

TAP Air Portugal, CFM International sign General Support License Agreement for LEAP-1A engines



TAP Air Portugal has signed a General Support License Agreement (GSLA) with CFM International, a joint venture between GE Aviation, a division of General Electric of the United States, and Safran Aircraft Engines, a division of Safran of France for maintenance activities of LEAP-1A engines.

Under the terms of this agreement, the flag carrier airline of Portugal becomes part of the maintenance, repair and overhaul (MRO) network for LEAP-1A engines and will also benefit from CFM's

expertise in training. This GSLA will allow TAP to initiate the process for LEAP-1A maintenance activities.

TAP has been a CFM customer since 1990, operating a large fleet of Airbus A320 aircraft family. In 2016, the airline ordered 79 LEAP-1A engines to power its new fleet of 37 Airbus A320neo/A321neo aircraft and received the first three aircraft earlier in 2018.

"This agreement is of great importance for TAP, as it will allow us to maintain the flexibility and high operational levels of

the TAP fleet, as well as providing us with an equally relevant service offer for third parties in the market," says Mario Lobato Faria, TAP's Chief Technical Officer.

"We are pleased to take our long-term relationship with TAP to another level," said Gaël Méheust, president and CEO of CFM International. "As part of CFM's ongoing commitment, we will support TAP in its strategy to provide world-class support services, helping LEAP operators maintain a level of utilization which sets a benchmark in our industry."



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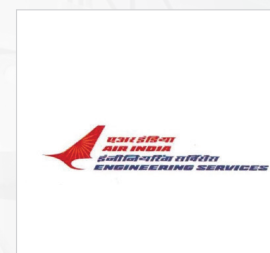
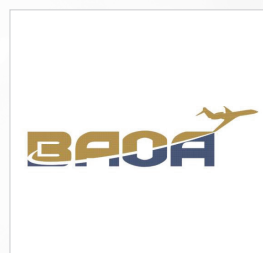
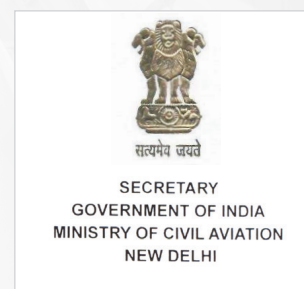


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Eastar Jet, Lufthansa Technik sign Total Component Support deal for Boeing 737 MAX



Eastar Jet, a low-cost airline with its headquarters in Banghwa-dong, Gangseo-gu, Seoul, South Korea has signed Total Component Support (TCS) agreement with Lufthansa Technik AG to supply components for its new fleet

of Boeing 737 MAX aircraft. With currently six aircraft on order, Eastar Jet will take delivery of its first two 737 MAX by the end of 2018, with the remaining four aircraft following in mid-2019.

Similar to the support for the airline's

Boeing 737NG fleet, the new Total Component Support (TCS) agreement includes component maintenance as well as spare parts leasing through a component pool at Eastar Jet's headquarters at Gimpo International Airport in Seoul. Likewise the airline will be granted access to the corresponding spare parts pools at Lufthansa Technik.

"Lufthansa Technik has met our expectations concerning the support provided on the Boeing 737NG," said Daniel Yim, General Manager of the purchasing team from Eastar Jet. "Therefore we are looking forward to the expanded component supply for our Boeing 737 MAX fleet aimed at achieving the same results."

"We are looking forward to providing component support for the new Boeing 737 MAX fleet," said Stefan Loh, Senior Sales Manager at Lufthansa Technik. "We will support Eastar Jet with excellent service quality and a competitive cost structure."

Magnetic MRO, Enter Air sign PBH support contract for the airline's 19 Boeing 737-800s



Magnetic MRO, a global provider of EASA and FAA-certified Total Technical Care and Asset Management solutions, has signed a three-year contract with Enter Air for PBH support for the airline's 19 Boeing 737-800s.

The recently signed agreement between Magnetic MRO and the Poland based carrier includes scheduled and 24/7 ad-hoc supply of components, component repair management, loan, exchange and warranty support services for the carrier's Boeing

737NG fleet at Warsaw Chopin, Katowice-Pyrzowice and at its other main airports.

Inga Douglas, Commercial Director at Magnetic MRO, said, "As a charter airline, Enter Air is nothing but a demanding customer to any PBH provider. What has brought Magnetic MRO into the arena is the fusion of our growing asset management expertise combined with extensive component maintenance capabilities by our new shareholder Guangzhou Hangxin Aviation Technology (Hangxin)."

