Western LLC sign marketing agreement with Horry County Department of Airports

Western LLC has signed a marketing agreement with Horry County Department of Airports to market a new corporate aerospace campus at the Myrtle Beach International Airport’s (MYR) International Technology and Aerospace Park (iTAP). Western and Horry County will join forces to maximise the potential use of available developable land at MYR.

The Marketing Agreement will allow Western to provide the majority of the marketing initiative with input and guidance from the Airport. The intent is to market to a variety of end users and to meet their needs based on market research and feedback. After that Western will finalise a phased development plan and initiate ground leases as each phase is preleased. The Western Marketing Agreement lets the Airport to increase their marketing reach without expending their resources. This new corporate aerospace campus development will permit the Airport, City, County, FBOs, and existing businesses to reap the benefits of rising aerospace traffic, fuel flows, number of based aircraft and associated revenues.

“The Myrtle Beach International Airport is fortunate to have hundreds of acres of developable land with direct access to MYR’s 9,500-foot runway. The iTAP property at MYR, our market’s strategic location in the southeast, with affordable costs for living and doing business, creates an incredible opportunity for the right aeronautical focused company,” said Director of Airports for Horry County, Scott Van Moppes. “We are excited about the marketing agreement with Western and have confidence in their ability to identify a strategic mix of new aeronautical partners who will complement our region’s prosperous aviation industry.”

“We are grateful and excited to serve Horry County and the Myrtle Beach International Airport,” said Director of Business Development for Western, Michael Bergfield. “We see so much opportunity for the Airport on every front and we are blessed to get to partner with such an incredible group of people.”

Virgin Australia, AFI KLM E&M sign Boeing 777-300ER component support contract

AFI KLM E&M has signed a component support contract with Virgin Australia Airlines for the carrier’s five-strong fleet of Boeing 777-300ERs. The agreement covers flight-hour repairs, access to the spares pool, and provision of an on-site stock at Los Angeles.

This is the first time that Virgin Australia and AFI KLM E&M have teamed up. The Australian carrier is assured of benefitting from AFI KLM E&M expertise and high service quality, as well as from the dual body of technical and operational know-how built up as an MRO group backed by an airline operating one of the largest 777 fleets in the world. In addition, with the Component Services Program (CSP) jointly operated by AFI KLM E&M and Boeing, Virgin Australia will be able to benefit from the combined expertise of an MRO and an airframe manufacturer.

Dominik Wiener-Silva, VP Sales Asia-Pacific said, “We are delighted to number Virgin Australia among our new customers. This partnership boosts the strength and attractiveness of the solutions developed by AFI KLM E&M in Asia-Pacific, a region where the Group is already caring for nearly 500 aircraft of all types.”
Embraer E195-E2 receives certification by ANAC, FAA and EASA

Embraer has received the Type Certificate for the E195-E2 from three regulatory authorities: ANAC, the Brazilian Civil Aviation Agency (Agencia Nacional de Aviacao Civil); the FAA (U.S. Federal Aviation Administration) and EASA (European Aviation Safety Agency) at a ceremony held at the Company’s facilities in Sao Jose dos Campos.

The E195-E2 is the largest commercial aircraft Embraer has ever made and is the biggest of the three members of the E-Jets E2 family.

“Just like the E190-E2, we once again obtained type certification simultaneously from three major world regulatory authorities,” said President & CEO of Embraer, Paulo Cesar de Souza e Silva. “This is another great achievement from our engineering and programme teams.

They’ve built, and now have certification for, the most efficient single-aisle jet on the market. And they’ve done it again right on schedule and exceeding specification.”

“Our flight tests confirmed that the aircraft is better than its original specification. Fuel consumption is 1.4 per cent lower than expected - that’s 25.4 per cent less fuel per seat compared to the current-generation E195. Maintenance costs are 20 per cent lower,” said President & CEO of Embraer Commercial Aviation, John Slattery. “There’s no question that airlines are going to love this airplane’s economics. The E195-E2 is the ideal aircraft for growing regional business and complementing existing low-cost and mainline fleets.”

By the second half of 2019, the E195-E2 will enter service with Azul Linhas Aereas Brasileiras S.A. Binter Canarias, of Spain and will also obtain its first E195-E2 in 2019. For the E195-E2 certification campaign, Embraer used two prototype aircraft, one for aerodynamic and performance tests, the other for the interior and validation of maintenance tasks.

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Defence departments, commercial avionics companies and system integrators around the world rely on them. With over 80 years of experience in providing comprehensive, rugged, and secure mission-critical solutions for defence and aerospace applications, Curtiss Wright is an industry leader in providing wide range of solutions and latest technology.

John Watts, VP- Strategy and Communication, Curtiss Wright, opens up about the theory behind an indestructible black box, how predictive maintenance is changing the world of avionics and much more in an exclusive interview with Swati Ketkar.

Q – In the world of constantly changing technology, between R&D and experimentation what is the approximate time frame to actually bring a new product into the market? Also, how do you manage to stay on top of the game in this extremely volatile market?

A – We are very close to our customer base. We constantly monitor new aircraft technology and guide our R&D spending to make sure that our clients have the instrumentation necessary to conduct their flight test campaign on time and on budget. Over the years, we have grown an unmatched “IP locker” for instrumentation and we’ve developed systems that are easily scalable and configurable to satisfy our client’s flight test requirements with little R&D and little or no NRE cost impact. Our commercial-off-the-shelf (COTS) approach also provides a valuable feedback loop from the large number of users developing field experience with our products that provides data that enable us to constantly improve and enhance our offerings.

Q – Predictive maintenance is the new buzz word in aerospace avionics. What are your products for predictive maintenance and how are they different from other competitor products?

A – Curtiss Wright provides data acquisition hardware that enables data to be collected, typically from parts of the aircraft that today have little or no instrumentation. Our modular and scalable hardware approach allows a great deal of hardware commonality where data can be collected. Examples include aircraft passenger air conditioning systems, landing gear systems, APUs, etc.

Q – Can you explain the challenges faced while implementing predictive maintenance and how did you overcome them?

A – Collecting data is typically not difficult – modern aircraft are data rich, and with Curtiss Wright’s capability to instrument data poor parts of the aircraft, there is no shortage of data. But data itself is useless; all you can do is carry it around like water in a bucket. The challenge is to establish a “normal” condition from which you can then algorithmically calculate exceedances and trends that without the data would...
otherwise remain unidentified. By witnessing trends you can be proactive in your maintenance and operation practices. We overcome these challenges by enabling customers to quickly address predictive maintenance requirements with the use of our size, weight and power optimized off-the-shelf data acquisition solutions. We enable the customer to get from the problem to the solution quicker through use of our data acquisition and data recording equipment. Our long established pedigree as a trusted, proven leader in the data acquisition industry also makes our system solutions highly reliable and lowers the operator’s risk when implementing our equipment.

Q - In case of an accident, the FDR (Flight Data Recorder or Black Box) is the only source of information. However there are cases in history where the Black Box is completely destroyed leaving no clue about the cause of the accident. Curtiss-Wright, being the original pioneers in the development of FDR, do you see the possibility of developing a new technology to replace FDR that is practically indestructible?

