ORDER BONANZA!
Destination Dubai

Profile of Monarch Aircraft Engineering

Latest MRO News from around the world
People on the Move latest appointments
Boom time for new airframes

Executives at Boeing and Airbus are having a field day following the bumper orders at the recently ended Dubai Airshow. The 777X [on paper] clearly stole the show with a launch order of 259 worth a record-breaking $100 billion, by value the largest single commercial launch.

It will be interesting to observe the choices Boeing will make as it begins to shape its new project, particularly where it will assemble the all-new composite wing.

Emirates Airlines is keen to see longer-term improvements in engine fuel burn, as a result Engine Alliance and Rolls-Royce are studying new or modified propulsion options for the Airbus A380, and the result of such a study will be welcome by all. In true Emirates style, the Dubai carrier announced an order for 50 A380s on the opening day of the Dubai Airshow in a flamboyant fashion.

From a regional airline context Bombardier launched an extra capacity seating configuration option for the Q400 Next-Gen that adds up to 14 more seats to accommodate up to 86 passengers. Hopefully, these and other new initiatives by OEMs will keep the MRO juices flowing as maintenance organisations continue to adapt to the changing technological environment. I hope you enjoy our special Dubai show edition.

Happy Reading!

Keith Mwanalushi
Editor

A380 and UAE Air Force flying display. Photo: Airbus

Contents

MRO and Production News ............................................................... 4
Information Technology .............................................................. 17
IBA Analysis: MRO Asia 2013 – IBAs Review .................................. 17
Cover Story I: Destination Dubai .................................................. 18
Cover Story II: Order bonanza! ...................................................... 22
Finance News ................................................................................. 24
Industry Interview: In the hot seat... Sanjeev Gupta, CEO, Realization .... 26
Company Profile: Monarch Aircraft Engineering .......................... 28
Other News .................................................................................. 29
People on the Move ...................................................................... 29
We’re proud to be one of the world’s largest airline MROs. And when you combine our size with our experience managing the world’s largest airline fleet, you’ll see we’ve developed the expertise to provide top-notch, on-schedule service to more than 150 aviation and airline customers around the globe. It means we can deliver uncompromising attention to detail on everything from airframe, component and engine jobs, to line maintenance and everything in between. Plus, we’re committed to superior service ... from your expert in the hangar, to your dedicated account manager in the office. That means unparalleled quality. Competitive costs. Quick turnarounds. All the tools to keep your aircraft—and your schedule—moving like they should.

Visit DTOMROSolutions.com, call +1-404-773-5192, or just snap the code with your mobile device to contact us.
Transaero selects Zeus seats for business class of B737-800

Aviointeriors has been chosen by Transaero to contribute to the expansion of the Business Class also in the medium-haul application on board of its B737-800. Transaero has decided to enhance the comfort for its passengers even more, by reconfiguring its B737-800 aircrafts and installing the Zeus model seats produced by Aviointeriors in its Imperial Class cabin. The Transaero B737-800 aircrafts equipped with the Zeus seats will connect Moscow to a number of European cities, to Israel and to the CIS Countries.

GE Aviation breaks ground on Asheville facility

GE Aviation, a global leader in jet engine and aircraft system production, hosted a groundbreaking ceremony on November 14th, at the site of its new advanced composites factory near Asheville in Western North Carolina. The new 170,000-ft² will be the first to mass produce engine components made of advanced ceramic matrix composite (CMC) materials. GE will begin hiring at the new CMC components plant in 2014. Within five years, the workforce at the plant is expected to grow to more than 340 people. The existing workforce at GE Aviation’s current machining operation in Asheville will gradually transition to the CMC components plant. The introduction of CMC components into the hot section of GE jet engines represents a significant technology breakthrough for GE and the jet propulsion industry. CMCs are made of silicon carbide ceramic fibers and ceramic resin, manufactured through a highly sophisticated process and further enhanced with proprietary coatings. As part of its continued leadership and commitment to advanced manufacturing, GE plans to introduce more CMC components into future engine development programs.

Chromalloy expands manufacturing capabilities to become master alloy producer

Chromalloy is expanding its investment casting foundry in Tampa, Florida, to include a master alloy operation. “Chromalloy’s new vacuum induction melting furnace will be fully operational in December 2013 at our state-of-the-art investment foundry,” said Carlo Luzzatto, President. “Over the next 90 days we will meet the manufacturing requirements to commence production of master alloys for ingots used to manufacture gas turbine engine equipment.” Alloy ingots are used in the production supply chain of complex systems and manufactured parts, including the gas turbine engine components cast and repaired by Chromalloy for power system manufacturers. In addition to producing master alloy ingots for internal use, Chromalloy will be in a position to provide the ingots to other manufacturers of turbine components worldwide. With the new highly automated, multiple chamber vacuum induction furnace for master alloy, Chromalloy has the capacity to produce up to three million pounds annually.

Revima APU receives OEM authorization to service APS 500, APS 1000, and APS 2000 APU’s from IATA I and IATA III

Revima APU has been an Authorized APU Repair Facility for Pratt and Whitney Aero Power (formerly Hamilton Sundstrand Power Systems) for 10 years, serving APU customers worldwide. As a natural outcome of the strong and mutually beneficial relationship which has been developed over the years, Pratt and Whitney Aero Power has expanded Revima APU’s authorizations to include support of all new and existing APS 500, APS 1000, and APS 2000 customers within IATA I (North and South America & Canada) and IATA III (Asia Pacific). The expanded authorization allows Revima APU to sell repair services to operators in these regions. Revima APU is also authorized to manage warranty claims on behalf of Pratt and Whitney Aero Power.

AMAC Aerospace redelivers first Airbus A340 maintenance and refurbishment project

AMAC Aerospace, a leading provider of corporate aviation maintenance and completion services, has redelivered its first wide body project, an Airbus A340, to a private Middle Eastern client. The Airbus A340 aircraft came to AMAC initially for a C8 Maintenance check but an additional partial refurbishment was also requested which consisted of woodwork restoration, renewed flooring, and implementation of changed seat configurations.

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A320neo programme starts first major-component assembly

Airbus has achieved assembly of the engine pylon for the first A320neo to fly. The pylon, which has just been completed at the dedicated pylon facility in St Eloi in Toulouse, is the first major airframe component assembly to take place for the NEO programme. In parallel with this pylon construction, other major NEO components and subassemblies will shortly be taking shape in factories across various countries. For example, in Hamburg the centre wing-box will soon arrive from the UK to be integrated in the fuselage, and also the rear fuselage will begin assembly there. In St Nazaire, the forward fuselage will start assembly in January 2014. Overall progress on the first A320neo is well on track for aircraft final assembly to start in spring 2014, followed by the aircraft making its first flight next autumn.

Rolls-Royce opens advanced manufacturing facility in Indianapolis

Rolls-Royce has opened an advanced production facility to manufacture components for some of the world’s most sophisticated military and commercial jet engines. The innovative $42m facility is designed specifically to manufacture engine compressor parts, and is the latest example of Rolls-Royce investment in Indianapolis and across the United States. More than 100 high-tech positions will be based in the facility when it is fully operational in 2014.

Thales to provide component services for airberlin group

Thales and airberlin group have signed a long-term component services agreement to support the group’s A320 family fleet of 64 aircraft. Under this seven-year Avionics-By-The-Hour (ABTH) agreement, Thales will provide spare provisioning and component maintenance services for a large selection of avionics components onboard the A320 aircraft. The signed agreement covers consignment stock of critical components based at the hubs of airberlin group in Berlin, Düsseldorf and Vienna, access to a pool of components, maintenance and logistics services.

Sabena technics and Island Transvoyager sign a five-year integrated services contract

Island Transvoyager, a growing airline in the Philippines, has decided to outsource maintenance support and spare parts to Sabena technics for its fleet of ATR aircraft until 2018. Within the scope of the contract, Sabena technics will provide ITI with pool access as well as repair and overhaul of ATR 42-500 components to ensure the continuity of the flight operations. Additional added-value services will also be provided on a punctual basis by Sabena technics and tailored to Island Transvoyager’s needs in order to improve the reliability of its flight operations.

Volga-Dnepr Technics has been awarded a contract to provide maintenance services in Moscow for Aeroflot-Russian Airlines’ Boeing 737NG (Next Generation) aircraft fleet. The agreement for maintenance at the city’s Sheremetyevo Airport also includes a provision for Volga-Dnepr Technics to supply qualified personnel for maintenance supervision and other field services in support of Aeroflot’s flight operations. Volga-Dnepr Technics will also provide practical advice on refueling and aircraft towing procedures at its MRO facility in Moscow for Aeroflot personnel.

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Aeroflot awards Boeing 737NG contract to Volga-Dnepr Technics in Moscow

AeroTurbine reaches new milestone with 100th C-check for Frontier Airlines

AeroTurbine, a wholly owned subsidiary of International Lease Finance Corporation (ILFC), has completed the 100th light/heavy C check for Frontier Airlines’ fleet of Airbus A319 and A320 aircraft, reaching a new milestone for its aircraft maintenance, repair, and overhaul (MRO) services provided to the airline. AeroTurbine and Frontier Airlines began their collaboration in March 2011. AeroTurbine has supported most of the airline’s heavy maintenance requirements in its Maintenance Services facility based in Goodyear, Arizona. On-time performance, operational flexibility and fixed cost solutions continue to be at the core of the strong partnership between the two companies.

Ameco Beijing and Business Air sign long-term contract for B767 fleet overhaul

Ameco Beijing and Business Air signed a three-year contract for Business Air’s whole Boeing 767 fleet overhaul. The layover will start in January 2014. The cooperation between Ameco and Business Air started in September 2012. Ameco has provided Business Air with Boeing 767 airframe overhaul and PW4000 engine leasing & overhaul services.

AeroTurbine, a leader in supplying aftermarket material and services to the aviation industry. The new subsidiary will be based in the former JT-Power facility in Boynton Beach, Florida. Willis Lease acquired most of JT-Power’s inventory of aviation material and aircraft engine assets for a total consideration of $5.9m. Included in the purchased assets are approximately $3.0m in inventories. The purchase price was established by analysis of other similar transactions in the market, third party evaluations of inventory acquired, and a third party business valuation from a leading expert in the aviation industry. The transaction is expected to be accretive to earnings.