"Being one of the largest charter airlines in

the region, we need efficient component supply in order to ensure the fleet's smooth performance. However, launching and maintaining an extended stock of non-critical components requires substantial investments and an additional team to run it. Luckily, together with Magnetic MRO and their PBH programme, we will be able to keep our component supply, repair and overhaul costs optimized while maintaining high fleet performance and timely AOG support," says Mariusz Olechno, Chief Technical Officer at Enter Air.

Emirates Flight Training Academy signs for Commsoft OASES MRO IT System

Emirates Flight Training Academy ('EFTA'), located at custom-built premises at Al Maktoum International Airport in Dubai has recently signed a contract with Commsoft for its leading MRO IT system, OASES.

OASES has been supporting the prestigious flight training academy which began operations in Dubai South in November 2017. The contract covers five key modules of the OASES system: core, airworthiness, planning, inventory and production. These have been implemented on Commsoft's private cloud for optimum security and customer care.

EFTA recently secured its CAR M Subpart G continuing airworthiness management organisation and CAR 145 maintenance organisation approvals (ref CAMO/0007/18 & UAE.145.0073) from the UAE General Civil Aviation Authority which allows EFTA to manage and carry out the maintenance on the aircrafts in-house. OASES support is being progressively rolled out across the fleet of twenty-two Cirrus SR22 G6 aircraft and five Embraer Phenom 100EV Very Light Jets that are being used to train cadets in EFTA's ab-initio flight training programme.

"EFTA is pleased to be working with Commsoft for their flagship maintenance software system. OASES was assessed against a number of different options and was found to be the best solution for EFTA for providing an airline standard system



for inventory management, aircraft maintenance tracking and maintenance control within our flight training organisation. We have been particularly happy with the support we have received including system set-up and user training," said Captain Abdulla Al Hammadi – Vice President Emirates Flight Training Academy.

EFTA has been designed to offer advanced flight training, attracting top airline cadets worldwide. Students will receive basic flight training, combined with airline-specific requirements. Topics covered will include multi-crew co-operation, advanced jet orientation and line-oriented flight training. Cadets will be equipped with the skills and knowledge needed to move into First Officer positions with leading international airlines.

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Global Airport and Passenger Symposium

October 15-17 | Warsaw, Poland

Airline Industry Retailing Symposium

October 29-31 | Bangkok, Thailand



Pratt & Whitney inaugurates new aerospace engineering centre in Aguadilla, Puerto Rico

Pratt & Whitney, a subsidiary of United Technologies Corporation (UTC) has officially inaugurated a new aerospace engineering centre in Aguadilla, Puerto Rico. The ceremony also included a \$500,000 donation by Pratt & Whitney to the University of Puerto Rico at Mayaguez to fund an aerospace teaching laboratory designed to train the next generation of mechanical and electrical engineers in the propulsion design and development. Puerto Rico Governor Ricardo Rosselló and representatives from the Puerto Rico Industrial Development Company (PRIDCO) attended the ceremony alongside several Pratt & Whitney and UTC executives. The renovation was made possible through a collaboration with PRIDCO.

The renovated \$14M facility is 104,000 square feet and houses more than 800 Pratt & Whitney Puerto Rico employees with the capacity for 400 more. The facility is on track for LEED Silver certification with multiple features designed with sustainability in mind. It also has an open-concept floorplan to support communication and collaboration.

"We brought IAS into the Pratt & Whitney family because we recognized the tremendous potential the business offered us — in particular, the talented



engineers and employees," said Geoff Hunt, senior vice president of Engineering, Pratt & Whitney. "I want to thank PRIDCO for their support in making this beautifully renovated facility possible. This is something we can all come together to celebrate, especially in light of the devastation of Hurricane Maria."

Since Hurricane Maria in September 2017, Pratt & Whitney employees globally have been committed to relief efforts through a combination of financial contributions, donation events and volunteerism. Local employees have helped more than 600 families in eight towns by distributing food and personal items and by volunteering to repair damaged homes. Pratt & Whitney Puerto Rico is committed to continuing to support these local communities in the constant recovery efforts.