A - There have been very few instances where data has not been recovered post-accident. In the 40 years that Curtiss-Wright has been manufacturing recorders, I cannot recall a single incident in which we were unable to retrieve the data. That’s not to say there have not been challenges. The concept being developed by Honeywell and Curtiss-Wright is to make the “Black Box” a connected device resulting in the voice and data being transmitted from the air to the ground before a major event. The result is more timely retrieval of the data which will likely establish root cause and corrective action earlier. The indestructible component is governed by regulatory standards that are mandated and we see no signs of a change to the environmental regulations currently in place.

Q – In all the years of experience in dealing with Flight Test Instrumentation (FTI) can you tell us about your most challenging situation?

A - One challenge that we’ve overcome is adapting our highly reliable rugged fight test to the space environment and being quite successful in placing solutions on the International Space Station, on several launchers in the U.S. and Europe, and on space re-entry vehicles. Another challenge is the need for high capacity and high data rate recorders and switches to handle the ever increasing volume of data from today’s data rich aircraft buses. Related to that is the growing use of high speed, high definition video processing and downloads. The increasing desire to tele-meter rich data off of the aircraft to the ground in real-time is driving the need for larger data pipes and higher throughput equipment in order to handle the resulting, ever increasing, amounts of data.

Q – What message would you like to give today’s youth venturing in the field of Aerospace MRO?

A - Predictive maintenance and big data analytics offer careers at the very leading edge of technology. Coupled with its association with aircraft safety, consumer confidence, and participating in “shrinking” the world, aviation and predictive maintenance offers an exciting and rewarding field of work.
Universal Aviation to help build Costa Rica’s first General Aviation Terminal

GAT SJO, a consortium composed of Universal Aviation Costa Rica and local partners has been selected by Aeris Holdings to manage a new general aviation terminal (GAT) at Costa Rica at Juan Santamaría International Airport (MROC/SJO). The new GAT facility is first of its kind in Costa Rica and will be exclusively available to international private operations.

Aeris has signed an agreement with the Costa Rican Government to invest and operate MROC until 2026, has selected GAT SJO to remodel and manage the GAT following a public request for proposal.

The future GAT will come under the new domestic terminal at MROC, an infrastructure project which consists of 15,260 square-feet and is capable to accommodate up to 600 passengers in peak time. That project was delivered in May 2018 and needed an investment of $12.5 million. Remodeling of the GAT area of the terminal is scheduled to start by this July and is expected to end by September 2019. All private aviation ground handlers, as well as home-based operators (independent owners traveling international) at MROC, will be allowed to operate through the GAT.

“We are thrilled that the Costa Rican government, airport authorities and Aeris recognised the need for a dedicated GAT to improve the privacy, experience, safety, and security of private operators at MROC/SJO,” said Adolfo Aragon, Senior Vice President, Latin America & Caribbean, Universal. “The new GAT will drastically reduce private operators time on the ground. It will also result in a vastly different experience compared to the current inbound/outbound process where they are mixed with commercial passengers in shared lines to clear CIQ.”

“Private operators will no longer have to clear formalities inside the airline terminal in potentially long lines, and passengers will no longer be separated from their baggage, which was previously mixed into commercial baggage carousels, adding more complexity to the operation and stress to the passengers,” said Adolfo Aragon.

“Aeropuerto Internacional Juan Santamaria has been recognised for the increase in passengers year-over-year, and the improvement of our facilities; adding the first exclusive terminal for private aviation operators, is an important milestone and the culmination of a comprehensive project, which we started many years ago from AERIS. This project, significantly improves the accessibility and attractiveness of the country, which translates into more opportunities for investment and development,” said Rafael Mencia, Executive Director of AERIS Costa Rica.

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Contact

Company name: Galleon (Shanghai) Consulting Co., Ltd.
Name: Sara LIU
Email: marketing@galleon.cc
Phone: +86 0 21 5155 9030
How commercial MRO is unlocking the huge opportunities of digital twins in aviation

With interest in digital twin technology at an all-time high across a wide variety of industries, one of the forerunners in its adoption right now is aerospace & defence. This is particularly true for the commercial aviation segment. This feature explains the potential benefits independent MROs outlining and how they can leverage the technology to better serve customers, differentiate their service offerings and increase understanding of the specialist assets they work with.

The global digital twin market size is expected to reach USD 26.07 billion by 2025—registering a strong CAGR of 38.2% over the forecast years—and we are now starting to see the first successful use cases of digital twins in action in commercial aviation. GE has already built digital twin components for its GE650 Engine family and also helped develop the world’s first digital twin for an aircraft’s landing gear. In this last scenario, sensors placed on typical landing gear failure points, such as hydraulic pressure and brake temperature, provide real-time data to help predict early malfunctions or diagnose the remaining lifecycle of the landing gear.

Four technology drivers
The major advances in digital twin capabilities have been driven by four key technologies:
- **IoT & Big Data** – The proliferation of sensors on assets or components combined with connected systems allows organisations to gain detailed insights into live performance
- **Advanced analytics** – Through machine learning we can use this data to predict and simulate the future condition or deterioration of the asset in question
- **Computing power** – Cloud-based technology vastly improves the affordability and availability of the computing power required to run large-scale digital twin models
- **Accessibility** – Where previously a digital twin may have been locked into the control room of a factory or organisation, this data can now be accessed from anywhere via mobile devices

Digital twin in name only – dispelling the ‘physical’ myth
But how do you define a digital twin? An accepted definition would be a replica of anything which gives you real-time insight into the status of a real-world asset to enable organisations to better manage equipment and inform business decisions. In fact, digital twins have been around – at least in part – for a while, but they’ve taken names such as ‘mirrored systems’ and ‘connected factories.’

However, these deployments have been focused on physical assets, unlike digital twins which are not limited to a 3D model of a single piece of equipment. Running a digital twin for a single asset is only the first step and, thanks to those four enabling technologies, this can now be extrapolated to create a digital twin of a whole fleet of assets. Take this a step further and a digital twin of the whole fleet can become part of a digital twin of an entire business or organisation, with

Nadine Etong, Director, MRO Product Line at the Aerospace and Defense Business Unit, IFS
process flows visualised and bottlenecks flagged in real-time—much more valuable than one fancy 3D model.

No twins are identical!
Digital twins work in different situations, applications and processes depending on the context of the organisation in the supply chain. Component manufacturers, for example, are primarily focused on individual components, while engine OEMs care mainly about the engine as an entire asset. Heavy/base maintenance inspectors and regulators are more focused on overall maintenance business processes and standards, and this continues right up to line maintenance providers who look primarily at MRO data and the airline/operator which wants to piece together a digital twin of the entire aircraft.

It’s all about the data – business applications act as key enablers
These differing priorities have a consequence on what a business application needs to do to manage digital twin data. A lot of the data required for digital twin technology sits within supporting business applications: assets are mapped within enterprise software, including historical maintenance data, work orders and original engineering and design data.

From this we can see that enterprise applications are hugely beneficial in constructing different kinds of digital twins. In some cases, the supporting enterprise application acts as a digital twin of certain processes—whether that is the entire business or running a 3D model by taking in data from several third-party systems. In others, the enterprise software could be the source of the digital twin, becoming part of a larger data ecosystem which builds up a digital twin somewhere else. However, this requires flexible and agile enterprise software that has been designed to support digital twin initiatives and is suitable to fulfil a variety of roles—failure to track and deliver data in the right place at the right time could lead to weak links in the chain and undermine an entire digital twin operation.