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The aircraft cabin is one of the first things your passengers see, creating an important brand impression of the services ahead. A LED cabin lighting system greatly improves the passenger appeal of your cabin with a bright and uniform light output without discoloration or failed lights and smaller black spots. Designed specifically for the latest Boeing 737NG interior range and compliant with all regulations, Fokker Services offers a complete LED-lighting package that replaces the traditional, tube luminescent (TL) passenger cabin lighting system. The LED lighting system has a high reliability and eliminates frequent replacement of tubes and expensive armatures leading to lower maintenance costs. It reduces the weight of the aircraft and the electrical power consumption both resulting in lower fuel burn and CO2 emissions. So if you want to shine a LED on your B737NG-lighting system, please contact us for more information: +31 88 628 00 00. Or send us an email: info.fokkerservices@fokker.com. For Continued Competitive Operation.

This LED system is also available for Dash8, A320, Fokker 50, and Fokker 70/100.
**TALSCO to resume operations in December**

Taox (Xiamen) Landing Gear Services (“TALSCO”) will resume operations in December 2013, after a localised fire at the premises in November last year. TALSCO’s U.S. Federal Aviation Administration approvals have been reinstated for the Company’s capabilities on the full series of Boeing 777s, 767s, 757s, 747s, 737NGs, 737CLs and Airbus A320s. It is expected that audits will be carried out by other relevant aviation authorities in the next few weeks, enabling the Company to reinstate its capabilities under other national authorities in due course. The Company took the opportunity to revamp its facilities and operational processes, including a new plating shop to be completed in the first quarter of 2015. The improvements, supported by updated equipment, additional spares, and skilled workforce, incorporate the latest design elements to meet future market needs, focusing on safety, quality, and production efficiency.

**Pratt & Whitney Canada invests $275m in cutting-edge technologies**

Pratt & Whitney Canada announced investments totalling $275m over five years, including the creation of a World-Class Centre of Excellence for Intelligent Manufacturing in Longueuil. At the heart of these investments is the World-Class Centre of Excellence for Intelligent Manufacturing, an $80m initiative. The Centre of Excellence will come to fruition with the development and implementation of three new intelligent production lines featuring cutting-edge equipment and technology. The production lines will be dedicated to manufacturing highly complex key components for the new-generation family of PurePower engines recently launched by Pratt & Whitney. The introduction of the three intelligent production lines will require extensive upgrading of P&W’s Longueuil plant, which is set to begin in the next few months, with the objective of being fully operational in 2015. These investments will lead to the creation of 90 new permanent jobs and maintain 166 existing jobs in Quebec. The government of Quebec will contribute $19m to support these future investments.

**Messier-Bugatti-Dowty signs services contracts with Cathay Pacific and Dragonair**

Messier-Bugatti-Dowty (Safran) has signed agreements with Cathay Pacific Airways and Dragonair for the provision of landing gear restoration and support services for the two airlines’ A330/A340 fleets. Messier-Bugatti-Dowty’s MRO division in Singapore first overhauled Cathay Pacific’s A330/A340 landing gears in 2002. The new agreement will extend the relationship to 2024.

**Eirtech Aviation and Total Engine Support enter joint agreement**

Eirtech and TES Aviation announced a joint agreement to provide Continued Airworthiness Management and Engine specific support services for their customers to fulfil CAMO and Engine related obligations. Under the agreement Eirtech and TES will offer their customers the provision of aircraft induction, technical records management, maintenance planning, airworthiness data review, EHM monitoring assessment and recommendations, reliability monitoring and maintenance programme control services. The joint service partnership brings Eirtech’s 4 years’ experience of Aircraft and Component CAMO coverage together with TES’ 17 years of engine specific management experience to provide the most experienced service offering of its kind to support their respective existing and future customers’ demands.

**BAE Systems signs comprehensive maintenance agreement with Japan Airlines**

BAE Systems has signed a comprehensive agreement with Japan Airlines (JAL) to provide maintenance support for the carrier’s commercial aircraft fleet. Under the agreement, BAE Systems will provide repairs, spares, and modifications to the aircraft electronics of JAL’s Boeing 737-800, 767, and 777 planes. The agreement will enable JAL to maintain its fleet of 737-800, 767, and 777 airplanes at a more predictable cost over the three-year term of the agreement. BAE Systems will provide JAL with maintenance support at its Singapore Service Center, and from its Commercial Aircraft Solutions facility in Fort Wayne, Indiana.

**Alaska Airlines orders 111 firm Split Scimitar Winglet systems for Boeing Next-Generation 737**

Aviation Partners Boeing (APB) announced the order of 111 firm Split Scimitar Winglet Systems for Boeing Next-Generation 737 aircraft by Alaska Airlines. APB’s newest program is the culmination of a five year design effort using the latest computational fluid dynamic technology to redefine the aerodynamics of the Blended Winglet into an all new Split Scimitar Winglet. The unique feature of the Split Scimitar Winglet is that it uses the existing Blended Winglet structure, but adds new strengthened spars, aerodynamic scimitar tips, and a large ventral slat.

**Airbus launches Sharklet retrofit for in-service A320 Family aircraft**

Airbus has launched the Sharklet retrofit programme for in-service A320 Family aircraft. This option will be available in 2015. Operators of older in-service A320 Family aircraft will thus be able to benefit from the significant cost savings and performance improvements which the Sharklets are already delivering on new-build aircraft. This retrofit includes reinforcing the wing structure and adding the Sharklet wing tip device. As part of the upgrade, the retrofit will lengthen the aircraft’s service life and thus maximise the operators’ return on invest-
ment for the Sharklet retrofit. Operators of Sharklet retrofitted aircraft will benefit from a reduction in fuel costs by up to four per cent and increased mission range by up to 100 nautical miles. Over 4,000 A320 Family in-service aircraft are eligible to be retrofitted with Sharklets and Airbus has already secured commitments from airlines for around 200 shipsets. Airbus will offer the retrofit initially for A320 and A319 models and will evaluate a retrofit for the A321 at a later stage.

Fifth and final A350 XWB test aircraft enters final assembly line

Assembly of MSN5, the fifth and final member of the A350 XWB flight test fleet is now underway with the fuselage joining process. This follows the recent arrival of the three fuselage sections at the A350 XWB final assembly line in Toulouse, France. MSN5 is the second of the A350 flight test aircraft that will feature a passenger cabin. This aircraft will fly for the first time in Spring 2014 and will be used essentially to perform cabin related flight tests. It will also participate in the Early Long Flights where the “passengers” are Airbus employees. This allows the cabin and related systems to be submitted to near realistic operations in order to ensure a mature cabin at entry into service. In addition, MSN5 will carry out Route Proving flights to demonstrate to the certification authorities that the aircraft performs perfectly in airport operations. To date the two A350 XWB test aircraft, MSN1 and MSN3 have clocked up over 500 flight test hours in more than 100 test flights. The A350 XWB has already won more than 760 firm orders from 39 customers worldwide. First delivery will be to Qatar Airways in the second half of 2014.
Managing global operations with one highly scalable solution

Avioserv leverages Quantum Control MRO & Logistics Software and StockMarket.aero to manage complex financial, teardown and documentation requirements for over 63,000 line items of revolving parts inventory.

The Challenge

Avioserv’s business growth strategy was the catalyst to search for a software solution to manage the operational complexity of their business and focus on its LEAN operational initiatives. As a company that offers asset leasing and lot components, the accompanying financial management documentation and service processes are tedious, paper intensive and time consuming. To grow, without compromising its hallmark customer service, Avioserv would need a solution that could work across all departments touching every aspect of managing lot receipt, teardown, documentation and sales, without slowing down the quoting and inventory management processes.

The Solution

Avioserv became an important collaborator in the development of Component Control’s first-generation lot costing module for Quantum, helping to define the basic processes needed to expedite complex lot costing across inventory lines. Capabilities to date include the instant linking of a single PDF image package to thousands of lot parts, tracking acquisition costs, teardown expenses, overhaul and repair expenses as well as miscellaneous charges. A single screen gives visibility of all lot related activity including receiving, sales, repairs and scrap functions, and provides comprehensive profit analysis both on-line and through reporting.

With inter-operability across all of Quantum’s modules, Avioserv also leverages Quantum’s Receipt Inspection module which provides QA inspection tracking to list part dispositions and detailed findings which are helpful in the subsequent processing of parts, thus avoiding mishandling of parts after inspection. Avioserv also utilizes Quantum’s Trace Document Imaging to provide quotes with all of the regulatory information intact, and bar coding to further automate its inventory management.

To broadcast their 63,000 plus lines of available inventory 24/7, Avioserv also uses StockMarket.aero, Component Control’s online e-marketplace, which is tied directly into Avioserv’s inventory and accessible via their corporate website or StockMarket.aero. “The combination of Quantum and StockMarket.aero provides accessibility of real-time data to sales from the shop floor, customer records and inventory, giving us the ability to efficiently deliver the best product to our customers while meeting our strategic operational goals,” commented David Strockbine, Vice President of Sales and Leasing at Avioserv.

Today, Quantum tracks all lot activity and provides native and custom reporting, extensive analysis and lot costing tools, at-a-glance commission and lot status information in real time. Avioserv’s LEAN principles are not compromised as business complexity is managed with total quality control.

Avioserv San Diego, Inc.

Recognized worldwide as a preferred aviation supplier, Avioserv San Diego, Inc. specializes in the supply and sale of serviceable aircraft engines, as well as the subsequent sale, lease, and exchange of engine parts, engine components, whole engines, and accessories to major airlines, repair and overhaul facilities, and part distributors. In addition, Avioserv provides integrated inventory asset-management services to its global customer base.

Avioserv has more than 40,000 square feet of warehouse in San Diego, CA, with additional offices in Texas and Europe, and manages more than 63,000 line items of engine parts.
GAMECO signs Authorized Repair Station agreement with ITT Aerospace Controls

Guangzhou Aircraft Maintenance and Engineering Company (GAMECO) signed an Authorized Repair Station agreement with ITT Aerospace Controls, a subsidiary of ITT. Under the terms of the agreement, GAMECO will serve as an authorized repair station in China for a number of parts installed on the rapidly growing fleet of B737 and other platforms such as B757, B767 and B777 to enhance the level of support for airlines in China. The Part Numbers to be repaired and overhauled at the GAMECO Guangzhou facilities are commonly used on almost the entire Boeing and Airbus fleets. GAMECO will gradually introduce additional products to support the entire ITT portfolio for additional aircraft applications including the B787 and A350.