"This donation further strengthens our relationship with the University of Puerto Rico at Mayaguez," said John Delametter, general manager, Pratt & Whitney Puerto Rico. "Many of our best engineers come from this university, and this new laboratory will help future engineers develop the skills necessary for them to be successful in the aerospace industry in Puerto Rico and beyond."

FL Technics opens new warehouse in Singapore

FL Technics, a Lithuanian provider of integrated aircraft maintenance, repair & overhaul services, has opened a new warehouse in Singapore. The operations started at the beginning of November 2018.

"The decision to add a warehouse location in Asia enables the company to scale up with customers who are facing increasing time pressure for parts and material delivery fueled by the booming aviation industry and fierce competition in the region," said Zilvinas Lapinskas, CEO FL Technics.

Just recently, FL Technics together with CALC (China Aircraft Leasing Group Holdings Limited) and ARI (Aircraft Recycling International Limited) launched a joint venture which focuses on aircraft base maintenance in Harbin, China, to provide MRO services for aircraft targeting Asia and Europe regions. Earlier this year, FL Technics Indonesia received the FAA Repair station 145 certificate, which allows providing MRO services to aircraft registered in the United States.



IATA, Jordan CARC sign MoU to enhance aviation safety

The International Air Transport Association (IATA) has signed a Memorandum of Understanding (MoU) with the Jordan Civil Aviation Regulatory Commission (Jordan CARC) to partner for the enhancement of aviation safety.

The MoU focuses on the exchange of information, expertise, best practices and capabilities in a number of areas of safety. Under the terms of the MoU, CARC will also recognise IATA Safety Audit for Ground Operations (ISAGO) as an acceptable means of compliance with CARC regulations to complement their safety oversight function. ISAGO is the global benchmark for ground handling operating standards. CARC is the second regulator in the Middle East, after the Bahrain Civil Aviation Authority to do so.

"Jordan CARC is committed to improving aviation safety in Jordan and beyond. Our partnership with IATA will help us to do that by taking greater advantage of ISAGO in our safety oversight programme," said Capt. Haitham Misto, Chief Commissioner of Jordan CARC.

"Jordan CARC and IATA have a long history of cooperation helping the aviation industry reach its full potential in Jordan. This MoU will improve our collaborative ef-



forts towards an even safer aviation sector in Jordan and help promote a single set of global safety standards in the region. We hope that other regulators in the Middle East take similar actions," Muhammad Albakri, IATA's Regional Vice President for Africa and Middle East



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Saab Digital Air Traffic Solutions, Cranfield University launch UK's first digital tower

The first operational digital tower in the United Kingdom was inaugurated by Cranfield University at their Bedfordshire airport.

The digital tower was designed and delivered by Saab Digital Air Traffic Solutions (SDATS), a joint-venture between Saab and LFV (the Swedish air navigation service provider) and is owned and operated by Cranfield University. The system consists of a sensor mast and a manned operations room at the airport, which will manage the air traffic in and out of the airfield.

Cranfield's global research airport offers an exclusive environment for transformational research into the aerospace sector. As one of the few universities in the world with its own airport, they are at the forefront of aerospace technology, working to address the challenges of digital aviation and rethink the airports, airlines, airspace management and aircraft of the future.



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Interview**AIESL's vision @ Indian MRO Industry**

India's proud flag carrier, Air India, with their biggest MRO set up in the country serves as a One-Stop-Shop for all Engineering requirements. Apart from providing maintenance facility to almost all domestic carriers, AIESL also caters to many international Airlines. AIESL has set up its first overseas venture in Sharjah and has further expansion plans in middle east and other countries. AIESL management has a vision of becoming a significant player in the MRO field.

Here are some excerpts from an exclusive interview with **Mr. Jagannath, CEO AIESL**

After the first foreign MRO in Sharjah - UAE, AIESL has some big global expansion plans. Can you brief us about on your overseas expansion plan?

We have come a long way in the last five years to stabilise our operations and we aim to be significant player in MRO field in India and neighbouring countries

After Sharjah and Ras-Al-Haimah, AIESL is studying the market for future expansion in middle east where Air India and Air India Express have significant operations.

We already have a pan-India presence and offer a range of services spread out at different locations making it convenient for customers to seek the locational advantage depending upon their operational requirement. Many of our shops are FAA approved and avionics shop in Delhi is also EASA approved.

Currently, within India, AIESL has facilities at Mumbai, Delhi, Kolkata, Hyderabad, Nagpur and Thiruvananthapuram where, apart from servicing Air India aircraft, AIESL services planes of other airlines too.