Four business benefits for independent MROs
Independent MROs who are regularly capturing key data streams in their enterprise software can start to quickly take advantage of digital twinning to differentiate their service offerings against other independent MRO competitors, and also against large inflexible OEMs that have a number of disparate systems in place.

There are a number of ways independent MROs can leverage digital twins to benefit themselves and their customers:
1) Increase aircraft safety
Using serialised asset digital twins in conjunction with real-time/near real-time monitoring and predictive analytics can help detect a defect earlier, through prior insight into the component’s condition. The net result is that part safety is increased, making aircraft and airlines safer. One strong example is Dutch carrier KLM—it reduced its minimum equipment list defects and delays and cancellations by 50% since introducing AI to manage predictive maintenance.

2) Evolve from repair shop to power-by-the-hour service provider
Digital twins can transform the maintenance models offered by independent MROs toward offering lifecycle support contracts that reduce maintenance visits and costs through individual serialised inspection and service schedules. By taking the pressure of asset maintenance management, MROs allow airlines to focus on their core business of flying passengers, not spending cycles managing wrench turning. MROs can also redefine service contract terms for the specific assets being maintained, based on their digital twin history and projected future performance.

3) Extend asset life
Digital twins also enable MROs to build a broader understanding of supported assets while in service. They can use predictive maintenance techniques to maximise their availability and time on-wing or overlay health monitoring data with a digital asset twin to trend performance and reliability on a serial number basis. This gives them unparalleled insight into the assets they support over time. As more asset information is built into the digital twin, MROs can learn from this to cement their reputation as asset or component experts.

4) Improve the business supply chain
The benefits of a digital twin spread more widely than just the single component in question. By knowing in advance which component will fail, supply chain managers can plan and have parts and material ready and available when needed—either to replace the failed component or for use as part of the repair process. The net result is that supply chain managers have better control of their stocks.

Case in point: TEST-FUCHS
One IFS customer that has designed a dedicated digital twin programme is TEST-FUCHS, a leading manufacturer of test systems and components for aerospace and defence organisations. TEST-FUCHS has a dedicated digital twin approach for ground support assets and test equipment.

As the manufacturer of the assets, TEST-FUCHS looks at the engineering & design and procurement data of the asset it is selling, and also has full control of the IoT-enabled test facility to provide maintenance data in real-time, then execute that maintenance in its repair shop. This gives the company a deep view of the data which builds up in an asset’s lifecycle and provides visibility across the entire digital twin landscape around every asset. IFS Applications plays a prominent role in this environment—enabling TEST-FUCHS to build up an enterprise-wide picture of their business processes to put the digital twin strategy into action.

Unlock MRO potential
MROs are ideally placed to harness the ROI and benefits of digital twin technology to improve and optimise their service offerings and business performance. But in all these examples I have shown, to effectively put a digital twin strategy in place requires the support of agile and flexible enterprise software geared towards data-driven decision-making. With a strategy that is both solid and visionary, and the right software support, independent MROs can take a slice of the USD 26.07 billion opportunity the growing digital twin market represents, and better serve their increasingly demanding airline customers.

The writer of the above feature is Nadine Etong, Director, MRO Product Line at the Aerospace and Defense Business Unit, IFS.
Neste, Air BP partner to deliver sustainable aviation fuel in Sweden

Neste has entered into an agreement with Air BP to deliver sustainable aviation fuel to airline and airport customers in Sweden in 2019. Neste and Air BP announced last year their plans to explore and develop supply chain solutions for delivering sustainable aviation fuel to airports and airlines. As a next step in their collaboration Neste will combine its expertise in the production and blending of sustainable low-carbon aviation fuel with Air BP’s recognised excellence in safe, efficient and effective aviation fuel distribution solutions to jointly develop a viable supply-chain solution for sustainable aviation fuel to the Swedish market.

“I am very happy to announce that our collaboration with Air BP has taken its first concrete step, as aviation is one of our strategic growth areas,” said Peter Vanacker, Neste President and CEO. “Sweden is becoming a leading country in decarbonizing aviation with its proposal to introduce a greenhouse gas reduction mandate for aviation fuel sold in Sweden. Together with Air BP we are able to support air transport in Sweden in their efforts, and this collaboration gives both of us valuable insight into developing similar supply chains to decarbonize aviation in other markets.”

“I am pleased that through our collaboration with Neste we will be able to offer our Swedish customers sustainable aviation fuel at a number of airports across the country in 2019,” said Jon Platt, Air BP Chief Executive Officer. “We are committed to supporting our customers, through initiatives such as this, as they work towards reducing their emissions and realising their low carbon ambitions.”

Jet Aviation opens new Flight Services office in Singapore

Jet Aviation has recently completed the integration of Hawker Pacific’s Aircraft Management business, creating a Flight Services location for Jet in Singapore effective immediately. The new Singapore branch office will operate as Jet Aviation Business Jets Singapore (JBJS) and report to Jet Aviation Business Jets Hong Kong (JBJH).

Jet Aviation Business Jets Singapore will provide Aircraft Management, Flight Support and CAMO services to Southeast Asian-based clients through its new Flight Services location in Singapore. At present, the company manages five aircraft while providing Flight Support and CAMO services to eight additional aircraft. It will receive operational support from Jet Aviation’s aircraft management and charter operation in Hong Kong, as needed. Jure Lenarcic, who was responsible for the former Hawker Pacific business, will continue to spearhead the local operation in Singapore.

“We are delighted to expand our global reach with this new operations center in Singapore,” said Norbert Ehrich, Jet Aviation’s VP and GM of Flight Services EMEA and Asia. “This office offers aircraft owners and operators in Southeast Asia local access to required management and flight support services. It is an excellent location for our customers and a great opportunity for Jet Aviation to grow its business in the region.”

Daniel Helfenstein, Director of Key Accounts and Deputy Managing Director of the company’s aircraft management operation in Hong Kong, noted growing interest in large aircraft within the region. “Jet Aviation recently added an Airbus A330-200 to its managed fleet in Asia, bringing the regional fleet up to 34 aircraft. We see a definite trend towards large, long-range business jets and are very proud to be the operator of such an aircraft.”

American Airlines introduces new line maintenance station at Houston

American Airlines has opened a new line maintenance station at Houston’s George Bush Intercontinental Airport (IAH). This will be the airline’s 29th Line Maintenance station and it will offer additional support for the increased maintenance needed to ready American’s aircraft for the busy summer travel season while also boosting operational reliability and increasing the number of available aircraft to accommodate customers each morning.

The new line maintenance station will cost over $42 million and will be completed in three phases. The first phase will begin in May and American will acquire a temporary space at IAH and start recruiting aviation maintenance technicians (AMTs). The second phase will begin in June and, additional maintenance work will be added, such as service checks and engine washes, as well as other maintenance work on aircraft that remain overnight. The third and final phase will come to an end in the first quarter of 2020 and will include renovated breakrooms, offices and toolbox storage spaces for AMTs.

“With an average of 38 daily departures at IAH, there are additional opportunities for us to perform maintenance on our aircraft, ultimately enabling us to provide a stellar travel experience for our customers and team members this summer,” said Senior Vice President of Technical Operations for American, Kevin Brickner. “On any given night, we have up to 10 aircraft that remain at IAH overnight, so this is a way to take advantage of our resources and invest in additional talent in order to improve our operations during one of our busiest times of the year.”