Flying Colours appointed as authorised Honeywell dealer

Flying Colours Corp., the global aviation services company, has been appointed as an authorised dealer and installation centre for a range of Honeywell Aerospace business aviation products at its Peterborough, Ontario, facility. The deal, which was ratified in August, follows a long-standing relationship with Flying Colours St Louis, USA base which has been a Honeywell authorized dealer for many years. Under the auspices of the appointment, Flying Colours Corp. will be able to offer Honeywell’s broad product range, including its Ovation Select Cabin Management System (CMS), to its business aviation clients both in Canada and across the globe. Honeywell’s technical team recently visited Flying Colours at Peterborough to showcase the benefits of Ovation Select on a Gulfstream 550 aircraft and to demonstrate the installation process.

Eaton to supply hydraulic components for three new Embraer E-Jets E2s airplanes

Power management company Eaton has been awarded a contract by Embraer S.A. to supply hydraulic components for the newly launched E-Jets E2 commercial aircraft family. Embraer’s second generation of E-Jets comprises three new airplanes: the E190-E2, the E195-E2 and the E175-E2. Eaton will provide highly reliable pumps and power transfer units for all three aircraft. The contract amount is estimated at $400m for the life of the program.

Another first for British Airways Engineering

British Airways has gained European Aviation Safety Agency (EASA) Part 147, Part M and Part 145 approvals for both the Boeing 787 and Airbus A380 aircraft types for six years, and received the EASA approvals before the aircraft began their entry into service programmes in July. Preparations have included modifying existing facilities at Heathrow, making sure that the airline has an inventory of spares and preparing engineers for new technology and new ways of working. The airline also created a dedicated ‘Entry into Service’ team, with support from the Civil Aviation Authority.

Qatar Airways appoints Eirtech Aviation in seven year contract

Eirtech Aviation has been appointed by Qatar Airways to paint the award-winning airline’s fleet. This is one of the Irish aviation services company’s largest contract wins, which will see the work carried out across a number of its operational bases including Shannon, Dublin, Ostrava and Rome. The seven-year contract involves the exterior repainting of 74 of Qatar Airline’s wide and narrow body aircraft, including 49 Boeing 777s together with a number of A330s and A320s. Eirtech Aviation was awarded the contract following the successful completion of earlier programmes in 2011 and 2013, which included painting the entire fleet of Qatar’s Airbus 340-600s.
Tigerair first in Asia to retrofit A320 with Sharklets

Tigerair of Singapore today unveiled the first A320 aircraft to be retrofitted in Asia with Sharklets. Five A320s have already been delivered to Tigerair with Sharklet-ready wings, with the retrofit work being undertaken by Sepang Aircraft Engineering in Kuala Lumpur, Malaysia.

Comau Aerospace awarded contract to deliver A320 final assembly line for Airbus

Comau Aerospace has been selected by Airbus to supply the aircraft main assembly and test stations for the A319, A320 and A321 aircraft program. Liebherr’s scope of supply covers the design, development, manufacturing and service of the air conditioning system together with the cabin pressure control system and cabin distribution equipment.

Dassault Aviation awards multiple supplier contracts at NBAA

Dassault selects NORDAM to manufacture cabin windows for Falcon 5X large cabin jet

Building on its success as an original equipment manufacturer (OEM), NORDAM has won a second transparencies contract with French aviation leader Dassault. In addition to manufacturing the cabin window assemblies for Dassault’s Falcon 900/2000, NORDAM’s Tulsa, Okla.-based Transparency Group will provide cabin windows for its large cabin, long-range business jet. Siegfried noted that the company is in the first-article stage of development and is on track to meet Dassault delivery expectations.

PPG Aerospace designs innovative cockpit windows for Dassault Falcon 5X jet

PPG Industries’ aerospace transparencies group has designed uniquely shaped, lightweight glass windshields and side cockpit windows for the new Dassault Falcon 5X business jet that accentuate the cockpit’s aerodynamics and afford expansive visibility. According to Mark Hood, PPG global market director for general aviation transparencies, PPG is under contract with Dassault Aviation to provide production and spare windshields and side cockpit windows, which are the largest for a Falcon jet. “Dassault Aviation wanted curved glass transparencies having the lightest weight possible, and our unique bending and materials expertise enabled us to propose designs exceeding their expectations,” Hood said.

Liebherr-Aerospace awarded new contract from Dassault Aviation

Dassault Aviation selected Liebherr-Aerospace as supplier of the air management system for the new Long-Range Large Cabin Falcon 5X business jet. The Falcon 5X is Dassault Aviation’s next generation twin-engine business jet.

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Getting aircraft out on time can be a constant struggle. Daily uncertainties, changing requirements and resource contention get in the way, throwing you off the original course and putting you in firefighting mode, making the hangar sometimes seem like an emergency room on a busy night.

We help you efficiently plan and execute MRO tasks with disruptive methods and tools. Our customers see 20-50% faster TAT along with 10-20% higher throughput within months.

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Pratt & Whitney Canada signs engine service agreement with Hawker Beechcraft Services

Pratt & Whitney Canada (P&W) has signed an engine service agreement with Hawker Beechcraft Services (HBS) for the support of Beechcraft King Air series turboprops and Hawker business jets. Under this agreement, P&W will provide HBS with comprehensive engine support, including repair, hot section inspection and overhaul, for PT6A-powered Beechcraft King Air turboprops, PW305B-powered Hawker 1000 aircraft, JT15D-5-powered Hawker 400A jets, and PW308A-powered Hawker 4000 aircraft. The work will be performed by Pratt & Whitney Engine Services (PWES) at its overhaul and repair facility in Bridgeport, West Virginia, and at P&W’s main repair and overhaul centre in St-Hubert, Quebec.

Aviation Partners launches Split Scimitar Winglets for BBJs

Aviation Partners Boeing (APB), its joint venture with the Boeing Company, has launched its new Split Scimitar Winglet (SSW) program for the Boeing Business Jets (BBJ) family of aircraft. The announcement to launch the BBJ SSW comes on the heels of similar announcements from APB for the Boeing 737 NG airliners earlier this year. Using a newly patented API design, the SSW program will completely redefine the aerodynamics of the existing Blended Winglet. The retrofit to the existing BBJ Blended Winglet will consist of adding a new Scimitar tipped Ventral Strake, beef up of internal winglet structure, and replacement of the aluminum winglet tip caps with new aerodynamically shaped “Scimitar” tip caps. This revolutionary design was flight tested by API in 2012 on a BBJ and confirmed significant drag reduction over the basic Blended Winglet configuration.

ST Engineering’s Aerospace arm secures new orders worth $600m in 3Q2013

Singapore Technologies Engineering (ST Engineering) released that its aerospace arm, Singapore Technologies Aerospace (ST Aerospace) has secured new orders worth about $600m in the third quarter of 2013. The new orders involve projects ranging from airframe, component and engine maintenance, to commercial airline cabin retrofit and freighter conversions. Included in the 3Q2013 contracts is an order of 17 passenger-to-freighter (PTF) conversions received from an international air freight carrier, bringing to 119 the total number of aircraft contracted for the Boeing 757-200 PTF conversion programme. In the cabin interior business, ST Aerospace’s expertise in providing complete turn-key solutions has once again been affirmed with the clinching of a cabin reconfiguration project for two Boeing 767-300 airplanes for an Asian airliner. Another noteworthy achievement is the ownership of a Supplemental Type Certificate (STC) awarded by the European Aviation Safety Agency for a full cabin retrofit programme involving six A330 aircraft for an international carrier.

Rolls-Royce celebrates expansion of jet engine test facility in Hancock County, Mississippi

Rolls-Royce North America officially opened its second outdoor jet engine test stand, an investment of $55m, at the Rolls-Royce Outdoor Jet Engine Test Facility at NASA John C. Stennis Space Center in Hancock County, Miss. The new jet engine test stand will play a key role in the company’s development of next generation technology that will make important advancements in improving fuel efficiency and reducing emissions. The site conducts jet engine testing -including noise, crosswind, endurance and other tests – on the latest and most sophisticated Rolls-Royce civil aircraft engines – including the Trent 1000 that powers the Boeing 787 Dreamliner and the Trent XWB that powers the Airbus A350 XWB. This expansion will result in 35 new, high-tech positions for the State of Mississippi when fully operational.
Israel Aerospace Industries signs licensing agreements with Boeing

Israel Aerospace Industries' (IAI) Bedek Aviation Group has signed licensing agreements with Boeing modifications of the B767-200/300 and the B747-400, including passenger to freighter conversions. The agreements apply to 72 DSF767-200/300 aircraft and 29 BDSF747-400 aircraft previously converted by IAI for various customers, as well as future IAI conversions. Bedek Aviation Group has been a Boeing licensee for passenger to freighter conversions of the B737-300/400 since 2010.

MTU Maintenance Dallas opens new facility and signs contracts for engine storage

MTU Maintenance Dallas, MTU Maintenance’s center of excellence for on-wing and on-site services, has moved to a new facility thereby expanding its engine maintenance business and associated storage capacity. The new building has a floor space of 3,800 m² – more than three times the size of the old shop – and six engine maintenance bays as well as the capacity to store up to fifteen engines. The opening of the new facility is accompanied by additional contracts which MTU Maintenance Dallas has recently signed with a major low-cost carrier based in the US as well as with a European engine lessor. The contracts include engine storage and housekeeping services and establish the fundament for further development of MTU Maintenance Dallas’ services while securing capacity utilization for the coming years. The new building is conveniently located close to Dallas/Fort Worth International Airport and fully air-conditioned providing the capability to store any engine type. Further the new shop offers MTU Maintenance Dallas the best scaffolding to minimize down-time and to support customers with full-service on-time maintenance solutions.

Latest News From Lufthansa Technik:

Lufthansa Technik Airmotive Ireland to consider closure

Lufthansa Technik Airmotive Ireland (LTAI), the jet engine overhaul facility at Rathcoole, Co. Dublin, which employs 400 people, announced that it is to commence a process to consider closing the company, subject to consultation with employee representatives. LTAI will begin immediate negotiations with its three trade unions (TEEU, SIPTU, UNITE) and existing employee representatives. The decision follows an extensive review of operations at LTAI, in the context of declining revenues and shrinking international market opportunities. Wolfgang Mörig, Managing Director of LTAI, praised the workforce at LTAI for their contributions over the years, and expressed regret that it was now at this point. He noted the increased quality and efficiency of the new generations of aircraft engines, with reduced need for overhaul. Aer Lingus set up Airmotive Ireland in 1980. Lufthansa Technik took a 60% shareholding in 1997, and took full ownership in 1999. LTAI specializes in the repair and overhaul of CFM56-3, CFM56-7, V2500-AS and JT9D engine types.