Spice Jet was the one of the 1st, third party aircraft serviced by AIESL (Nag-

pur). At present how many third party airlines are already in your client list? Can you list some prominent names?

As of today, almost all major domestic airlines and also some international airlines are serviced by AIESL. We have almost 66 stations across India. Airlines like Indigo, Spice Jet, Jet Airways, Air Vistara, Go Air, Air Asia, are our clients, to name a few.

What in your opinion is your assessment of our professional talent to cope up with the requirement? Are we up to it?

There are about 50 training schools spread across India which provide a comprehensive 3-year, DGCA-approved course for the aspiring aeronautical engineers. However most of the training schools lack in providing the crucial practical training which is an essential part of the on-field job. DGCA has mandated, at least 30 per cent of curriculum should include practical training on aircraft. With this view, several training schools across India have signed a contract with AIESL to get hands-on experience for the field job. At our Thiruvananthapuram and Begumpet hangars we have 2 aircraft kept aside

especially for students for gaining hands on experience. AIESL aims at making highly skilled Engineers & mechanics by giving them training on aircraft.

Current challenges faced by AIESL?

Most aircraft operated by domestic and foreign airlines in this part of the world are leased from European lessors. These lessors insist that the aircraft that they have leased are maintained by EASA approved facility. Hence getting EASA approval to meet Lessors' requirement is one of our biggest challenges. AIESL has applied to EASA for getting its facilities approved to carry out maintenance.

The next big challenge is to train the workforce as per the syllabus approved by both the EASA & DGCA.

The other challenge is the long list of taxes like GST, withholding tax, royalty tax, customs duty for tools, educational material.

The once symbiotic relation between OEMs and MROs have turned sour in recent times. How do you look at tackling the OEM demands?

The penetration of OEMs in aftermarket support has upset the MRO market. The MRO has to depend on OEMs for their technical support (various manuals, software) and spares. These are not made available easily to MROs unless a hefty licence fee is paid, reason being the OEMs themselves have set up their MROs to service the components. Unless the volumes justify the setting up of component MRO it is difficult to sustain the operation financially. Hence it is difficult to set up such MROs in India.

Another drawback for MRO in India is lack of spares, consumables, expandable that have to be imported as there is no manufacturing base in India. To set up this base it requires huge investment to purchase state of art testing facilities for fuel/hydraulic/electrical components. AIESL is willing to enter into joint ventures/collaborations with OEMs to bring the state-of-art facility into India.

AIESL aims at building up a robust structural repair team to repair composite and metal aircraft for which AIESL is in touch with OEMs to provide requisite training.

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Defence exclusive

France places orders for three more Airbus A330 MRTT tankers

Airbus Defence and Space has secured a firm order from the French Defence Procurement Agency (DGA) for a further three A330 MRTT Multi-Role Tanker Transport aircraft.

The aircraft, known as Phénix in French service, constitute the third and final tranche of the multi-year agreement for 12 A330 MRTTs signed by the French Ministry of Defence in 2014.

The first of the fleet was formally handed over in October and the remainder will be delivered by the end of 2023 under an accelerated timescale requested by France.

The combat-proven A330 MRTT has been ordered by 12 nations which have now placed firm orders for 60 aircraft, of which 34 have been delivered.



Lithuanian Air Force, Airbus Helicopters renew Dauphin HCare Infinite contract



The Lithuanian Air Force (LAF) has renewed its HCare Infinite material management contract for its fleet of three Dauphin AS365 N3+ search and rescue (SAR) helicopters following achievement of 97 percent average fleet availability over a three-year period. LAF's renewed contract is for a second term of three years.

These helicopters entered service performing SAR missions in 2015 with a three-year full warranty and Airbus' commitment to maintaining

at least an 80 percent fleet availability rate.

"Airbus has far exceeded the availability rate agreed upon in the HCare Infinite support and service contract, achieving near-perfect 97 percent fleet availability," said Lieutenant Colonel Antanas Matutis, Liauliai Air Base Commander. "As a direct result, our team was able to ensure continuous around-the-clock service to those in need of rescue in Lithuania, which we hope to continue through this contract

renewal."