The line maintenance station at IAH will have about 46 AMTs and other support personnel who will be carrying out the maintenance on the carrier’s Boeing 737 and Airbus A319, A320 and A321 aircraft. Also, the Airline will be hiring over 250 AMTs across its network which further shows American’s commitment to ensuring that its Tech Ops team is positioned to continue providing the best service for customers and team members this summer and beyond.
Verusen has joined the Dubai Future Accelerators (DFA) programme in Dubai, UAE. The company is one of seven startups who has been selected out of 245 global applications and is working with Emirates Airlines to help solve its inventory management challenge.

Verusen’s cloud platform makes use of artificial intelligence to harmonise and offer visibility into materials inventory data from ERP and other systems. The technology will assist in laying the data foundation for materials inventory management and procurement across Emirates Airlines’ complex global supply chain.

On 2nd March, Verusen and six other companies began the nine-week DFA programme in Dubai and will address three primary challenge categories with Emirates, one of the government’s global companies.

Sheikh Mohammed bin Rashid Al Maktoum said, “Preparing for our future is a necessity, not a luxury. Unprepared governments will suffer from missed opportunities and lost wealth.”

“We facilitate partnerships between the startups and the government entities to co-create solutions of tomorrow. Verusen has been selected among more than 245 applications, which shows the expertise and innovation the company can offer Emirates Airlines,” said Saeed Al Falasi, Executive Director of the Future Platform, Dubai Future Foundation.

“We’re both honoured and excited to join Dubai Future Accelerators and work with Emirates Airlines, a renowned global airline, to help build the data foundation for the supply chain of the future,” said Paul Noble, CEO of Verusen. “Working so closely in an accelerated programme with DFA and other innovative companies such as Emirates is a unique opportunity to build a special partnership.”

Manta Air signs global maintenance agreement with ATR

Manta Air has signed a five-year Global Maintenance Agreement (GMA) with ATR. The contract will cover the Maldivian airline’s full fleet for the repair and overhaul of easily replaceable components (Line Replaceable Units), propeller maintenance and an on-site leased stock of spare parts.

The long-term agreement will also consist of on-site technical support, through which a dedicated customer support representative assists Manta Air in their daily operations. The airline will benefit from the tailored recommendations to make an optimal start to operations, based on its very specific needs, and ATR’s expertise to improve aircraft reliability.

Aurigny Air Services selects OASES from Commsoft

Aurigny Air Services Ltd has selected OASES from Commsoft to support its Embraer fleet, ATR and Dornier aircraft.

Aurigny is wholly owned by the States of Guernsey since nationalisation in 2003. It connects Guernsey with destinations in the Channel Islands and UK flying scheduled and occasional charter services. It was established in 1968 and is one of the longest-serving regional airlines in the world. It has also been voted best short-haul airline by consumer magazine ‘Which’.

Implementation of OASES will begin soon and the system will be also be used by Aurigny’s sister company, Anglo Normandy Aero Engineering. OASES combine technical sophistication with an intuitive user interface. It is structured in a modular format to provide maximum flexibility and scalability.

Aurigny has chosen the Core, Airworthiness, Materials Management, Planning, Production and Line Maintenance Control modules which will be accessed through Commsoft’s Private Cloud service.

Commsoft’s Managing Director, Nick Godwin said, “We’re delighted that Aurigny has opted for OASES and it’s particularly gratifying that we won this contract against some strong competition from several other MRO IT systems. We’re looking forward to working closely with Aurigny to ensure successful implementation and an excellent ongoing relationship.”

Aurigny’s Group Technical Director, John-Paul Williams said, “We have gone through a very thorough selection process with over 10 software options presented and reviewed. We have selected OASES as it will provide all the functionality we require now and in the future. It is an established system used by many similar airlines to us in Europe, who when asked provided us with positive feedback on the implementation and use of OASES.”
American Airlines launches Airbus A321neo service with new cabins

The industry faces a growing challenge, as the number of air passengers is going to increase in the future and the industry needs more engineers to maintain and repair aircraft and engines. As part of its Intelligent Engine vision, Rolls-Royce is working on ways to include Virtual Reality into its engineering training programmes.

Qatar Airways engineers are the first in the industry to obtain the training, using Rolls-Royce’s Trent XWB engine, which powers the Airbus A350.

Rolls-Royce President - Civil Aerospace, Chris Cholerton said, “At Rolls-Royce we are designing, testing, and maintaining engines in the digital realm, so it makes sense that we bring cutting-edge technology to our training programmes. In the same way pilots complete elements of their training in a simulator, certain engineering tasks can be taught through Virtual Reality. Qatar Airways were the first customer to take delivery of the Trent XWB, and their forward-thinking vision across their business makes them the perfect launch partner for this technology.”

The Trent XWB which is Rolls-Royce’s largest engine is separated before the engineers transport it for maintenance and repair. By using HTC Vive equipment, engineers engross themselves in the process, using sight, sound and touch to separate the two parts of the engine in a virtual setting.

Earlier, an engine was transported to Doha to be used for the training or Qatar Airways would have provided an engine in service, with the risk of the equipment’s being damaged and valuable flying time lost.

“Qatar Airways is an airline of the future and we constantly strive to deliver innovation in every area of our business. Our ultimate goal is to provide our customers with a quality on-board experience every time they travel, and by adopting the latest technology in our engineering department we aim to ensure that they arrive at their destination smoothly and without disruption,” said Al Baker, Qatar Airways Group Chief Executive. “We are very excited about the new Virtual Reality training tool offered by Rolls-Royce and we are proud that they chose Qatar Airways as their global launch partner.”

“Virtual Reality has a valuable application here. It’s going to save time, money, and frees up engines that could otherwise be on aircraft, keeping passengers moving,” said Steve Buckland, a Customer and Product Training Manager at Rolls-Royce who developed the VR training programme. “The future is exciting. We’re looking at creating holograms of an engine that we can use to teach in a classroom, or Augmented Reality that can be overlaid over a real engine to show technical information. Nothing will beat learning with an engine and this will never be replaced, but new technology is allowing us to be innovative with the ways we teach engineers.”
uAvionix has introduced a new line of certified avionics designed to enable Unmanned Aircraft Systems (UAS) type certifications and Beyond Visual Line of Sight (BVLOS) mission capabilities. The ping200X Mode S Automatic Dependent Surveillance - Broadcast (ADS-B) transponder and the truFYX Satellite Based Augmentation System (SBAS) Global Positioning System (GPS) navigation source is the newest entries to the uAvionix product line. Ping200X is a revolutionary uAvionix Mode S ADS-B transponder technology. Ping200X is designed from the ground up for Technical Standard Order (TSO) certification to Design Assurance Level C (DAL-C) for software and hardware under RTCA DO-178C and DO-254. It weighs only 50 grams and is a 250W Class 1 Level 2els, full power Mode S transponder being certified to TSO-C12e (Mode S), TSO-C166b (ADS-B OUT), and TSO-C88b for the internal altitude encoder. Its certification is expected to be complete by July 2019. truFYX would be the world’s first SBAS GPS position source which will be certified under TSO-C145e as a Class Beta 1 device. Previously, uAvionix certified the truFYX position source as an integrated component of the skyBeacon ADS-B OUT solution for General Aviation (GA). truFYX is not only designed to pair with ADS-B OUT solutions for US and worldwide ADS-B compliance, it is also approved for use as a certified position source for an integrated navigation system (autopilot) for oceanic and domestic en route, terminal approach (LNAV), and departure operations. The certification package of truFYX TSO has been filed with the Federal Aviation Administration (FAA) Aircraft Certification Office (ACO) and approval is likely to be received within a month. “The UAS market has evolved to the point where UAS Original Equipment Manufacturers (OEMs) are now executing serious efforts to achieve aircraft type certifications. Leveraging certified equipment not only for ADS-B, but also as the primary position source for BVLOS autopilot navigation helps our customers achieve those goals,” said Christian Ramsey, uAvionix President. “Until now, certified solutions meeting the Size, Weight, and Power (SWaP) profile of unmanned systems simply didn’t exist.” Solomon Airlines selects StandardAero for multi-year PW120A support