Lufthansa Technik provides global technical support for Asian customer

Business Aviation Asia (BAA), an aircraft management company specializing on the Greater China market with bases in mainland China and Hong Kong, has become the launching customer for Lufthansa Technik’s new global technical support package for VIP and executive jet operators. As a leading provider of technical services for commercial, VIP and executive jets, Lufthansa Technik has developed a new product bundle specifically designed for VIP and executive jet operators. At the core of this package Lufthansa Technik offers access to its pool of highly qualified engineers and mechanics, worldwide material support through the company’s global logistics network and immediate support in case of “Aircraft-On-Ground” (AOG) incidents and other emergencies.

Lufthansa Technik to acquire 15% minority interest in AeroTurbine

Lufthansa Technik AG and AeroTurbine Inc., a subsidiary of the International Lease Finance Corporation (ILFC) that markets engines and aircraft parts, have announced their intention to enter into a partnership. Under the terms of the agreement AeroTurbine will supply Lufthansa Technik AG with aircraft and engine components, while Lufthansa Technik will provide technical services for aircraft components of AeroTurbine and additionally supply the Miami-based company with surplus material for resale. To this end, subject to the agreement of the cartel authorities, Lufthansa Technik AG will acquire a 15% interest in AeroTurbine. If the partnership proceeds to the satisfaction of both partners, Lufthansa Technik can exercise the option to increase its holding to 19.9%. This new partnership builds on the Hamburg-based company’s already close relationship with AeroTurbine and will strengthen its strategic collaboration with the world’s largest independent aircraft leasing company, ILFC.

Lufthansa Technik finalizes work on two VIP completion projects

In the next weeks Lufthansa Technik will finalize its cabin installation work on two VIP completion projects from undisclosed customers in its Hamburg hangars. The first one, a BBJ 2, will be delivered back to the customer in December 2013. The second one, a Boeing 767-400F, is planned to be handed over to its owner at the beginning of 2014. The ultra-modern cabin design for the BBJ 2 was created by a renowned international design bureau in London. The interior contains several innovation highlights, like a steam shower, an open cooking opportunity, an air humidification system and lower cabin altitude. Additionally, the aircraft is equipped with Lufthansa Technik’s state-of-the-art nice inflight entertainment & cabin management system, including GSM connectivity and live-TV. The second project, which is expected to be finalized soon is a very rare type of the B767, the B767-400F. The completion of this type of aircraft is a new and special experience also for the skilled VIP specialists of Lufthansa Technik. The cabin design for this aircraft was created by Lufthansa Technik’s own VIP interior design department.
MITSUBISHI AIRCRAFT begins final assembly of first MRJ flight test aircraft

Final assembly of the first MRJ flight test aircraft under development by Mitsubishi Aircraft Corporation and Mitsubishi Heavy Industries got underway on October 15th, at the Komaki South Plant of MHI’s Nagoya Aerospace Systems Works located in Aichi Prefecture. The start of final assembly follows the October 13th transfer of the aircraft’s mid fuselage fabricated at the Tobishima Plant also in Aichi Prefecture. Assembly of the aircraft will progressively advance as other sections of the fuselage, main wings and other structural components arrive, after which electrical wiring, hydraulic and other systems will be installed, followed by other necessary equipment. In step with final assembly, plans call for the vertical tail and horizontal stabilizer – built at MHI’s Oye Plant in Nagoya – as well as the aircraft’s remarkably fuel-efficient cutting-edge engine – supplied by Pratt & Whitney – to be integrated to the airframe.

ATI and Boeing extend and expand long-term titanium products supply agreement

Allegheny Technologies Incorporated has extended its long-term titanium products supply agreement with Boeing. The extension agreement covers value-added titanium mill products and provides opportunity for greater use of ATI’s next-generation and advanced titanium alloys in both long product and flat-rolled product forms.

Werner Aero Services complete teardown of A319 aircraft

Werner Aero Services has completed its teardown of its recently purchased A319 aircraft. The components have been recertified and are being made available through Werner Aero’s leasing and pooling programs. “We are extremely pleased to have such a large array of components available to support the family of our Airbus customers” said Mike Cazaz, CEO of Werner Aero Services. “Werner Aero Services has been providing its customers with exceptional service for over 20 years, and the single-aisle aircraft is one of our main specialty products. We look forward to continue fostering meaningful and long-term relationships as a quality service provider to the community of Airbus operators.”

AJW Technique signs licensing agreement with Honeywell International

AJW Technique, and Honeywell International have signed an Authorized Service Center Agreement and a Purchase Parts Agreement structured around a 5 year term. This will allow the new state-of-the-art AJW Group facility in Montreal, Canada to undertake the maintenance, repair and overhaul of specific products underpinned by direct access to Honeywell technical data and spare parts. AJW Technique is welcomed into the selective group of Authorized Service Centers appointed by Honeywell International to support their aerospace products. AJW Technique’s quality focused operational processes will reinforce the AJW Group’s primary goal to drive down Direct Maintenance Costs for the global airline consumer base. The use of high quality Original Equipment Manufacturer (OEM) piece parts in high quality repairs enables AJW to market an industry leading standard of product and service.

Eirtech Aviation to undertake cabin pressurisation works for WestJet

Eirtech Aviation has won a major contract with WestJet, for the installation and maintenance of advanced warning cabin pressurisation systems for Canada’s second largest airline. The work scope will be carried out on WestJet’s Boeing 737 fleet. Ireland’s Eirtech Aviation was chosen for presenting a solution that was both time-saving and also cost-effective, enabling the fastest turn-around possible on installation and minimizing down-time for the fleet. It is an AMOC solution to a Federal Aviation Authority (FAA) Airworthiness Directive, which mandates a further level of warning and awareness for the crew by improving visual and aural annunciation in the cockpit, which will enable pilots to accurately and safely differentiate between take off configuration indicators and cabin altitude pressurization warnings. Eirtech Aviation’s design solution has already received all mandatory STC and AMOC approvals from the FAA, EASA and the Canadian Transport Authority.

Acro Aircraft Seating to equip Braathens Regional Saab 340 and 2000 fleet in joint cooperation with Saab

UK-based passenger aircraft seat manufacturer Acro Aircraft Seating has announced that Braathens Regional, the Swedish wet lease and charter company, will be the first operator to fly with its newly modified seats in Saab 340 and 2000 aircraft. Developed in cooperation with global defence and security company, Saab, Acro will supply 13 shipsets equating to approximately 630 seats for Braathens’ Regional fleet. Acro adapted its seat design to accommodate the dimensions of the Saab 340/2000. Acro’s newly modified seats will enter service with Braathens Regional in Q2 2014. Acro anticipates that a number of Saab operators will follow suit.

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VAS Aero Services is a leading provider of aftermarket services in the aviation industry. VAS Aero Services sources, warehouses, and markets aftermarket components across a broad range of aircraft and engine platforms and provides related services to airlines, leasing companies, and MRO providers around the world. VAS maintains state-of-the-art warehouses as well as a global sourcing and sales network. VAS optimizes the distribution of aviation material by positioning our employees close to our customers and partners throughout the world.

Our worldwide network of aviation professionals offers a global advantage that enables us to provide the high level of service our customers and partners have come to expect.

www.vas.aero
Fokker Services, part of Fokker Technologies, and Rossiya Airlines have concluded an agreement covering the introduction of the Fokker Services’ EFB solution for iPad on Rossiya Airlines’ A320 and B767 fleet. The Fokker Services EFB solution for iPad is a Class 2B, EASA-certified installation including mounting and power supply. Its simplicity allows the advantages of an EFB to be achieved at a fraction of the cost and downtime of other solutions currently being offered. The solution brought Fokker Services the Aviation Week reward “Most innovative MRO in 2013”. Rossiya Airlines and Fokker Services have reached an arrangement for implementation of the EFB solution for iPad on Rossiya Airlines entire fleet.

FL Technics, a global provider of aircraft maintenance, repair and overhaul services, and Transaero, the second largest air carrier in Russia, are further developing their cooperation. The two companies have signed a new agreement to install high-speed satellite Wi-Fi technology on Transaero’s Boeing 737 Next Generation aircraft. According to the agreement, FL Technics specialists have already modernized the in-flight entertainment system in Transaero aircraft by installing new Row44 connectivity technologies. The satellite-based solution allows higher Internet connectivity than the one provided by ground-based systems. The installation of a powerful WiFi system was conducted by FL Technics specialists at the company’s main technical base in Vilnius, Lithuania. Transaero Airlines has 19 Boeing 737 Next Generation aircraft in its fleet that will be equipped with an in-flight Internet connectivity system.

Commsoft, a world leader in aviation engineering and maintenance systems, has signed a new three-year contract for 15 concurrent users with NextJet, one of Sweden’s largest domestic airlines. To support its fleet of 10 SAAB 340 aircraft, Next Jet plans to migrate to the latest AMP version of OASES sometime during 2014 and will be making full use of Commsoft’s implementation support, also linking OASES with the PDC operations system interface. Designed to combine ease of use with a technical sophistication that allows for the full integration of all maintenance and engineering functions, Commsoft’s OASES is structured in a modular format and NextJet has selected five of the module options – Core, Airworthiness, Planning, Materials and Line Maintenance Control.

Component Control released that SkyService, a Canadian leader in business aviation services, has tripled its footprint of Quantum Control across all of its FBO and maintenance services for business aviation. With facilities in Montreal, Toronto, and Calgary, SkyService is dedicated to the core business pillars of Aircraft Charter Services, Fixed Base Operations, Maintenance, HondaJet Sales and Aircraft Management, providing a full-service, world-class experience for its customers. As part of a 5-year growth strategy, a key goal in the selection of Quantum in 2009 was to increase maintenance process efficiency and effectiveness improvement targets.

As the designated business aviation airtime reseller for Inmarsat’s GX Aviation global Ka-band solution, Honeywell has signed an agreement with ARINC Direct to bring this connectivity to the business aviation market. GX Aviation is scheduled to be available in early 2015 and will utilize Ka-band satellites both to provide much higher broadband speeds than existing services, and consistent global coverage. Faster speeds will give business jet operators, owners and passengers the ability to work and entertain, all while over bodies of water and around the world. High speed connectivity will no longer be confined to local, land-based access.

