

Boeing forecasts demand for 1,850 new airplanes in India



Boeing forecasts a demand for 1,850 new airplanes in India, valued at \$265 billion, over the next 20 years. The company recently released its annual Current Market Outlook (CMO) for India during a recent briefing in Mumbai.

“India continues to have a strong commercial aerospace market and the highest domestic traffic growth in the world,” said Dr. Dinesh Keskar, senior vice president, Asia Pacific and India Sales, Boeing Commercial Airplanes. “With the new aviation policies in place, we see even greater opportunities and remain confident in the market and the airlines in India.”

According to Boeing’s CMO, single-aisle airplanes such as the Next-Generation 737 and 737 MAX will continue to account for the largest share of new deliveries, with airlines in India needing approximately 1,560 airplanes.

These new airplanes will continue to support the growth of low-cost carriers and replace older, less-efficient airplanes.

“Boeing’s strong orders and deliveries for the Next-Generation 737 and 737 MAX underscore how we are meeting our customers’ demands and expectations, offering them the most fuel efficient, reliable and capable airplanes,” said Keskar. “We also continue to be the preferred choice for widebody airplanes in India, with more than 85 percent of the market share.”

Boeing projects a worldwide demand for 39,620 new airplanes over the next 20 years, with India carriers needing more than 4.6

percent of the total global demand. Boeing’s Current Market Outlook is the longest running jet forecast and regarded as the most comprehensive analysis of the aviation industry. 



Dr. Dinesh Keskar
Boeing

Airplane type	Seats	Total new deliveries	Dollar value
Regional jets	90 and below	10	\$1B
Single-aisle	90-230	1,560	\$180B
Widebody	200+	280	\$85B
Total		1,850	\$265

..... and 1,170 New Airplanes in Russia, CIS region



BOEING FORECASTS market demand for 1,170 new airplanes in Russia and the CIS region over the next 20 years, valued at \$140 billion. The company released the numbers as part of its annual Current Market Outlook (CMO) for Russia and the CIS region.

International traffic is expected to grow at an annual rate of 4.8 percent and Boeing predicts Russian and CIS airlines will need 810 single-aisle and 170 widebody airplanes to handle the increase. With strong demand for replacing an increasingly aging fleet of Russian-built airplanes, 47 percent of deliveries will be used to replace older, less-efficient airplanes.

“Russia and CIS region continues to have a strong commercial aerospace market,” said Sergey Kravchenko, president, Boeing Russia and CIS. “We are ready to meet any customers’ demands and expectations, offering them the most fuel-efficient, reliable and capable airplanes.”

Boeing estimates 190 regional jets, both western and Russian built, will be required over the next 20 years; this demand is being driven by the growth that the intra-CIS region has been experiencing.

Airplane type	Seats	Total new deliveries
Regional jets	90 and below	190
Single-aisle	90-230	810
Widebody	200+	170
Total		1,170

Liberty Hall Capital Partners Acquires ZTM, Inc.

LIBERTY HALL CAPITAL PARTNERS (“Liberty Hall”), a private equity firm focused exclusively on investments in businesses serving the global aerospace and defense industry, announced the acquisition of ZTM, Inc. (“ZTM”), a Tier II supplier of large, complex metallic parts and assemblies for the global aerospace industry. ZTM will be integrated into Accurus Aerospace Corporation (“Accurus”), a leading Tier II supplier of highly engineered machined parts, kits and assemblies and processing services, focused on the highest value aircraft platforms. Liberty Hall’s investment partners in Accurus are Hamilton Lane and other leading institutional investors. Terms of the transaction were not disclosed. “

“ZTM not only expands Accurus’s content on the key 737 and 787 platforms, reinforces our strong relationships with our largest customers and extends Accurus’s geographic presence into Wichita, but also, importantly, provides Accurus with proven capabilities for delivery of

large complex assemblies,” said Rowan Taylor, Liberty Hall’s founding Partner. “In its 27-year history, ZTM has built a reputation for providing customers with large complex machined parts and assemblies while achieving impeccable quality and delivery standards. The addition of ZTM marks the fifth acquisition for Accurus and a critical step forward as we execute our strategy to build a leading, fully capable, diversified Tier II aerostructures supplier.”

Founded in 1989, and owned by Brad Julius, Wichita-based ZTM supplies several of the highest value Boeing commercial aerospace platforms, including the 737 and 787. ZTM’s largest customers are The Boeing Company and Spirit AeroSystems. In addition to expanding Accurus’s content on these key aircraft platforms, ZTM further diversifies Accurus’s customer mix and expands Accurus’s geographic presence in the central U.S. to Wichita, one of the key aerospace supply regions in the United States.

Accurus was formed by Liberty Hall in 2013 and, since its formation, has completed four strategic acquisitions: Precise Machining & Manufacturing (2013), McCann Aerospace Machining (2014), LaCroix Industries (2015) and J&M Machine (2016).

