverse range of customised aeronautical products. Through its German subsidiary Elbe Flugzeugwerke, ST Engineering is Airbus' appointed OEM for the development and manufacture of fibre-reinforced composite components for structures and interiors of the entire Airbus.

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Airfoil repair specialist ASSB expands facility in Malaysia



Airfoil Services Sdn Bhd (ASSB), a joint venture between MTU Aero Engines and Lufthansa Technik, has broken ground on its facility extension. This expansion grows facility space by 5,200 square meters and will increase current repair capacity from 650,000 to 900,000 parts per year by 2020. This development underlines the shareholders' commitment to increasing its footprint

and investing in Malaysia.

"There is significant market demand for airfoil repairs and we are delighted to be expanding the facility to cater to our customer's needs," commented Wim van Beers, Managing Director, ASSB. "ASSB's rapid growth not only brings investment to the region neighboring Kuala Lumpur, it also provides additional highly-skilled job opportunities to the

local population." The company is planning to add another 200 jobs over the next three years, increasing the workforce to around 700 employees. Through its internally developed apprentice programme, ASSB took on 124 local apprentices in 2018.

ASSB has seen great success since the company was founded in 1991. It boasts over 80 customers globally and provides a complete range of airfoil repair services for high-pressure compressor (HPC) and low-pressure turbine (LPT) airfoils - for widebody and narrowbody engines such as the CF6-80C, GP7000 and the CFM56 and V2500 engine families. The company is highly focused on research and development and has recently initiated several repair development projects for new generation airfoils to increase its product portfolio in the near future.



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EgyptAir maintenance and engineering opens LM Station in Dubai



EgyptAir maintenance and engineering and SKAN Aviation has signed a partnership agreement to establish a line maintenance station at Dubai International Airport.

The new station offers technical services for aircraft types B737-800, B777, B787, A330 and A320 and is expected to

begin operations by mid-August.

The signing ceremony was attended by Mohamed Natafji and Osama Al-Shanti, SKAN Aviation board members.

"We look forward to attracting more customers to our new station; it is going to be a real challenge for us as we seek expanding our network in the region. It

is a step forward, and we consider our partnership with SKAN a strategic and promising one," said Pilot Ahmed Adel, Chairman and CEO of EgyptAir Holding Company.

Mostafa Ali El-Din Imam, chairman and CEO of EgyptAir maintenance and engineering said, "Future plans include further expansion in base maintenance services as study is underway to establish a hangar in one of the UAE's airports. We trust our capabilities and our technical teams who can work under any circumstances. We rely much on our workforce, who enjoy world-class skills and work professionally to achieve the least turnaround time. We enjoy a long experience and a wide network of stations to reach the maximum satisfaction of our customers everywhere."



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Executives in Focus

FlightSafety International promotes Rick Madarasz to Treasurer and Chief Financial Director

FlightSafety International has promoted Rick Madarasz to Treasurer and Chief Financial Director.

"We look forward to Rick's contributions as Treasurer and Chief Financial Director," said Trish Lampe, Senior Vice President and Chief Financial Officer. "Rick is highly experienced in finance, has an in-depth understanding of FlightSafety's processes and systems, and is an effective leader. I look forward to working with Rick as we oversee the financial matters of the company."

Rick joined FlightSafety in 2017 as Financial Director and has since been responsible for general accounting, reporting and financial related matters. In his new role, Rick assumes additional responsibilities

including cash management, credit and collections, invoicing and disbursements.

Prior to joining FlightSafety, Rick had held senior financial positions in various industries, most recently as Chief Financial Officer of a firm specialising in Building Commissioning in the construction industry. Prior to that he was Vice President - Accounting & Controller of an NYSE listed medical device manufacturer. Earlier he was Vice President of Finance & Administration of the North American subsidiary of a German steel company, and an Audit Manager at Price Waterhouse. Rick holds a Bachelor of Business Administration degree in Accounting from Hofstra University and is a Certified Public Accountant.



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Millennium International Avionics appoints Director of Military Business Development

Millennium International Avionics

appoints Ray Atkisson as the new Director of Military Business Development. In this new role, Ray will be responsible for developing service channels and overseeing sales contracts for the military and government flight operation divisions.

"Ray's extensive knowledge and experience provide an invaluable asset of resources and aviation connections, adding to our long-standing relationships within the military community and technical operation departments," said Claude T. Peoples, Vice President.

Ray has more than 25 years of experience in the aviation industry. He was previously the Director of Military Business Development at Triumph Instruments and Velocity Aerospace.

Ray has a Bachelor of Science degree in



engineering from Stanford and an MBA from Pacific Western University. He is also a formal naval aviator and current FAA airline transport pilot.