Global Eagle Entertainment has acquired Travel Entertainment Group Equity, the UK-based parent company of IFE Services Limited (IFE Services) from GCP Capital Partners for approximately $36m in cash. IFE Services is a leading provider of in-flight entertainment services to airlines and cruise lines worldwide. The acquisition expands Global Eagle’s leadership in delivering content and software solutions to the international travel industry. Global Eagle’s purchase of IFE Services follows closely on the Company’s acquisition of digital content leader Post Modern Group (PMG) in July 2013. With a 20-year history, IFE Services provides a broad range of content solutions, spanning movies, TV programs, games, mobile apps, publications, safety videos and technical support to a worldwide client base of over 50 airline and cruise ship operators. IFE Services has a particularly strong customer presence among quickly-growing airlines in developing markets in Africa, Asia and South America.

Aircell, a leading provider of in-flight connectivity equipment and services to the business aviation market, announces that XOJET has signed a Memorandum of Understanding (MOA) with Aircell to deploy Gogo Text & Talk service across its entire charter fleet. Gogo Text & Talk is an exclusive new service from Aircell that allows passengers to use their own smartphones for calling and texting in flight – with their own mobile number. The service is easy to use because it mimics the native features and operation of the passenger’s smartphone. Passengers can use their own contact lists and hands-free devices. Features like Caller ID and call histories are supported. Calling someone in flight is as simple as dialing their number.

MRO Asia 2013 – IBAs Review

by Phil Seymour

My review is a personal one from the perspective of an invited speaker at the conference.

In broad terms the Asia event is smaller than the US and European events but we are all of the view that Asia represents the major growth area for all players, from the MRO, to manufacturers, suppliers, airlines and of course the consultants/facilitators and advisors.

There was a diverse mix of talent on show in the exhibition hall from the established and experienced ST Aero through to the manufacturers touting their wares to provide long term support for a newly delivered aircraft. Clearly both the major OEMs are targeting Asia, not just for new aircraft sales but offering the Boeing “Edge” and Airbus “FHS” schemes to provide the ongoing support that many of the new carriers will require. But this a long game for the OEM’s and in the conference hall there was much debate about how these OEM schemes may, in the long term, threaten the smaller independent MRO facilities. In twenty years’ time when Boeing and Airbus have delivered another 30-35,000 aircraft to the World (the majority of those to Asia!)) how many of those aircraft will be maintained in-house?

Whilst several non-Asian MRO’s are looking to open facilities in Asia to meet that increasing demand, I was somewhat surprised by the HAECO purchase of the US MRO TIMCO. However, on reflection it seems logical that even HAECO will need the added facilities that a US based entity will provide. There are several areas of expertise that TIMCO have that will increase HAECO capabilities across the whole “pacific rim” and not just the Asian side of it.
Destination Dubai

The Dubai Air Show provides a platform to promote trends and discuss issues that help develop the Middle East aviation sector, and as Keith Mwanalushi discovered during the build-up to the event, this market remains increasingly important to the key players.

The sands of time continue to shift. The Middle East market has been growing significantly in recent years and with hundreds of new aircraft that are still on order, this area is projected to boom. "There is a lot of capital spent in building infrastructure and with emphasis on large airports to accommodate great amount of traffic between East and West," monitors Mike Cazaz from Werner Aero Services.

Cazaz says Werner Aero, being an asset management company and aftermarket provider of engines and components, sees substantial opportunity for growth in the near and long term future. "We believe we provide vital services that will prove to be more and more in need as time goes on and the Middle East aviation industry matures. The Dubai Air Show provides us with a great opportunity to meet potential prospects and promote our services," he states.

The Middle East and Africa are strategic market regions for US-based AAR Corp. The company was on hand to showcase its expanding capabilities and diverse portfolio of products and services across its aviation services and technology products business segments. "We are also highlighting our industry-leading MRO and modifications capabilities, for commercial airlines and government agencies as well as our airlift services, featuring operations in the Middle East, Africa and Western Pacific areas," says Rahul Shah, Senior Vice President and Managing Director for AAR Middle East, Africa and India operations.

"We are also emphasising our cargo and baggage handling systems and products for airlines, and our advanced aero structures and interiors design and manufacture capabilities for aircraft manufacturers." Shah adds that showcasing AAR’s specialised mobility products for military and humanitarian operations are also a key area of focus for this region.

Ameco has been providing line maintenance, airframe overhaul and modifications for the carriers in the Middle East for a considerable number of years. Besides line maintenance, Senior Director of Marketing and Sales, Mr Teng Bin says the Beijing-based company also emphasises its MRO services on airframe and engines.

Mr Teng says: “We want the customers to be familiar with our comprehensive products from line maintenance, airframe and engine to components. During this year’s event, we will highlight our MRO services on airframe, engine, landing gear and also business jets completion.”

The region is also of significant importance to BAE Systems’ Commercial Aircraft Solution Business as Jim Whittington, BAE Systems Aftermarket Programme Lead stipulates. "This market consists of a mix of airlines and includes many premium airlines that place high emphasis and importance of working with major OEM suppliers and the value that they offer in terms of turn-around time and quality.

“BAE Systems’ is showcasing its comprehensive portfolio of products and services at this year’s Dubai Air Show, with representatives available to meet with customers to discuss our products and service solutions,” Whittington says.

As the region is expected to maintain its rapid growth over the coming years, there seems to be a growing interest in software solutions that addresses the M&E/MRO needs of airlines, heli operators, MROs and the business aviation segments.

Ranganathan Jagannathan ,VP, Head-Aviation at software solutions provider RAMCO says that with air traffic steeply rising and many flag-ship carriers setting their eyes on fuel efficient models from Boeing and Airbus, they are in critical need of a solution that offers 100% reliability and single click management of these new connect aircraft.

"One of the biggest airline’s in this region is currently on-board with our reliability solution. Ramco’s LSAP management [Loadable Software Airplane Parts] solution is another key highlight for this region to enable airlines manage the new era of Boeing 787 Dreamliner’s. We are also currently working on an Airbus version of the same for A380s,” Jagannathan indicates.

He further adds that in addition to the heli operators present in this oil rich region, the emphasis will also be surrounding regional maintenance...
centres that have sprouted all around the region due to sudden spurts in aircraft orders and traffic.

Turkey’s location is interesting as a bridge between the Middle East, Asia and Europe. According to Altuğ Muftuoglu, Manager, Strategy Management, this unique location helps to position Turkish Aerospace Industries, Inc. (TAI) as an important contributor to the aerospace sector in the Middle East.

“The Middle East is an important area for Turkey, historically and geographically,” notes Muftuoglu. “TAI is well aware of Dubai Air Show’s importance for the region’s countries and potential opportunities. We are exhibiting at the show, presenting our capabilities with a particular emphasis on indigenous products - ANKA, T-129 and HÜRKUŞ.”

The theme of this year’s Dubai Air Show is “Green” referring to environmentally friendly initiatives. A conference and dedicated area at the show takes a closer look at carbon trading, bio-fuels, emissions and technology. Airlines, airports, authorities and industry were able to present their latest ideas, plans and new findings at the conference and to the aviation industry and press. So what ‘green’ credentials are some of the exhibitors engaged?

FL Technics and its sister companies for example are actively implementing and developing green initiatives in both internal and external operations, according to Paulius Kavaliauskas, Head of Business Development at FL Technics.

“With regard to aircraft maintenance, for instance, our engine washing services, delivered at all of our 36 line stations, are carried out by using environmentally friendly materials.” Furthermore, Mr Kavaliauskas says they [FL Technics] are always advocating the introduction of new technologies and digitalisation of aircraft documentation that would have a direct positive ecological effect.

Worldwide, AAR has taken on several sustainability initiatives within their facilities. Rahul Shah indicates that these include smart-energy opportunities such as replacing older, less efficient lighting with new energy-efficient lighting and installing motion detectors. “At our corporate headquarters and Chicago warehouse location alone, this led to a 50 per cent reduction in energy consumption and we’ve replicated the approach at other AAR manufacturing, and warehouse locations,” Shah points out.

TAI has taken steps in reducing carbon footprint in the manufacturing processes. “We have also taken other environmental measures to assist the global activities in this area. Coming to the products, we are focused on lighter materials in our designs to reduce the fuel consumption and carbon footprint as well as to increase the endurance. We are following alternative fuel initiatives in order to utilise them in our products,” affirms Altuğ Muftuoglu.

Mr Muftuoglu adds that regarding the renewable energy, “we have started R&D programmes with our partners in Turkey to develop wind turbines. Hopefully the first prototype will be in use shortly.”

Despite the impressive growth figures, the Middle East and the wider North African markets come with challenges. TAI is enthusiastic about increasing collaboration with the Middle East and North African countries. “Of course, potentials come with challenges,” admits Muftuoglu. “We believe these challenges could be best addressed with increased communication with our partners and such challenges will create better product offerings for both sides.

“We hope that the Dubai Air Show will create opportunities to further our partnership in the aerospace and defence fields with our friends in the region,” says Muftuoglu.

Mr Kavaliauskas from FL Technics brings to light the most recent political developments in the region, particularly in North Africa, which have influenced all aviation players. “We are closely monitoring the development of the situation in separate countries as well as in the region as whole,” he says.
Despite certain risks, Kavaliauskas is adamant that the region is rapidly growing and has a lot of potential as concerns the MRO segment. “Considering the rest of the African region - with extensive experience in such regions as Central Asia and the CIS, FL Technics has accumulated unique experience in supporting local emerging aviation markets through their development towards meeting global industry standards. Thus, we are always ready to expand our presence should the particular market conditions allows us to.”

Mike Cazaz from Werner Aero has a similar view saying the biggest challenge is the current political instability in the region, especially North Africa. “The obvious concern to us is the financial one,” Cazaz states. “We recently made an investment in establishing a new sales and marketing office in Tunisia. We identified North Africa as an excellent opportunity for future growth and are looking to increase our investment further in the near future.”

With great growth potential comes great risk potential as Cazaz is fully aware. “We see growth and development in the infrastructures in these areas which eventually allow more people to access air transportation. A better political environment will be the key to addressing some of the challenges, companies like Werner Aero are facing,” he stresses.

Jim Whittington from BAE Systems sees some challenges associated with the phase out of older aircraft and introduction of new aircraft types. Newer, more complex aircraft will require more advanced MRO capability, with both airframe and component OEMs taking a significant role in this area. He says BAE Systems’ believes that “working with our customers and forming long term relationships is key to addressing some of these challenges in the market.”