"Support plans like HCare Infinite with performance commitments taken by Airbus contribute towards our goal of building trusted, long-term partnerships with our customers," said Matthieu Louvot, Executive Vice President of Support & Services at Airbus Helicopters. "In this case, Lithuania can focus its energy on effectively performing life-saving missions while Airbus takes care of all the rest."

Lithuania was one of the first customers to choose HCare Infinite, Airbus' most comprehensive level of HCare material management services. The terms require Airbus Helicopters to guarantee the operational availability of LAF's Dauphin fleet, including technical support and supply of spare parts, tools and consumables.

Through the contract, LAF has direct access to Airbus Helicopters' parts inventory in Liauliai, Lithuania, as well as the Airbus parts-by-the-hour pool – a dedicated high-availability pool located in Les Florides, Marignane, France. Additionally, a dedicated technical representative is embedded on LAF premises working closely with the Airbus Customer Support Manager in Marignane. Aircraft performance is measured on a daily basis.

Boeing KC-46 tanker programme completes Phase II receiver certification testing



Boeing has completed the planned Phase II receiver certification flight testing for its KC-46 tanker programme following three weeks of flights with F-15E aircraft out of Edwards Air Force Base, California.

Boeing and US Air Force KC-46 crews

started receiver certification testing with F-16 aircraft in April 2018. Since then the joint team also completed testing with KC-135, C-17, A-10, KC-46, B-52, and F/A-18 aircraft.

During the certification flight tests, KC-46 and receiver aircraft flew at

different airspeeds, altitudes and configurations to ensure compatibility and performance throughout the refueling envelope of each receiver. Now, the Air Force and the Aerial Refueling Certification Agency will review all test data and paperwork before ultimately “certifying” each aircraft.

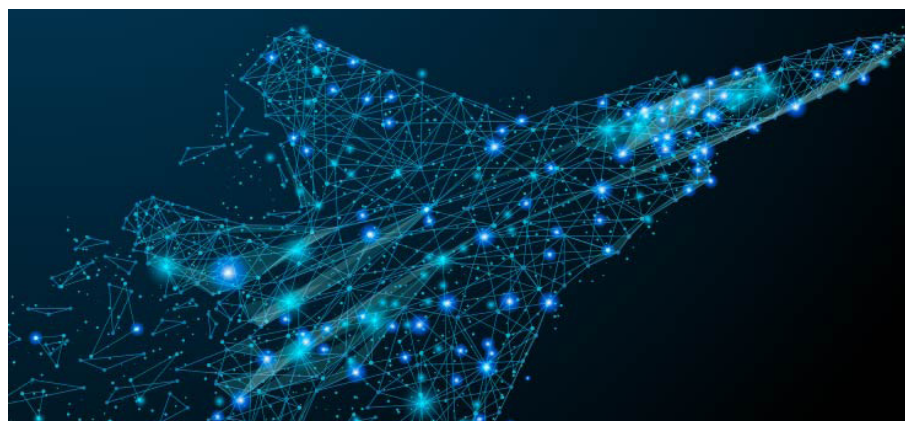
“The Air Force crews were with us every step of the way during this critical testing,” said Jake Kwasnik, KC-46 test programme manager. “It was awesome to see everyone working together as we conducted flights out of Boeing Field and also at Edwards and Minot Air Force bases.”

Six test aircraft have now completed more than 3,700 flight hours and supplied more than four million pounds of fuel in flight to receiver aircraft.

Phase III receiver certification testing will be conducted by the Air Force at Edwards Air Force Base in 2019. That testing will include additional receiver aircraft.

The KC-46A is a multirole tanker that can refuel all allied and coalition military aircraft compatible with international aerial refueling procedures and can carry passengers, cargo and patients.

Ramco Systems wins fighter jet fleet management deal for its Aviation Suite in US



Ramco Systems, a software products and services provider based in India has secured a deal from a leading adversary air (ADAIR) services provider to the US Defence Forces, to manage its fleet of fighter aircraft used for highly complex training fleet and defence contract requirements.

Ramco will implement its full suite Ramco Aviation Suite V5.8, covering modules for Engineering and Maintenance, Supply Chain Management, Safety & Quality,

Flight Operations, integrated with Finance. Bundled with the latest features for Mobility, Hubs and Dashboards, Ramco’s next-gen Aviation suite will enable paperless operations across remote locations, thereby aiding clients’ rapid expansion plans.