Jim Gibson, President and CEO of Accurus, said: “ZTM is a world class supplier of large complex metallic machined parts and assemblies in the central U.S. that has been recognized for superior performance through industry recognitions, such Spirit AeroSystem’s Platinum Supplier of the Year Award. We are pleased to be able to substantively expand the Accurus platform in this important region and, with the addition of ZTM’s strong, proven assembly capabilities, allow Accurus to extend our now broadened machining and assembly capabilities to our global base of customers.”

Financing for the acquisition was provided by Bank of America Merrill Lynch and Citizens Bank. Legal advice to Liberty Hall and Accurus was provided by Schulte Roth & Zabel and Pillsbury. ZTM was advised by Koch Siedhoff Hand & Dunn and Stinson Leonard Street. 🚀

Lufthansa, Honeywell & Airbus sign MoU to deploy Airbus’ ROPS & Honeywell’s SmartLanding systems on Lufthansa Group’s fleet

LUFTHANSA GROUP, Honeywell Aerospace and Airbus have signed a Memorandum of Understanding (MOU) to work jointly on the development of a runway safety solution combining Airbus’ Runway Overrun Prevention System (ROPS) and Honeywell’s SmartLanding technologies for Lufthansa Group’s fleet. This cooperation aims to set the highest standard in runway safety by combining the strengths of these two innovative and leading technologies and by making them available for a maximum number of aircraft types. Lufthansa will place its expertise at the service of Honeywell and Airbus respectively by contributing to the solution design and evaluation with the involvement of flight crews from the early stage of development.

ROPS is a performance-based alert-



ing system developed by Airbus, which assists crews in preventing runway overruns. Certified by the European Aviation Safety Agency (EASA), Federal Aviation Administration (FAA) and Civil Aviation Administration of China (CAAC), ROPS is in operation on approximately 430 aircraft, including A320, A330, A350 and A380 and has been selected by operators of 1,500 aircraft to be delivered. ROPS is now included in the solutions portfolio of Airbus’ new wholly-owned Flight

Operations and Air Traffic Management subsidiary – NAVBLUE.

Honeywell’s SmartLanding system reduces the risk of runway excursion by alerting pilots if the aircraft is approaching the runway too high, too fast or is not configured properly for

landing. SmartLanding is a software enhancement to Honeywell’s Enhanced Ground Proximity Warning System (EGPWS), installed on more than 30,000 airline and business aviation aircraft. Through a simple software upgrade to EGPWS, SmartLanding improves pilot situational awareness and helps break the chain of events that can lead to a runway excursion, by providing aural and visual alerts upon approach only if the aircraft has not met established safety criteria. 🚀

Three more MRO Centers for West Africa?



ASKY Airlines based in Lomé, Togo and shareholder, Ethiopian Airlines are planning to establish an aircraft MRO and training center in West Africa. This is a significant development as West Africa currently does not have any local stations capable of heavy maintenance. The International Aviation Group (IAG) and Arik Air may also seek to get a slice of the region's MRO pie.

Tewolde Gebremariam, CEO of Ethiopian Airlines, explained that ASKY was in discussions with the Togolese government and that if approved, the MRO facility will cater to Boeing and Bombardier aircraft. The training facility will train back-office staff and cabin crew.

He said: "Our main MRO hub remains in Addis Ababa and [we] will have

regional MRO hubs in Lomé, Lilongwe and Kigali [home to partner RwandAir]. Our planned Lomé MRO hub would maintain aircraft operating in Nigeria, Ghana, Côte d'Ivoire and Senegal." IAG plans to establish an MRO facility in Abuja, Nigeria.

This comes in the wake of local industry stakeholders berating the government for the lack of an MRO facility, which they claim is part of the reason for the high demand of foreign exchange in the industry, lack of developed technical manpower and the inability of Nigeria to carry out C-checks and D-checks.

James Odaudu, deputy director, press and public affairs, at Nigeria's ministry of aviation, said the venture was because IAG saw potential in the following factors: the huge traffic in and out of the country, the need to reduce the cost of maintaining aircraft abroad and the chance of attracting work from neighboring countries. In addition, IAG intends to start a Nigerian aviation academy that will be affiliated to a UK-based university.

Lagos' Arik Air has also been considering setting up its own MRO hangars in Nigeria in collaboration with its German partner, Lufthansa Technik. 🌐

Dassault Falcon Jet Gears Up for 2016 Rio Olympic already halfway through



DASSAULT FALCON JET is ramping up its customer support operations across Brazil to prepare for the influx of Falcon operators expected to attend the Summer Olympics Games in Rio de Janeiro, which open on August 5.

"The Summer Olympics attract one of

the largest concentrations of business jet traffic of any event in the world, and we have been gearing up for quite some time to meet this extra demand," said Geoff Chick, Vice President of Customer Service for Dassault Falcon Jet. "The full Falcon Jet support capability — 24/7

Falcon Command Center, mobile repair teams, local service center and ground crews will be on call around the clock to assist customer needs for the length of the Games."