Solomon Airlines has selected StandardAero to continue supporting the Pratt & Whitney Canada PW120A engines powering its Dash 8-100 regional turboprop fleet. According to the multi-year agreement, StandardAero will support Solomon Airlines’ engines on a pay-per-hour basis, offering the airline with the assurance of predictable, low-risk engine maintenance costs. StandardAero is a designated overhaul facility (DOF) for the P&WC PW100 family. They have overhaul facility locations in Summerside, PE, Canada and Gonesse, France, supported by seven service centre locations across the Americas, Europe, Africa and Asia.

The company has over 25 years of reliable turboprop MRO experience. They offer engine support options and recommendations that are tailored to operators’ specific needs. StandardAero’s service offering on the PW100 family also consists of engine condition trend monitoring (ECTM) services, as a CAMP Systems Designated Analysis Center (DAC).

CEO of Solomon Airlines, Brett Gebers said, “As the national carrier of a country with unique archipelago geography, the safety and reliability of our domestic operation across 24 locations is crucial to the Solomon Islands community and economy.”

“It is vital that we have the right suppliers to support the integrity of our operation. We have the utmost confidence in StandardAero as a reliable, flexible and responsive MRO provider experienced in Oceania aviation,” added Brett.

“We are honoured to extend our long-running relationship with Solomon Airlines through this new multi-year PW120A support agreement, which is testament to the proven track record of a winning partnership,” said Jason Johnson, Vice President - Sales & Marketing for StandardAero’s Airline & Fleets business unit. “StandardAero is trusted by operators throughout Oceania as a provider of reliable, cost-effective engine support services, and we look forward to contributing to Solomon Airlines’ success for years to come.”
“Optimization Software Advancing Line Maintenance Operations”

The line maintenance services industry is undergoing major growth and transformation all stemming from increased air travel. The International Air Transport Association (IATA) recently reported that global passenger air traffic had increased by 6.5% in 2018 with airlines transporting over 4.3 billion passengers. That fact coupled with the aircraft manufacturers’ record number of aircraft deliveries bodes well for service providers. That is not to say that the industry is not without its challenges. Line maintenance service providers, organizations and teams must contend with a host of challenges from workforce shortages and increased competition to regulatory demands and a lack of common data standards. There are also major challenges relating to staff scheduling and communications. To address these challenges, they are turning to advanced solutions to streamline their operations and drive increased productivity and ultimately, cost savings. Optimization software, particularly when applied in the line maintenance area, is proving an effective tool in helping line maintenance teams mitigate the challenges and stay ahead of market developments.

“State of MRO and Impact on Maintenance Operations”

Today’s MRO market is marked by several prominent trends. There is more outsourcing of line maintenance to third-party service providers and an increased focus on prescriptive and condition-based maintenance service. We also are seeing Big Data, Artificial Intelligence (AI) and Internet of Things (IoT) technologies driving both process improvement and growth; all positive trends.

Another trend - one of the most significant, but less positive - is the labor shortage that continues to grow as demand for services increases. An Oliver Wyman report noted that the demand for commercial MRO mainte-

“Line Maintenance Challenges”

Aircraft line maintenance is typically performed during an aircraft’s turn-around period. In some situations, the line maintenance tasks may extend beyond the turnaround period such as in the case of MROs that also manage aircraft towing to hangars and/or basic maintenance checks during an aircraft’s longer night stops.

Most line maintenance is characterized by the 50% factor. That is, 50% of the work is either unplanned or will be performed at times different from those planned. Additionally, to accommodate tight flight schedules and avoid mainte-

$18.57 billion in 2017 to $23.50 billion by 2023 at a compound annual growth rate of 4.10% from 2018 to 2023, it is essential that aircraft line maintenance operations be at peak performance. Optimization software is supporting that goal.

Luis Alvarez, IT Consultant at INFORM GmbH

www.mrobusinesstoday.com
Staff scheduling in line maintenance delays, there are decisions that must be made on the fly to reassign staff to address unplanned issues promptly. When these decisions are made manually, it is not atypical for subpar decisions to be made, resulting in lower staff productivity and unnecessary technical delays.

Given that aircraft line maintenance is directly linked to flight schedules, it is clear why line maintenance workers largely base their work patterns on these schedules. That said, considering that flights are sometimes on-schedule and sometimes late, it is necessary for line maintenance workers to be prepared for potential schedule changes. While certain tasks can be planned upfront, many other tasks are contingent based on various factors. Therefore, line maintenance workers are never completely sure when to expect an aircraft until it is on the ground. This creates a stressful situation for workers which can negatively affects staff morale and productivity.

Communication and transparency of shared information between departments (i.e., line maintenance, maintenance control center, flight operations and cockpit crew) is another area which presents challenges to the line maintenance operations. When communication or information sharing is not optimized, questions arise as to whether all stakeholders are looking at the same data and schedule, and/or whether they have the same forecasts for when an aircraft’s maintenance work will be completed. It is important that they all have access to the same situational view so that the best decisions can be made and communicated to all parties.

The main goal regarding communication in line maintenance is to ensure that all of the relevant data is accurate, up-to-date, complete and accessible to all departments. Since communications can be conducted via phone, radio and screens, it is critical that there be a transparent flow of information so that inefficiencies can be quickly identified and addressed.

Staff scheduling in line maintenance also requires processes to be at peak efficiency. The processes of scheduling staff are complex and begin long before the day of operations. Six to twelve month in advance, line maintenance planners must be able to project the workload on given days and at specified times, along with what workforce skills will be required. Through accurate forecasts, the planners can create shift plans that will best cover the expected workload and avoid situations where staff and skills shortages lead to disruptions. These forecasts, while difficult to create, are essential when preparing for fleet changes, schedule changes, or changes in the staff’s skill set.

As the day of operations approaches, staff schedulers must reassess upcoming maintenance workload and review their shift plan. Since each aircraft has a small number of items that require repair, but which are not critical for flight safety, they need only be repaired prior to a certain time. The list containing these various open items is in constant flux along with the expiration dates for each items repair. This prompts the potential need for extra staff on short notice. This situation, coupled with each staff member’s personal requests for days off, shift swaps and/or planned vacations or leaves, further creates internal discord.