“After successfully addressing the Heli, Airline and MRO segment, we have entered the growing defence industry with our comprehensive suite of offerings,” said Virender Aggarwal, CEO, Ramco Systems. “There has been a quest for technological superiority in the defence segment and Ramco with its aviation and maintenance domain expertise will aid organizations leverage disruptive technology to maintain dominance. We look forward to adding more such defence leaders and strengthen our foothold in the segment.”

Executives in Focus

Lucy C. Ryan
Northrop Grumman

global communications strategy and execution, including media relations, employee communications, advertising, digital communications, executive commu-

Northrop Grumman Elects Lucy C. Ryan as Corporate Vice President, Communications

Northrop Grumman Corporation has elected Lucy C. Ryan as corporate vice president, communications, effective Jan. 1, 2019. She will report to Kathy J. Warden, the company's chief executive officer and president, and she will serve as a member of the company's Corporate Policy Council.

In her new role, Ryan will be responsible for the Corporation's

communications and branding/corporate image.

"We are delighted to welcome Lucy Ryan, a highly accomplished and respected communications executive, to our senior management team," Warden said. "Her experience in communications and corporate affairs will serve her well as the leader of our global communications organization. We look forward to Lucy's contributions to our company's future growth and performance."

Ryan joined Northrop Grumman in Sept. 2018 as vice president, enterprise communications. She had previously been the director of communications for General Dynamics, where she was responsible for all facets of the company's communications efforts. Prior to that, Ryan held numerous communications leadership roles at the company. Before joining General Dynamics, she worked for communications and advertising agencies in the Washington, D.C. area.

Ryan earned a bachelor's degree with honors from the University of Guelph in Ontario, Canada and a master's degree in international commerce from George Mason University.

Hexcel Corporation names Colleen Pritchett as President – Aerospace, Americas

Hexcel Corporation has appointed Colleen Pritchett as President of Aerospace, Americas.

Pritchett joins Hexcel from E.I. du Pont de Nemours and Company where she served most recently as Global Business Director and President of the Electronics & Imaging Advanced Printing business. For more than 20 years,



Colleen Pritchett
Hexcel Corporation

Colleen has served various leadership roles at DuPont, including Global Business Director and President of the Electronics & Communications Microcircuit Materials business in Taiwan; Asia Pacific Director for the Performance Polymers business in Shanghai; Global Business Director; Strategic Planning Manager; Americas Business Manager; North America Sales and Distribution Manager; and National Accounts Team Sales Manager.

Pritchett has a degree in chemical engineering from Pennsylvania State University and an MBA from the Goizueta Business School at Emory University. Additionally, she received training through the Harvard Business School Leadership Programme and is a Six Sigma Black Belt. While at DuPont, she was the company's global diversity and inclusion champion.

Duncan Aviation names Nick Parsons as Project Manager in Lincoln, Nebraska

Duncan Aviation has appointed Nick Parsons as Project Manager at the Lincoln, Nebraska, facility. In his five years at Duncan Aviation, Parsons has proven himself a capable leader and conscientious mechanic while working on Challenger and Global projects.

Nick began his career at Duncan Aviation shortly after completing his degree in 2013. After serving as a Combat Engineer in the United States Marine Corps for four years, Parsons enrolled at Spartan College in Tulsa, Oklahoma, and pursued his A&P certification.

"We're pleased Nick has agreed to transition to the Project Manager position," says William Morris, Assistant Manager of Customer Service. "He brings a great deal of technical skill and information, not to mention a wealth of experience working with internal and external customers, to this new position. We're confident he will excel in this role that requires balance when communicating with the folks on the floor and conveying the wishes of our customers."

AFI KLM E&M has appointed Benjamin Moreau as Senior Vice President Components



Benjamin Moreau
AFI KLM E&M

AFI KLM E&M has appointed Benjamin Moreau as Senior Vice President Components.

An alumnus of the Ecole Polytechnique and the Ecole Nationale Supérieure de l'Aéronautique et de l'Espace, Benjamin Moreau started his career as a consultant at A.T. Kearney. He moved to AFI KLM E&M in 2002, where he began as a project manager in the Avionics department. Two years later he was in charge of the Avionics Repairs department, where he implemented a new structure focused on self-sufficiency and increased production performance.

In 2007, Benjamin Moreau was appointed Project Management Officer at the joint AFI KLM E&M sales operation in Amsterdam. Between 2008 and 2010 he scored major commercial successes as Key Account Sales Director, achieving innovative sales to non-airline custom-

ers (lessors, aircraft manufacturers and component OEMs).