ExpressJet Airlines appoints Bruce Jones as Vice President of Maintenance

Bruce Jones has been named the Vice President of Maintenance and Engineering of ExpressJet Airlines.

Jones will take care of ExpressJet's aircraft maintenance programme that encompasses a fleet of over 100 Embraer aircraft supported by 750 professionals in eight locations.

Jones has joined ExpressJet from United where he was responsible for aircraft transfers. Prior to United, he had a 21-year career with ExpressJet that covered every area of aircraft maintenance and engineering.

Prior to this, he served as Senior Director of Maintenance Control, Planning and Production.



ExpressJet Airlines appoints Captain Scott Hall as VP of Flight Operations

ExpressJet Airlines a United Express carrier, has selected Captain Scott Hall as Vice President of Flight Operations. Hall will be responsible for ExpressJet's 1,300 pilots and will serve as the airline's FAA 14 CFR 119.65 Director of Operations. He replaces Greg Wooley who is retiring after more than 20 years at ExpressJet.

Hall joined ExpressJet in 2005 and has served in multiple leadership roles. Most recently, he was Managing Director of the airline's Operations Support Center, overseeing flight control, technical publications and customer service. He also led the recent launch of ExpressJet's Embraer E175 aircraft program and previously held the position of System Chief Pilot.

"Scott knows airplanes, airlines and the industry. He has lived industry cycles and delivered for his pilots and customers," said Chairman and CEO Subodh Karnik. "He embodies the spirit of United Airlines' core4 principles: safe, caring, dependable and efficient. I am pleased to have him step into this role as we continue our rapid aircraft growth."

In addition to ExpressJet, Hall served in senior leadership roles at ATA Connection and flew as a line pilot for Northwest AirlinK and Pan Am Express. Hall holds a bachelor of science degree in Aviation from Southern Nazarene University.

Wooley has chosen to retire after more than 20 years at ExpressJet and serving in nearly every Flight Operations leadership position.

"Greg's impact on ExpressJet is immeasurable," said Karnik. "We will miss him and wish him and his family all the best in his next adventure."

International Events

MRO EVENTS		
DATE	EVENT	VENUE
11-12 Sept 2019	Aero Engines Europe	Conrad Istanbul Bosphorus, Turkey
18-19 Sept 2019	15th Maintenance Cost Conference (MCC)	Athens, Greece
24-26 Sept 2019	MRO Asia-Pacific	Singapore Expo Convention and Exhibition Centre, Singapore
15-17 Oct 2019	MRO Europe	London, UK
06-07 Feb 2020	3rd Aerospace & Defence MRO South Asia Summit 2020	New Delhi, India
10-11 Mar 2020	MRO Russia & CIS 2020	World Trade Center, Moscow, Russia

AIRSHOWS		
DATE	EVENT	VENUE
15-18 Aug 2019	Eastbourne International Airshow	Eastbourne , England
17-21 Nov 2019	Dubai Airshow	DWC, Dubai, UAE
11-16 Feb 2020	Singapore Airshow	Changi Exhibition Centre, Singapore
20-24 July 2020	Farnborough International Airshow 2020	Farnborough, England

OTHER AVIATION EVENTS		
DATE	EVENT	VENUE
28 - 29 August 2019	4th Civil Aviation South East Asia Summit(CASEA) 2019	Bangkok, Thailand
03 - 04 Sept 2019	16th Asia Pacific Airline Training Symposium	Marina Bay Sands, Singapore
24 - 25 Sept 2019	5th Annual Civil Aviation Training International Forum 2019	Sanya, China
23 - 26 Sept 2019	World Financial Symposium	Miami, Florida, USA
15 - 17 Oct 2019	Global Airport and Passenger Symposium 2019	Warsaw, Poland
22 - 24 Oct 2019	NBAA Business Aviation Convention & Exhibition (NBAA-BACE)	Las Vegas, NV, USA
30 - 31 Oct 2019	Wings Of The Future Forum 2019	Moscow, Russia
20 - 22 Nov 2019	1st Vietnam International Aviation Expo 2019 (VIAE)	Tan Son Nhat Pavillon Convention Center, Vietnam, Asia
04 - 05 Dec 2019	Airport Solutions Indonesia 2019	Convention center in Central Jakarta, Indonesia
18 - 19 Feb 2020	Aviation Festival Asia 2020	Suntec Singapore Convention & Exhibition Centre, Singapore
10 - 12 Mar 2020	World ATM Congress 2020	Madrid, Spain
12 - 14 Mar 2020	ATCA Technical Symposium	Atlantic city, NJ, New Jersey, USA

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