Once line maintenance operations commence, there are challenges relating to the designated staff with the right qualification calling in sick and requiring a new staff assignment, aircraft requiring unexpected repairs, and the usual irregularities that can occur during the day’s operations.

“Advancing Line Maintenance with Optimization Software”

Optimization software, such as INFORM’s Line Maintenance Solution, effectively addresses these primary challenges facing line maintenance operations. Regarding staff schedules, there are solutions that cover all related processes and facilitate advanced planning. Specifically, these solutions support long-term planning of line maintenance staff. Applying rule-based functions, they estimate the line maintenance workload based on the number of flights to be covered. Relying on a sound workload estimate, optimal shift plans can be generated to ensure the efficient work coverage. Additionally, these tools are effective for evaluating multiple scenarios such as higher or lower workload impacts, as well as, how the introduction of new aircraft into a fleet or the effect of changing labor agreements will impact the expected workload.

Once the need for shifts and skills have been addressed, optimization software also supports workforce scheduling and rostering by generating optimum staff rosters that accurately reflect each staff member’s skills, time-off/vacation wishes, and other employee requests or schedule constraints. Using the solution’s web-based employee portal, each staff member can view and manage their own schedule online on a 24/7 basis giving them a sense of control over their schedules.

Staff management during the day of operations is also greatly enhanced by sophisticated line maintenance solutions. When flight irregularities occur and unexpected maintenance requirements are reported, the solution facilitates a quick and optimized response to reduce technical delays and increase overall staff productivity. Because of the solution’s mobile platform, tasks can be tracked individually and addressed promptly. Through this structured communication and information gathering, the analysis of key performance indicators becomes much easier and effective in driving continuous improvement.

“Closing Remarks”

At INFORM GmbH, the Aviation Division has been applying its optimization solutions to support hundreds of customers worldwide. Its new Line Maintenance Solution has already assisted large line maintenance customers in increasing staff productivity and satisfaction, while decreasing technical flight delays, increasing on-time line maintenance completion, and reducing costs associated with line maintenance operations.

The above feature is written by Luis Alvarez, IT Consultant at INFORM GmbH. Luis specializes in Product Management, Product Marketing and Sales Support in the areas of Operations Control, Hub Control, Maintenance Control, Line Maintenance, Hangar Maintenance and Ground Handling.
Ameco, Lufthansa Technik develop narrow-body aircraft cabin

Ameco and Lufthansa Technik present have collaborated to develop a narrow-body aircraft cabin for the first time. ‘Nature’s Touch’ is based on an Airbus ACJ320 Business Jet as cabin concept, but the design anticipates the adaption to a Boeing 737 BBJ configuration as well. The VIP cabin is one of the first publicly visible results of the cooperation in business aircraft services for Chinese clients, which both companies signed at the 2018 ABACE.

As the new business jet cabin layout is a combination of cultures of East and West, it explores the harmonious beauty in the symbiosis of nature, technology and human demands, by giving a brand new business jet travelling experience for customers.

“With the rapid development of the times, the combination of advanced intelligent technology and a humanised cabin, which is the embodiment of the innovation concept, engineering technology and process quality will be supported. Inheritance of intelligence and culture, combination of smart and comfortable cabin, all of this is the common expectation of Ameco and Lufthansa Technik technology. The collision between the East and the West brings a new development direction for business jet cabin products,” said Feng Bin, Ameco’s Deputy General Manager of Beijing Base & Leading Head of Aircraft Cabin Solutions Product Business Unit. Head of Asia Sales - Lufthansa Technik, Jan Grube said, “With this new concept, we want to showcase our joint vision for the next generation of cabin technology. Here, Chinese design and German technology play hand in hand. Lufthansa Technik’s many years of experience in perfect craftsmanship and engineering know-how and Ameco’s deep insights into the Chinese culture and customer wishes form a symbiosis that can fulfil every wish - expressed or unspoken - for Chinese customers.”

Volga-Dnepr Technics Moscow confirms high quality of MRO services with ISO certification

Volga-Dnepr Technics Moscow (VDTM), one of the leading MRO providers for both Russian and foreign aircraft in Russia, has been successfully certified for compliance with the ISO 9001-2015 international standard.

The implementation of a quality management system (QMS) was a strategic decision aimed at enhancing the company’s performance, reducing risks and providing a firm basis for its sustainable development. The QMS implemented has improved the efficiency and transparency of business processes.

The audit was conducted by Bureau Veritas, a leader in testing, inspection and certification, recognised and accredited by leading national and international expert organisations. At the initial stage, a preliminary check of all documented information related to the management system developed by VDTM was performed. At the second stage, Bureau Veritas experts studied the operating and performance features in a real production environment at the airports of the Moscow Aviation Hub (MAH).

“Obtaining the certificate confirms that our company provides services in compliance with the high international QMS standards, meets customer expectations not only in terms of service quality but also in constantly expanding the activity range. We strive to continue a bilateral dialogue with our customers and partners, by promoting stable relationships with all the stakeholders,” said Konstantin Surkov, CEO of Volga-Dnepr Technics Moscow.

The ISO 9001-2015 certificate covers such activities as maintenance and repair of Boeing 747-400, Boeing 747-8, Boeing 737NG, Boeing 737CL, Airbus A320 and RRJ-95 aircraft types at MAH airports (Sheremetyevo, Vnukovo and Domodedovo) as well as component repair and engineering staff training.

VDTM has been active in MRO market in Russia since 2009. During that period, VDTM has established itself as a reliable service provider which constantly strives to expand its range of services to meet customer requests. Thus, in 2018, the company started performing interior equipment repair works, received a certificate of recognition of the EASA certificate by the authorities of the Republic of Belarus, and also set up an AOG team (aircraft on ground) to quickly respond to aircraft downtime situations on the ground anywhere in the world.

Skyservice wins TCCA & FAA STC for ‘NextGen and Beyond’ Learjet 45 upgrade

Skyservice Business Aviation has obtained TCCA and FAA approval for Supplemental Type Certificate (STC) for Universal Avionics’ ‘NextGen and Beyond’ Bombardier Learjet 45 upgrade. They will also receive certification from EASA very soon.

The certification also covers the addition of a UA Unilink UL-801 Communications Management Unit (CMU) and CVR-120R Cockpit Voice Recorder to the already installed UNS-1Ew SBAS-Flight Management System (FMS). The upgrade will provide operators capabilities for current and future mandated technologies including Controller-Pilot Data Link Communications (CPDLC), CPDLC Departure Clearances (DCL), Enroute Data Communications (Data Comm), Oceanic Future Air Navigation System (FANS) 1/A, Aeronautical Telecommunications Network Baseline 1 (ATN B1) and Localizer Performance with Vertical Navigation (LPV) / Performance-Based Navigation (PBN).
**Defence exclusive**

**CDO Technologies, AFRL sign Cooperative Research & Development Agreement**

CDO Technologies is all set to support the Air Force Research Laboratory (AFRL) 711th Human Performance Wing Airman Systems Directorate Warfighter Interface Division which is based at WPAFB, by taking care of the facility operations at the Aeroacoustic Research Complex (ARC) at the White Sands Missile Range in New Mexico.

A cooperative research and development agreement (CRADA) is an agreement between a private company and a government agency on research and development. With the help of the CRADA agreement, commercial companies will get the facility to test their aircraft for a fee.