From 2010 to 2014, back in Paris, he led Customer Services at the Components Division, where he looked after operational, technical and contract support for 900 aircraft operated by approximately sixty customers.

In 2014, he was appointed Chief Executive Officer of CRMA, an AFI KLM E&M group subsidiary specialising in engine modules and parts repairs. The company saw major growth, reflected in the doubling of its turnover in the space of four years. CRMA has seen through a number of large-scale organisational projects to develop its operations, such as building additional capacity premises or a leaner self-supportive organisation designed to meet the performance levels expected by its customers.

Airbus appoints Philippe Mhun as Chief Programmes and Services Officer

Airbus has appointed Philippe Mhun as Chief Programmes and Services Officer for Airbus Commercial Aircraft, effective 01 January 2019. Mhun, currently Head of Customer Services at Airbus, will succeed EVP Head of Programmes Didier Evrard who retires

around the turn of the year after 41 years associated with Airbus, 20 of those in top management positions.

"Supporting our customers with the most compelling product family while offering tailored services for their fleet - this is at the heart of Airbus and

Philippe Mhun," said Guillaume Faury, President Airbus Commercial Aircraft. "With Philippe we are pleased to see those winning competences so nicely combined. His outstanding airline experience and customer mindset, his significant industrial and services expertise will surely provide a strong foundation for his future leadership."

Philippe Mhun will report to Guillaume Faury, who is due to succeed Tom Enders as Airbus CEO following the Airbus Annual General Meeting on 10 April 2019. Mhun will also become a Member of the Airbus Executive Committee.

Throughout his entire career at Airbus, Philippe Mhun – Senior Vice President and Head of Customer Services since 2016 has focussed on delivering the best services to customers across programmes. He has also been supervising the services by Airbus unit and affiliated subsidiaries such as Satair and NAVBLUE. Mhun joined Airbus in 2004 as Vice President of the A380 Programme and quickly expanded his scope to become Vice President Programmes in Customer Services, leading all in-service programmes. Between 2013 and 2016 he worked in procurement with responsibility for Equipment, Systems and Support.

Before joining Airbus, Philippe Mhun held various positions within Air France and the former French airline UTA between 1986 and 2004. He was involved in new aircraft programme entry-into-service, engineering and maintenance.

Philippe Mhun holds a degree in mechanical engineering from the Applied Sciences National Institute (INSA Lyon).



Philippe Mhun
Airbus

International Events

EVENT	DATE	VENUE
MRO South Asia Summit	17-18 January 2019	New Delhi, India
Global Investment in Aviation Summit	27-29 January 2019	InterContinental Dubai - Festival City UAE Dubai
Aero Engines America	29-30 January 2019	Dallas, Texas, USA
MRO Middle East	10-12 February 2019	Dubai, UAE
AVSEC World 2019	26-28 February 2019	Miami, Florida, USA
MRO SouthEast Asia	06-07 March 2019	Kuala Lumpur, Malaysia
Legal Symposium 2019	06-08 March 2019	Rome Cavalieri, A Waldorf Astoria Resort
Saudi Airshow	12-14 March 2019	Thumamah Airport, Riyadh
4th China AIR LOGISTICS Development Conference & Exhibiton 2019	28-29 March 2019	Guangzhou, China
Safety and Flight Ops Conference 2019	02-04 April 2019	Barcelona, Spain
Rotorcraft Asia 2019	09-11 April 2019	Changi Exhibition Centre, Singapore
MRO Americas	09-11 April 2019	Atlanta, Georgia, USA
Unmanned Systems Asia 2019	09-11 April 2019	Changi Exhibition Centre, Singapore
IATA Ground Handling Conference	26-29 May 2019	Madrid, Spain
AP&M Europe	04-06 June 2019	Frankfurt, Germany
Cabin Operations Safety Conference	11-13 June 2019	Istanbul, Turkey
Aviation Data Conference	25-27 June 2019	Athens, Greece
World Financial Symposium	23-26 Sept 2019	Miami, Florida
Cas Asia	24-26 Sept 2019	Singapore
Mro Europe	15-17 Oct 2019	London, UK
Global Airport and Passenger Symposium 2019	15-17 Oct 2019	Warsaw, Poland



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