Ranganathan Jagannathan from RAMCO makes an interesting point from a software point of view. “There are several institutionalised players in the market who still have their doubts on cloud based solutions questioning its security,” he observes. “These are key hurdles that are unnecessarily slowing down green initiatives that several others have embraced in the recent past. When global technology authorities such as NASA and Intel have started using cloud for their sensitive data, these inhibitions of using cloud or going paperless is only a hurdle in the minds of the operators and MROs in the market,” Jagannathan warns.

From a business aviation perspective concerns still loom over the grey market - where owners of privately-registered jets illegally operate them on revenue service. “This remains a challenge for charter operators in the Middle East because this practice threatens the safety standards we want to see as an industry,” says Mike Berry, Managing Director at ExecuJet Middle East.

Berry explains that another challenge lies in general aviation pilot licensing in some Middle Eastern countries. “It can take at least one month to licence a pilot, with no freelance cover accepted, which makes it challenging for us and other local companies to find suitable employees.”

For example, Berry says the recruitment of a pilot can take a total of five months when you take into account advertising, notice periods, the visa process, exams and licensing. “In other regions, such as Europe or the US, general aviation operators can employ EASA or FAA pilots and have them flying within days,” Berry notes.

ExecuJet established a base in Dubai in 1999 and was one of the first independent companies to offer business aviation services in the Middle East. In October 2012, the company expanded its FBO at Dubai International Airport by taking over the largest dedicated business aviation terminal in the Middle East.
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A torrential downpour brought this year’s Dubai Airshow to a dramatic end but did not deter the mood as this year’s show racked in record order numbers and some significant milestones.

The torrential downpour on day five put a swift end to a show which saw a record breaking order book in excess of US$200 billion by the end of the fourth day. The packed event drew 1,065 exhibitors from 60 countries and took place for the first time at the Dubai World Central aerotropolis.

As anticipated Boeing used the event to launch its new 777X derivative of which it claims will be the world’s largest and most-efficient twin-engine jetliner. Boeing Chairman, President and Chief Executive Officer Jim McNerney launched the 777X with 259 orders and commitments from Emirates (150), Qatar Airways (50), Etihad Airways (25) and a previously announced order from Lufthansa (34). The combined value of the agreements is more than $95 billion at list prices, placing the 777X as the largest product launch in commercial jetliner history by value. The aircraft is set to enter service in mid-2020.

“We are proud to partner with each of these esteemed airlines to launch the 777X – the largest and most-efficient twin-engine jetliner in the world,” said Boeing Commercial Airplanes President and CEO Ray Conner. “Its ground-breaking engine technologies and all-new composite wing will deliver unsurpassed value and growth potential to our customers.”

Boeing announced during the show several key partnerships that reaffirm its strong commitment to support the UAE aerospace industry. Boeing will establish with Tawazun Precision Industries a production aerospace surface treatment facility in the UAE. The project is scheduled to be commissioned in 2016 in Tawazun Industrial Park in Abu Dhabi.

Boeing also announced a new strategic agreement to increase the development of Mubadala as a Tier 1 supplier to Boeing. Through this agreement, Mubadala has the opportunity to supply as much as $2.5 billion in advanced composites and machined metals to Boeing commercial programmes, including the 787 and 777X. Both companies will work together to develop pre-preg and carbon fibre manufacturing capabilities in Abu Dhabi.

Other significant partnerships announced at the show include the selection of Bombardier’s Challenger 605 business jet as the platform for its Maritime Surveillance Aircraft program, which offers the global market a capable, low-risk maritime surveillance system based on Boeing’s proven P-8A mission system technology.

Boeing and Rostec further enhanced their partnership with an agreement to expand their joint venture by establishing a second Ural Boeing manufacturing production facility in Russia’s Titanium Valley.

In addition to the record-breaking orders from Middle East customers Etihad Airways, Emirates Airline and Qatar Airways that are at the centre of the launch of Boeing’s new 777X, Etihad ordered 30 787-10s, including the 1,000th Dreamliner order and becoming the world’s largest customer for the 787 family with a total of 71. The 787 has reached the 1,000th order milestone faster than any other twin-aisle airplane in aviation history.

Boeing and flydubai announced another historic agreement for up to 100 737 MAX 8s and 11 Next-Generation 737-800s, the largest ever Boeing single-aisle airplane purchase in the Middle East. Already a market success, the 737 MAX has accumulated more than 1,600 orders to date.
Boeing orders and commitments (excluding options and purchase rights) announced at the Dubai Airshow reached 342 aircraft, valued at $101.5 billion.

Airbus too scored big at the event winning a total of 160 orders and commitments worth U$44 billion. By value, Emirates placed the single largest order for 50 additional A380s, worth U$20 billion, commending its efficiency and passenger appeal and confirming the A380 flagship status within their fleet.

By numbers, Etihad Airways placed the single largest firm order for Airbus with 87 aircraft (40 A350-900, 10 A350-1000, 26 A321neo, 10 A320neo and one A330-200F) worth U$19 billion at list prices. John Leahy, Airbus Chief Operating Officer Customers commented: “With its central position geographically, its strong economic growth and population-centres just a flight away, Middle Eastern carriers stand to reap the benefits of traffic growth. The order intake at the airshow, by value our biggest ever Dubai, is a clear evidence that the Middle East region is investing in the most modern and efficient aircraft to capture this growth,” he added.

The A380 order book got a much needed boost when Emirates placed an order for 50 more A380s to expand its route coverage and for aircraft replacement, bringing the total number of A380s ordered by this Dubai-based carrier to 140.

“The A380 is a hugely popular airplane, and people go out of their way to fly it,” explained Tim Clark, President of Emirates Airline. “I continue to be impressed how the A380 attracts attention, whether at the world’s airports or during events such as the Dubai Airshow – people can’t wait to get aboard the aircraft.”

Engine makers were also among the big winners.

It was a record air show for GE Aviation which included 450 new GE9X engines for the Boeing 777X. GE Aviation and CFM International received commitments for engines and services valued at U$40 billion.

“Year after year, GE has made enormous investments in new technologies that are driving our sales success,” said David Joyce, president and CEO of GE Aviation while in Dubai. “From ceramic matrix composites unique to the propulsion industry to the highest pressure ratios in our compressors, GE is developing a portfolio of reliable technologies that create new levels of operating efficiencies that our airline customers need.”

Rolls-Royce meanwhile secured orders for 100 additional Trent XWBs which will power 50 A350s ordered by Etihad. The engine maker also picked up an order from the same airline for two Trent 700s that will power an A330-200.

Some MRO companies also signed deals at the event. Alpha Star Aviation Services signed an agreement with AFI KLM E&M covering component support services of its A320 family aircraft and an A340 aircraft.

Salem A. Al Muzaini, CEO of Alpha Star Aviation Services, said: “We are delighted to sign with such a highly-regarded MRO as AFI KLM E&M. The decision was especially easy given that over the past three years we have appreciated the performance of AFI KLM E&M, which also drew up a tailor-made offer for us.”

On the occasion of this year’s show, Lufthansa Technik announced the first station for its engine cleaning system, “Cyclean” engine wash, in Dubai, to open at the start of 2014. The engine cleaning system, already used by more than 30 airline customers worldwide, will now be available for the first time directly at Dubai International Airport.

The engine cleaning frees the engines, in particular the fan and compressor blades, from dirt such as sand, mud, dust and pollen. Once cleaned, the engines are more thermally efficient in operation and use up to one per cent less kerosene for the same level of performance.

Overall, this year’s edition of the Dubai Airshow seems to have been a roaring success despite being closed off on the last day of the event due to bad weather. CEO of F&E Aerospace, (organisers of the event) Sharief Fahmy, said: “The downpour did little to quash the high spirits of exhibitors and visitors to what has already been dubbed the benchmark event for global aviation. We decided to close the hall for the safety of all, especially after taking advice from Dubai Civil Defence, who will always put the safety of people first.”

All smiles at Emirates after an aircraft shopping bonanza.

Qatar Airways firm order for five new A330-200Fs.

Cover Story: Order bonanza!
IAI releases improved financial results for 3rd Quarter of 2013

IAI reported net profits for the 3rd quarter increased to $57.9m, compared to $37.5m in the 3rd quarter of 2012 – an increase of 54%. Profit before tax totaled $80.7m, compared to $50.3m in the parallel period of last year – an increase of 61%. Company revenues for the 3rd quarter of 2013 were the highest for the last five years, and totaled $643.3m, compared to $605.8m in the parallel quarter of last year – an increase of 6.2%. Cash flow from regular Company activities during the 3rd quarter of 2013 rose to $56.1m, compared to a cash flow of $13.3m in the parallel quarter of 2012, and to $184.6m in the first nine months of 2013. Capital as of the 30th September 2013 totaled to $169.4m, compared to $135.8m as at 31st December 2012.

EADS reports improved nine-months

EADS reported higher revenues and profits for the first nine months of 2013, driven by the strong momentum within its commercial aircraft activities. Order intake more than doubled to €138.2bn with the order book value reaching €642.5bn at the end of September. The Net Cash position was €5.2bn on 30 September, 2013. Over the first nine months of 2013, EADS' revenues increased 7% to €40.0bn (9m 2012: € 37.3bn), reflecting the aircraft delivery pattern at Airbus Commercial and increasing activity at Airbus Military (A400M). Revenues were broadly stable at Eurocopter, Astrium and Cassidian. EADS' reported EBIT increased to €2.1bn (9m 2012: €1.6bn). One-off charges were limited to the known impact related to the A380 wing rib feet issue and the pre-delivery payment (PDP) dollar mismatch and balance sheet revaluation at Airbus. The finance result was €-445m (9m 2012: €-337m) while net income increased to €1,195m (9m 2012: €595m). Free Cash Flow before acquisitions amounted to €-4,815m (9m 2012: €-3,235m), reflecting the working capital evolution linked to delivery phasing, industrial ramp-up, some customer financing activity and the seasonality of the group's government business.

Willis Lease Finance Reports YTD net income of $9.1m

Willis Lease Finance Corporation (WLFC) reported net income attributable to common shareholders was $9.1m for the first nine months of 2013, compared to a loss of $3.0m in the first nine months of 2012. A significant improvement in portfolio utilization in the current quarter was overshadowed by asset write-downs and engine repair expenses. In the current quarter, a loss of $2.2m was recorded compared to a loss of $8.0m in the third quarter a year ago. A year ago, the same quarter’s results were impacted by a $15.4m charge for extinguishment of debt and derivatives termination related to the successful closing of the WEST II ABS financing.