“This is a really exciting opportunity because we’re really breaking new ground. We’re taking something very specific we’ve been doing for the Air Force for years and commercializing it,” said Al Wofford, Founder and President of CDO Technologies. “This will be one of the first times we can successfully transfer advanced technology capability from a government client to the commercial space.”

Aeroacoustic Research Complex is an Acoustic Signature Capture and Modeling Research and Development facility. Its primary purpose is to characterise air vehicle audibility signatures. The facility includes a control system, a full-scale outdoor sensor array of 50 microphones calibrated down to 20 micropascals positioned on the ground and on two vertical towers sampling at a rate of 48 kilohertz and 24 bit in addition to five miles of buried cable. The ARC permits high-fidelity, 3-D modeling of aircraft sound signatures in the environment when aircraft overfly the array. The facility began its operations in 2009, modeling the audible footprint of over 50 military aircraft to include fixed wing, rotary wing, manned, and unmanned aircraft.

“We’ve got this facility that is capturing this fine fidelity on the acoustics of aircraft so we can provide customers data they can use to quiet aircraft and comply with noise abatement at commercial airports or even for drones as they become more prevalent,” said John Hall, Research Scientist for the Air Force Research Laboratory. “If you look at companies delivering packages with drones, we have the facilities to make sure those drones aren’t disrupting people’s daily lives in urban and even rural areas.”

**US Army chooses Collins Aerospace to help develop future vertical lift**

Collins Aerospace Systems has been chosen by the US Army to serve as a Mission Systems Integrator (MSI) for the Joint Multi Role (JMR) Mission Systems Architecture Demonstration (MSAD) programme. The JMR MSAD programme will offer important information to the department of defense to develop a strategy for Future Vertical Lift (FVL), which is expected to eventually replace every Army helicopter in the United States.

Collins Aerospace will design and demonstrate the next generation of cyber-hardened mission system architecture, Model Based Systems Engineering tools and processes as an integrator on the programme to develop and integrate the avionics on FVL.

“Collins Aerospace has been a pioneer in open systems architecture for more than 30 years, such as CAAS avionics for the Army’s Special Operations fleet in 2001 and other pathfinder programmes leading the way for OSA-based avionics upgrades on over 20 different aircraft types,” said vice president and general manager for Military Avionics and Helicopters at Collins Aerospace, Dave Schreck. “We know our history of innovation will be beneficial in reducing the overall lifecycle costs and risks associated with this next-generation fleet of vertical lift platforms.”
Altavian wins contract for development of new military drone prototype

Altavian has received a contract for Short Range Reconnaissance Prototype (SRR) as a part of the Army’s effort to field a next generation drone weighing less than five pounds flown by a single operator.

This programme is the first of many Army multi-year efforts to revive the UAS technology portfolio to better-protect the soldiers through superior situational awareness capabilities. The SRR programme will be used to augment the existing fleet of small UAS presently deployed by the Army in short range and urban environments. The programme will be looked after by the Defense Innovation Unit (DIU), working with PEO Aviation, to speed prototype deployment and guide programme development.

Lockheed Martin unveils new F-16 production line in Greenville, South Carolina

Lockheed Martin hosted an inauguration ceremony to celebrate its new F-16 production line in Greenville, South Carolina. Tooling and equipment of F-16 previously in Fort Worth, Texas has been installed in the newly-refurbished hangar in Greenville, where the company will start manufacturing F-16 Block 70 aircraft later this year.

“This is an exciting time as we celebrate another important milestone for the F-16 program, the world’s most successful, combat-proven 4th generation fighter,” said Executive Vice President of Lockheed Martin Aeronautics, Michele Evans. “The future is bright, and it begins right here in Greenville, South Carolina. This is the new home of F-16 production.”

The demand for the new production of F-16s and F-16V upgrades has increased. In June 2018, Bahrain became the first F-16 Block 70 customer. In December 2018, Slovakia signed Letter of Agreement for 14 Block 70 aircraft and Bulgaria and the US Government are presently negotiating Bulgaria’s planned acquisition of new F-16 Block 70 aircraft. Recently, The US State Department also approved the proposed sale of 25 new production F-16 Block 72 aircraft and F-16V upgrades for Morocco.

“This is a great day for Greenville and South Carolina,” said US Sen. Lindsey Graham of South Carolina. “We have the best workforce in the country and now we are going to build the most advanced F-16 ever right here in the Palmetto State.”

“South Carolina’s workforce is second to none, and the fact that Lockheed Martin continues to invest and put its faith in South Carolinians to build the newest F-16s in Greenville speaks volumes about our state and the company,” said South Carolina Governor Henry McMaster. “Every person who calls South Carolina home should be proud that the F-16 is made right here in the Palmetto State.”

AVX Aircraft, L3 Technologies reveal Leap-Ahead design

L3 Technologies and the AVX Aircraft company have unveiled their innovative compound coaxial helicopter (CCH) design, which is competing for Phase 1 of the US Army Future Attack Reconnaissance Aircraft (FARA)-Competitive Prototype (CP) programme competition.

The new design solution will surpass the reconnaissance and light-attack mission of FARA with a high-performance and survivable platform. AVX-L3 CCH will meet all the mandatory requirements and exceed 70 per cent of them.

The CCH design, rigorous engineering and production processes and certifications will offer a safe, performance-driven, affordable aircraft which will operate in highly contested airspace and degraded environments for prolonged periods.

“This FARA-CP solution provides L3 and AVX an opportunity to demonstrate the agility and innovation that sets our team apart in support of the U.S. Army’s modernisation priorities,” said Chairman, Chief Executive Officer and President of L3 Technologies, Christopher E. Kubasik. “We are collaborating to deliver a prototype that provides powerful leap-ahead capability for our warfighters at an affordable life-cycle cost.”

“We are extremely pleased to reveal the design for this very important U.S. Army programme,” said AVX CEO and Chief Engineer, Troy Gaffey. “AVX and L3 provide unique engineering design skills and manufacturing expertise that will provide the Army with an advanced, lethal and affordable reconnaissance and light-attack platform.”
Jet Aviation names Jeremie Caillet as VP VIP Completion Programs

Jet Aviation has appointed Jeremie Caillet as Vice President VIP Completion Programs, effective immediately. Caillet succeeds Neil Boyle, SVP Global Completions, who is retiring at the end of May 2019. Boyle will remain active with the company through its senior advisory board.

In his new role, Caillet will be responsible for the successful execution and delivery of all VIP Completions projects, while providing leadership and direction for all aspects of VIP Completions programmes. Besides, he will collaborate across all operational departments and matrixed global support functions to support the company's OneJet program. He reports directly to Dirk Sapatka, General Manager Basel.

Caillet previously worked for Dassault Falcon Jet in the US and joined Jet Aviation in 2008 as Engineering Team Leader. He later assumed the role of Key Account Manager in the former Falcon Completions line before taking on a Project Manager role in the Completions Center and subsequently becoming Director of PMO Completions. Caillet assumed his most recent role as Director One Jet Projects in January 2017, successfully supporting global alignment projects aimed at driving simplification and effectiveness. He holds a Master's degree in Engineering from the Ecole Superieure des Techniques Aeronautiques et de Construction Automobile (ESTACA) in Paris, France, and an MSc degree in Aircraft Design from the Linkoping University, Sweden.