Altra Holdings signs agreement to acquire Svendborg Brakes

Altra Holdings has signed a definitive agreement to acquire the shares of Svendborg Brakes A/S and S.B. Patent Holding ApS (together “Svendborg”) for a cash consideration of €80.1m, less the cash remaining on the balance sheet at close, which is payable upon completion of the acquisition. Altra intends to finance the transaction through a combination of European cash and additional borrowings under its credit agreement. The finalization of the transaction is subject to customary closing conditions, including receipt of required regulatory approvals, and is expected to take place during the fourth quarter of 2013. The acquisition is anticipated to be accretive to Altra Holdings’ earnings in 2014 in the range of $0.10 to $0.15 per diluted share, excluding any one-time or acquisition-related costs.

Astronics Corporation reports record quarterly sales of $89.7m

Astronics Corporation released that consolidated sales for the third quarter of 2013 increased by 30.2% to $89.7m compared with the same period last year. Aerospace sales of $87.5m, which represented 97.6% of the consolidated total, increased by $21.7m, including $15.7m associated with the acquisition of Peco. Test Systems sales decreased $0.9m to $2.1m. Consolidated gross profit was $23.8m, up $7.1m from the prior-year period. Consolidated gross margin was 26.5% compared with 24.3% for the third quarter of 2012. Net income in the third quarter of 2013 was $7.2m, up 45.1% compared with $4.9m last year.

MTU signs new credit line for €400m

MTU Aero Engines AG signed a new syndicated credit facility for €400m, thus securing the group’s funding in the long term. The loan agreement with a syndicate consisting of five banks runs for five years and includes an option to extend the agreement for two years. This funding, which is used for general corporate purposes, is prematurely replacing the previous credit line of 100 million euros falling due in December 2015.

Bombardier Aerospace posts financial results for the third quarter

Bombardier Aerospace’s revenues amounted to $2.0bn for the three-month period ended September 30, 2013, compared to $2.3bn for the same period last fiscal year. EBIT totalled $86m or 4.3% of revenues for the third quarter ended September 30, 2013, compared to $118m, or 5.2%, last fiscal year. Free cash flow usage amounted to $406m (including net additions to property, plant and equipment (PP&E) and intangible assets of $585m) for the third quarter ended September 30, 2013, compared to a usage of $68m (including net additions to PP&E and intangible assets of $543m) for the same period last fiscal year. Bombardier Aerospace delivered a total of 45 aircraft during the third quarter ended September 30, 2013, compared to 57 for the same period last fiscal year, and received 25 net orders during the third quarter, compared to 83 for the same period last fiscal year.

Aircastle announces third quarter net loss of $74.6m

Aircastle reported a third quarter 2013 net loss of $74.6m and an adjusted net loss of $69.1m. The third quarter results included operating and finance lease rental revenues of $165.3m, an increase of 1.4%, versus $163.1m in
Boeing reported third-quarter core earnings per share (non-GAAP) increased 16% to $1.80, driven by strong performance across the company’s businesses. Third-quarter core operating earnings (non-GAAP) increased 20% to $2.1bn from the same period of the prior year. Third-quarter revenue was $22.1bn. GAAP earnings from operations was $1.8bn and earnings per share was $1.51. Core earnings per share guidance increased to between $6.50 and $6.65 and GAAP earnings per share guidance increased to between $5.40 and $5.55, reflecting the strong performance. The company also increased its 2013 operating cash flow outlook to greater than $7bn, which includes $1.5bn of discretionary pension contributions, and reaffirmed its 2013 revenue guidance.

Boeing Commercial Airplanes third-quarter revenue increased to $14.0bn and operating margin improved to 11.6% on higher delivery volume and continued strong operating performance. During the quarter, the 787-9 completed first flight. With the successful launch of the 787-10 and continued strong demand for the 787 family of airplanes, the company intends to increase the 787 production rate from 10 to 12 per month in 2016, with plans to increase to 14 per month before the end of the decade. Commercial Airplanes booked 200 net orders during the quarter. Backlog remains strong with nearly 4,800 airplanes valued at a record $345 billion.

Safran reports revenue grew 10% in third quarter 2013

Safran released that third-quarter 2013 adjusted revenue was €3,437m, up 9.7% on a reported basis, up 10.9% on an organic basis, compared to third quarter 2012. Aerospace (Propulsion and Equipment) activities continue to benefit from civil aftermarket growth and OE momentum. Revenue was slightly up in Defence activities and — due to adverse currency variations — in slight decline for the Security activities. Third-quarter 2013 civil aftermarket was up 45.2% in USD terms, comparing the robust level of revenue in the quarter to the dip in activity a year ago. The full-year 2013 adjusted revenue and adjusted EBIT outlook is confirmed. Regarding free cash flow, cash flow linked to business performance is likely to be consistent with objectives, while uncertainty remains concerning the rhythm of payments (including advance payments) by State-customers in the fourth-quarter.

Rockwell Collins reports 2013 earnings per share increased to $4.58

Rockwell Collins reported fiscal year 2013 earnings per share of $4.58, an increase of 10% from 2012. Total company sales for fiscal year 2013 were $4.61bn, a 2% decline from last year. The lower sales volume was driven by an 8% decrease in Government Systems sales, partially offset by a 4% increase in Commercial Systems sales. Cash provided by operating activities for fiscal year 2013 totaled $617m, an increase of 16% compared to $534m last year. Fourth quarter fiscal year 2013 earnings per share increased to $1.28 compared to $1.06 in the same quarter last year as the company continued to execute its capital deployment strategy through its share repurchase program. The fourth quarter of 2013 benefited from the absence of a restructuring and asset impairment charge in 2012 partially offset by higher employee incentive compensation costs in 2013. The company reported sales of $1.25bn for the fourth quarter of 2013, a decrease of 1%, compared to sales of $1.27bn for the same period a year ago.

MTU Aero Engines confirms forecast for the year after the third quarter

In the first nine months of 2013, MTU Aero Engines recorded a 13% rise in revenues to €2,778.1m (19/2012: €2,468.0m). The company generated an operating profit of €270.5m (19/2012: €278.0m) with an operating margin of 9.7% (19/2012: 11.3%). Net income amounted to €166.3m after €173.1m in the equivalent period last year. “With the results achieved over the last nine months, MTU is on track to reach its 2013 targets,” said Egon Behle, CEO of MTU Aero Engines AG. “The figures reflect the forecast that we gave in July and which we confirm today.” MTU expects revenues of around €3.7bn for the whole year, after €3,378.6m in 2012.

B/E Aerospace reports third quarter 2013 revenue up 15.8%

B/E Aerospace reported third quarter 2013 revenues of $888.1m, an increase of $121.4m, or 15.8%, as compared with the prior year period. Third quarter 2013 operating earnings were $160.1m, an increase of 19.2%, and operating margin of 18.0% increased 50 basis points as compared to the prior year period. Acquisition, integration and transaction (AIT) costs in the third quarter were approximately $6.9m, including expenses associated with the Blue Dot Energy Services (Blue Dot) acquisition. Operating earnings, adjusted to exclude AIT costs, were $167.0m, an increase of 20.2%, and adjusted operating margin of 18.8% increased 70 basis points compared to the prior year similarly adjusted to exclude AIT costs.

Honeywell reports aerospace segment profit up 3%

Honeywell reported for the aerospace segment, that sales were down (2%) compared with the third quarter of 2012 driven by an (11%) decline in Defense & Space sales as a result of planned ramp downs and program delays, as well as supply chain constraints, partially offset by Commercial growth. Commercial OE sales were up 3% in the quarter driven by continued strong OE build rates and favorable platform mix. Commercial Aftermarket growth of 5% was driven by improved flight hour growth and strong RMU (Repairs, Modifications, and Upgrades) sales. Segment profit was up 3%, and segment margins expanded 110 bps to 20.2%, driven by commercial growth, including productivity net of inflation and commercial excellence, partially offset by lower Defense & Space volume.
In the hot seat.....

Keith Mwanalushi speaks to Sanjeev Gupta, CEO, Realization

AviTrader MRO: What attracted you to work in project management solutions?

Gupta: I started Realization because I saw a widespread, unmet market need. Billion dollar projects are still managed using outdated techniques like Gantt charts that are more than a century old! Not surprisingly, most projects are often late and over budget. Planning is a nightmare, and even worse, once a very detailed plan is created, it soon becomes impossible to follow, because of the uncertainties that arise during execution. At Realization, we’ve taken the best concepts from manufacturing and applied them to project management to create a more scientific approach that improves project efficiency.

AviTrader MRO: What does a typical day’s work entail in your job?

Gupta: I spend much of my time with customers and product development. A typical day would involve face-to-face meetings with client senior executives to make sure they are getting value from our software and services; evangelizing how project management can be made simpler and better; and on product development to make sure our solutions remain on the cutting edge.

AviTrader MRO: Critical Chain Project Management (CCPM) has been much discussed since its introduction in the late 1990s. How exactly does this apply to aviation MRO?

Gupta: Many MROs are still using 100-year old Gantt chart methodology for managing projects, and it’s a method that simply doesn’t work. Even worse, the increasing complexity of maintenance amplifies the pain of bad planning. With thousands of parts, multiple active jobs, unexpected repairs, extra inspections and more, the aviation mechanic’s job today can be a constant frenzy of firefighting where job priority is determined by which team is yelling the loudest. Project plans are quickly thrown out the window because unexpected delays disrupt the flow of work. What makes matters worse is that MRO managers will often push more planes into hangers to try to boost throughput, but this serves as a huge distraction for already multitasked workers — and it keeps more planes on the ground instead of in the sky.

Critical chain takes uncertainty into account and allows organizations to keep the amount of work in process to a reasonable level, causing maintenance teams to focus on one task at a time and actually finish it. What’s more, they have clear priorities about which tasks are the most important to finish. Everyone is working in concert to finish up the aircraft, and as a result, it gets completed much faster than it would were people working on ten aircraft at the same time. With fewer aircraft in WIP, constrained resources like specialists and inspectors can quickly focus on the right work to maximize overall operational efficiency, boosting throughput.

One military aviation depot we worked with, for example, was facing serious challenges in completing aircraft overhauls. Due to a substantial increase in demand for the aircraft it maintained and repaired, the base had more planes parked in MRO hangars than it could handle, and crews were constantly fire-fighting problems as they arose. Most importantly, turnaround times were growing longer, the organization was missing deadlines and the unit was over budget.