"Jeremie has demonstrated exceptional project management and leadership skills throughout his tenure with the company, has considerable knowledge of our Completions business and is highly motivated to exceed customer expectations," said Sapatka. "I have every confidence in his ability to do just that and wish him continued success in his new role. I'd also like to take this opportunity to thank Neil for his contribution to Jet Aviation and to extend best wishes for a long and healthy retirement."

TrueNoord has appointed Michael Adams as European Sales Director. Michael will be based in TrueNoord’s Dublin office.

In his new role, Michael will be responsible for supporting the existing TrueNoord customer base in Europe as well as source and close regional aircraft leases with new customers in Europe.

CEO of TrueNoord, Anne-Bart Tieleman said, "Michael is a great asset to TrueNoord and we are very pleased to have him on board. He brings a wealth of sales experience and knowledge within our specialist field and I am confident that his contribution will be invaluable to our future success in Europe as we continue to grow and expand our strong portfolio of young regional aircraft types leased to leading operators throughout the region."

Before joining TrueNoord, Michael was the Senior Executive - Sales, Leasing & Marketing in ACIA Aero Leasing. He also worked for Solenta Aviation (Pty) Ltd as Business Development Manager.

"TrueNoord is a young and fast-growing leasing company with a team of seasoned aviation professionals specialising in regional aircraft. This sector has been a particular focus of mine for the past twelve years, so I am excited to join TrueNoord at this particular stage in its development and further, build upon our presence in Dublin," said Michael Adams.
Air Partner appoints Kevin Macnaughton as Managing Director, Charter

Air Partner has appointed Kevin Macnaughton as Managing Director, Charter, with immediate effect. In his new role, Kevin will be responsible for the development of the Charter division’s business strategy and he will report directly to Air Partner CEO Mark Briffa.

Kevin has a lot of experience in the aviation charter industry, both in the UK and overseas. He has held various senior positions at NetJets over a period of 13 years. Most recently, he was the Company Director, Head of European Sales. He looked after the planning and execution of the sales strategy. He also worked across some of NetJets’ key customer verticals, including HNWIs, business executives and sports professionals.

CEO of Air Partner, Mark Briffa said, “I am very pleased to welcome Kevin to Air Partner, he is a talented individual, with admirable qualities that will add significant value to our senior team. His proven track record of driving growth in customer-focused businesses and delivering outstanding customer experiences is well suited to Air Partner as we continue to invest in our Charter division. I’m confident that Kevin’s strong industry expertise, commercial background and international network of contacts will be a real asset to the Group as we continue to grow.”

Kevin Macnaughton said, “I’m excited to be joining Air Partner as it continues to expand its global reach, as evidenced by the recent office openings in the US and Singapore. I look forward to capitalising on Air Partner’s reputation for excellence and deepening relationships with new and existing customers.”

Jet Parts recruits new Sales Directors

Jet Parts Engineering (JPE) has appointed two new members to its Sales team. Andrew Bonefas, Regional Sales Director for Western North America, and Pascal Lethien, Regional Sales Director for Europe Key Accounts.

Andrew Bonefas has a great deal of PMA and DER repair experience while working as the Director of Sales West Region North America at The Wencor Group and Regional Sales Manager at AAR PMA Products. Andrew also managed airline materials at Southwest Airlines.

Prior to joining Jet Parts Engineering, Pascal Lethien worked for companies like Standard Aero, Meggitt, Airfoil Technology International, The Nordam Group, and Titanox Aerospace where he gained experience in strategic customer account management and business development by working in sales. Pascal also brings a whole lot of sales and aerospace knowledge to the JPE team as he has worked in the MRO and OEM sector.

Aerion names Matthew Cram as Deputy General Counsel

Aerion has appointed Matthew Cram as Deputy General Counsel. He will support the company in a variety of legal, contractual and corporate governance matters as it develops the AS2 supersonic business jet.

Cram has a lot of experience in commercial and corporate law, corporate governance and compliance in the aerospace industry. He has worked in a variety of contractual, legal and administrative positions at Aerion. He was also a shareholder at Aero Law Group. Before that he held different contractual and finance positions at the Boeing Company.

Cram has a Juris Doctor degree, cum laude, from the from the University of Seattle school of Law, and a Bachelor of Science in Economics degree, magna cum laude, from the University of Idaho.
### MRO EVENTS

<table>
<thead>
<tr>
<th>DATE</th>
<th>EVENT</th>
<th>VENUE</th>
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<tbody>
<tr>
<td>20-22 May 2019</td>
<td>MRO BEER</td>
<td>Vilnius, Lithuania</td>
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<tr>
<td>04-06 June 2019</td>
<td>AP&amp;M Europe</td>
<td>Frankfurt, Germany</td>
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<td>18-19 Sept 2019</td>
<td>15th Maintenance Cost Conference (MCC)</td>
<td>Athens, Greece</td>
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<td>15-17 Oct 2019</td>
<td>MRO Europe</td>
<td>London, UK</td>
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<td>06-07 Feb 2020</td>
<td>3rd Aerospace &amp; Defence MRO South Asia Summit 2020</td>
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### AIRSHOWS

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<tr>
<th>DATE</th>
<th>EVENT</th>
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<tbody>
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<td>17-23 June 2019</td>
<td>Paris Airshow</td>
<td>Le Bourget, Paris, France</td>
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<td>20-24 July 2020</td>
<td>Farnborough International Airshow 2020</td>
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<td>17-21 Nov 2019</td>
<td>Dubai Airshow</td>
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<td>11-16 Feb 2020</td>
<td>Singapore Airshow</td>
<td>Changi Exhibition Centre, Singapore</td>
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### OTHER AVIATION EVENTS

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<td>Bangkok, Thailand</td>
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<td>07 - 09 May 2019</td>
<td>ISTAT Asia</td>
<td>Shanghai, China</td>
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<td>21- 23 May 2019</td>
<td>EBACE</td>
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<td>IATA Ground Handling Conference</td>
<td>Madrid, Spain</td>
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<td>11 - 13 June 2019</td>
<td>Cabin Operations Safety Conference</td>
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<td>23 - 26 June 2019</td>
<td>World Financial Symposium</td>
<td>Miami, Florida, USA</td>
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<td>25 - 27 June 2019</td>
<td>Aviation Data Conference</td>
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<td>Asian Aviation Education &amp; Training Symposium</td>
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<td>03 - 04 Sept 2019</td>
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<td>Munich Trade Fair, Germany</td>
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<tr>
<td>17 - 19 Sept 2019</td>
<td>AIR Convention Europe 2019</td>
<td>Vilnius, Lithuania</td>
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<tr>
<td>15 - 17 Oct 2019</td>
<td>Global Airport and Passenger Symposium 2019</td>
<td>Warsaw, Poland</td>
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<tr>
<td>22 - 24 Oct 2019</td>
<td>NBAA Business Aviation Convention &amp; Exhibition (NBAA-BACE)</td>
<td>Las Vegas, NV, USA</td>
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<tr>
<td>13 - 14 Nov 2019</td>
<td>ISTAT Latin America Forum</td>
<td>Buenos, Argentina</td>
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Contact Us: info@mrobusinesstoday.com
For Advertisement: nancymatthews@mrobusinesstoday.com
For Editorial: editorial@mrobusinesstoday.com