Within just weeks of its implementation with Realization, the depot began delivering an extra aircraft each month. For the fiscal year, it delivered 33 percent more aircraft than it did the previous year, cut over 100,000 service hours, came in 17,000 hours under budget and reduced the number of customer-reported quality defects by 68 percent. In addition, the depot kept more planes in the air for the units it was supporting, better enabling them to safely do their jobs and minimizing the need for additional, expensive aircraft.

AviTrader MRO: The philosophy behind CCPM is seen as different to that of PERT/CPM (Project Evaluation and Review Technique/Critical Path Method). How is this so?

Gupta: Critical chain gives managers the schedule and resource flexibility they need to accommodate uncertainties. Traditional project management can’t do that because it’s wedded to rigid schedules that can’t be easily changed and quickly become obsolete. In CCPM, emphasis is not placed on following the schedule, but on completing the highest priority tasks, so, if the priorities change, that’s not a problem. Everyone can adjust. CCPM automatically adjusts priorities and supervisors can put their resources on the right tasks at the right time.

AviTrader MRO: According to Delta Tech Ops, you were able to help them achieve a 30 per cent average reduction in turn time. What was the scope of this project?

Gupta: We worked with their engine repair group. By the end of the engagement, they had improved their on-time delivery by 53 percent and went from an organization that was so far behind that Delta was considering sending some of its engines to other MROs, to a group that had so much excess capacity, it transformed from a cost center into a revenue center, overhauling engines for other airlines. The success in the engine group brought us into the line maintenance group, where we reduced the average number of daily flight cancellations during the summer travel season by more than 60 percent.

AviTrader MRO: In your opinion, where is project management technology heading in the next few years?

Gupta: Win a word: simplification, especially around planning. Today’s systems are far too complex, and they introduce a great deal of unnecessary complexity into project plans. As a result, the plans are too time consuming to create, cannot be easily reused for future projects and are nearly impossible to follow during execution. Project managers need PM solutions that are easy to use and understand, flexible enough to adapt to changes during execution, and that integrate scope, schedule and effort management, and support execution best practices.
Making Informed Decisions

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JetData - the commercial aircraft database available from IBA

JetData provides 24/7 global access to accurate information on all modern jet and turboprop aircraft with a capacity greater than 20 seats. Users can obtain detailed information providing insight into fleet demographics, delivery trends, airline and lessor profiles, aircraft values and lease rates.

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MAEL plans big

Monarch Aircraft Engineering (MAEL) based in the UK is part of The Monarch Group and provides MRO services for the sister company Monarch Airlines and other airlines. Providing base maintenance hangar facilities at London Luton Airport (headquarters), Manchester Airport and the new hanger facility at Birmingham Airport.

At all locations MAEL perform A checks up to heavy C and D checks, line maintenance, engineering and technical support, with EASA and GCAA Part 21 Subpart J Design Organisation Approval and Management Services Part M, AOG support, component and full material support, spares trading, aircraft engine services and EASA Part 147 approved technical type training.

Line maintenance is carried out within the UK and overseas with permanent line stations established at London Gatwick, London Luton, Birmingham, Manchester, East Midlands, Leeds Bradford, Edinburgh, Glasgow, Malaga, Alicante, Canary Islands, Warsaw, Kiev, Goa and the Maldives, where technical handling is carried out on Boeing 737, 757, 767, 777, 787 Dreamliner, Airbus A300-600, A300B4, A310, A320 family, A330, Bombardier Q400 and Embraer 170, 175, 190, 195 aircraft.

Without doubt the most exciting news at the company currently is the opening of the hanger in Birmingham, England. “We announced on 20th November 2012 to expand our operation with a new 110,000 sq. state-of-the-art maintenance facility, creating 150 new jobs, with the potential for a further 150, at Birmingham airport in the UK,” Mick Adams, Managing Director for Monarch Aircraft Engineering Limited confirms.

Construction work began on 11th January 2013, “we achieved practical completion early in October and then within 19 working days we fitted the facility with state-of-the art equipment, tooling and racking. On day one of maintenance we accommodated four lines of maintenance, this will then increase through month one during which time the facility will see seven different aircraft types including the Airbus A320, A321, A300, the Boeing 757 and 767, the Embraer 195, and the Bombardier Q400,” says Mr Adams.

He further added: “I am delighted that we have opened the hangar doors to the first aircraft in advance of our busy winter maintenance programme, and it was highly appropriate that it was one of Monarch Airlines aircraft to cross the hangar threshold for the first time. This was a very special moment for the entire team who continue to work tirelessly to ensure there is a seamless transition to full maintenance operations.”

In terms of growth opportunities Adams intends to add capability in several areas to ensure MAEL can provide a single point solution to its clients. He says MAEL will also continue to support legacy fleets and build capability for new technology products.

MAEL has been making considerable investment in training. The company was recently granted UK Civil Aviation Authority (CAA) Part 147 approval to deliver full B1 and B2 type training on the Boeing 787 Dreamliner. “This will be delivered by the Monarch Aircraft Engineering Training Academy at its fully equipped state-of-the art training facility at London Luton Airport,” comments Adams.

In addition, MAEL with effect from May this year added MRO capability for Bombardier and Embraer aircraft, and has continued to grow the level of activity in providing technical services support for a growing number and the newly launched spares trading division which Adams reports to be performing extremely well.
TES released that a Joint Agreement has been signed with Eirtech Aviation to provide continued Airworthiness Management and Engine specific support services for customers to fulfill CAMO and Engine related obligations. Under the agreement Eirtech and TES will offer customers the provision of aircraft induction, technical records management, maintenance planning, airworthiness data review, EHM monitoring assessment and recommendations, reliability monitoring and maintenance programme control services.

AJW Aviation has achieved another milestone in the substantial growth of the business over recent years by being awarded the ISO18001 for Health & Safety Management Systems and ISO14001 certification for Environmental Management Systems by the International Standards Organisation (ISO). These certifications come less than a year after the Company’s state-of-the-art Headquarters opened for business. Close to Gatwick airport, the enormous site of over 60 acres supports a facility of nearly a quarter of a million ft² which has been uniquely designed from the ground up to provide staff and visitors with the ultimate energy saving and green working environment.

As part of RUAG’s strategy of focusing on its core competencies, from October 15th the RUAG Technology division will be known as RUAG Aerostructures. This step underlines the growing significance of aerostructures for RUAG, and clearly defines the company’s position in the expanding international aviation market. With sites in Emmen, Switzerland, and Oberpfaffenhofen, Germany, RUAG Aerostructures’ key focal points are the manufacture of complete fuselage sections and winglets for passenger aircraft. It also develops and produces wing and control surface components as well as sophisticated component assemblies and parts for civil and military aircraft. Customers include aircraft manufacturers such as Airbus, Bombardier, Boeing and Dassault. With its global strategy, RUAG Aerostructures aims to consolidate and expand its position as a strong direct supplier and partner for aircraft manufacturers.

Flying Colours Corp. the Canadian headquartered maintenance, completion and refurbishment specialist will be promoting the rebranding of its US subsidiary, previously known as JetCorp Tech Services Inc., to Flying Colours Corp. KSUS when it exhibits at this year’s American National Business Aviation Association meeting in Las Vegas. The decision to re-name the company’s St. Louis, USA based facility will have the effect of bringing the full scope of Flying Colours Corp. service provision under one company name; and serves to align the operational activities at the two locations which now mirror each other in terms of capabilities and output. JetCorp Tech Services Inc was purchased by Flying Colours Corp. in 2009 to complement its expansion plans in the USA, and since then has developed a thriving MRO, completions and avionics facility that complements the Peterborough activity.

People On The Move

Universal Avionics released that Mr. Paul DeHerrera has been appointed to the position of Chief Executive Officer for the company. Mr. DeHerrera has transitioned into this new role as Mr. Joachim L. (Ted) Naïmer remains as President and Chairman of the Board.

GE Capital Aviation Services (GECAS), the commercial aircraft leasing and financing arm of GE, released that Stephanie Daillencourt has been promoted to Executive Vice President, Aviation Financing Operations. Based in Singapore and reporting to GECAS President and CEO Norman Liu, Daillencourt will be responsible for overseeing all structured finance and capital markets activity as well as debt syndications and GECAS’ secured lending unit, PK AirFinance.

Dave Whitten has been appointed senior vice president, sales, marketing and strategy for NORDAM. Whitten’s expanded duties support the ongoing development of innovative strategies to deliver added value to NORDAM customers across the globe. Previously, Whitten served as senior vice president, strategy and marketing. He joined the company in 2005 as director of marketing and since has excelled in a series of increasingly responsible roles.

Jean-Michel Hillion has been named Safran Corporate Senior Vice President, Boeing Programs. He replaces Norbert Gaillard, who has retired. Mr. Hillion reports to Marc Ventre, Safran Deputy Chief Executive Officer, Operations, and will be in charge of supervising, coordinating and developing the Group’s business with Boeing.

Effective October 1st, Jérôme Bendell has been appointed Chief Executive Officer of ThalesRaytheonSystems SAS, the French entity of the joint venture between Thales and Raytheon. He succeeds Philippe Duhamel, who was appointed Chief Executive Officer of international joint venture ThalesRaytheonSystems in July 2013.

B/E Aerospace released that its Board of Directors has appointed Werner Lieberherr, who is currently President and Chief Operating Officer of B/E Aerospace, as co-Chief Executive Officer of B/E Aerospace, effective as of January 1, 2014. Werner Lieberherr was appointed President and Chief Operating Officer of B/E Aerospace effective December 31, 2010. Mr. Lieberherr joined B/E Aerospace as Senior Vice President and General Manager for the Commercial Aircraft Segment in 2006.

WheelTug plc has named Scott Perkins to be its Chief Engineer. Mr. Perkins is a strong leader with over 25 years aerospace experience and an excellent history in engineering, analysis and certification of aerospace components. Mr. Perkins’ accomplishments to date include establishing Messier-Dowty (USA) where he led the technical development of the Boeing 787 landing gear. His experience on numerous commercial aircraft projects will be a major benefit in the development of the WheelTug system. Scott Perkins’ existing team at Endeavor Analysis will continue to be involved with the WheelTug project. Endeavor has numerous superb engineers and managers at its disposal and are leaders in structural analysis.

AeroTurbine, a wholly owned subsidiary of International Lease Finance Corporation (ILFC), has promoted Al Wood to the position of Executive Vice President and Chief Commercial Officer. In his new role, Wood will continue to lead AeroTurbine’s worldwide sales, product and marketing activities.