Available resources will include a Falcon GoTeam in Rio for routine troubleshooting and a full range of AOG services designed to return grounded aircraft to service with minimum delay, backed up by three Field Technical Representatives and a Customer Service Manager. All will have full FAA, EASA and ANAC sign-off authority for all current production Falcons. Additionally, Dassault Aircraft Services' company owned service center in Sorocaba, near Sao Paulo, has added \$4 million in spare parts to its existing \$6 million in inventory to further beef up the local support capability. 🌐

Metro Aviation boosts Industry Safety with the Development And Integration of complete flight OCC Module



METRO AVIATION operates more than 120 air medical aircraft across the country. With an average of 230 flight requests each day, the company's Operational Control Center (OCC) is a constant hub of activity. The air medical operator originally contracted with Complete Flight in 2015 to transition into digital record keeping using the Complete Flight IOS App for iPads, and recently expanded their capabilities with the company's web-based interface to comply with the new FAA Helicopter Air Ambulance rule regarding OCC changes.

The FAA rule, which went into effect April 22, requires certificate holders with 10 or more helicopter air ambulances to have an OCC. The rule requires an OCC to provide two-way communication with pilots and participate in the preflight risk analysis, ensuring pilots have not only completed all requirements on the preflight risk analysis worksheet, but also confirm and verify those entries, assist the pilot in mitigating risks prior to takeoff and providing written

acknowledgement that the worksheet was completed and the flight can be conducted safely.

"Air medical operations are time sensitive and we need flights to get off the ground as soon as possible, but also as safely as possible," said Metro Director of Operations Jim Arthur. "The new rule places a lot of responsibility on the OCC and demands a significant amount of work to be completed in a short amount of time. With an organized dashboard providing a more accurate monitoring of pending flight requests, active flights, and visibility to pilot currency and aircraft status, we are able to conduct a safer operation and meet the FAA requirements without any significant change in launch times."

"It was important to Metro that we didn't design a system that only focused on the pilot's risk analysis worksheet. The Complete Flight OCC module allows us to export the requested route of flight to weather analysis software, ensuring the flight can be conducted as safely as possible," said Arthur.


Metro Aviation partnered with Complete Flight to build and customize an OCC module that would fit the needs of an active OCC and exceed existing requirements. "We had a real advantage working with Metro to design our new OCC functionality," said Complete Flight President Bernie Berg. "We were able to work with them in designing a system that met the needs of a large fleet, while getting real-time feedback from an incredibly busy OCC."

The Complete Flight module allows the OCC to quickly and easily countersign risk forms, as well as retrieve weather information, publish routes to a third party, monitor pilot currency and aircraft maintenance status, monitor open

flights, enter and log routes and utilize enhanced communications between the communications center, OCC and the pilot.

"We designed the new OCC module with functionality that goes beyond the FAA requirements. We saw an opportunity to develop a robust dashboard that helps operators monitor and organize their OCCs," said Berg.

A system is only as good as those using it, so Metro deployed trainers to its 34 operations customers around the country to train communication specialists on the new module and have all programs up and running in advance of the FAA effective date. "Without a doubt, we are a safer operation because of the workflow and module we developed in partnership with Complete Flight," said Arthur. The Complete Flight OCC Module is not proprietary and available to all operators.

"Our mission is to help simplify Part 135 management, and that includes creating new functionality to meet new and evolving FAA requirements," said Berg. 

EVENT	DATE	COUNTRY
ACPC	20 - 23 August, 2016	Atlanta, GA, USA
Aero-Engines Europe	14-15 Sept, 2016	Lisbon, Portugal
The Trinity Forum 2016	12- 14 Sept, 2016	Mumbai, India
12th Maintenance Cost Conference (MCC)	14-15 Sept, 2016	Bangkok, Thailand
16th Annual Aviation Industry Suppliers Conference	19 – 21 Sept, 2016	Toulouse, France
ISTAT Europe	25-27 Sept, 2016	Barcelona, Spain
MRO Asia-Pacific 2016	27-29, Sept, 2016	Singapore
MRO Europe	18-20 Oct, 2016	Amsterdam, Netherlands
Airline Engineering & Maintenance: North America	26-27 Oct, 2016	Charlotte, NC, USA
Aircraft Interiors Expo Asia	25-27 Oct, 2016	Singapore
Airline Engineering & Maintenance: Central, Eastern & Southern Europe	16-17 Nov, 2016	Zagreb, Croatia
Airline Engineering & Maintenance: Asia Pacific	Nov, 2016	Kuala Lumpur, Malaysia

NewsDesk: editorial@mrobusinessstoday.com

Info: info@mrobusinessstoday.com

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AIR CARGO AFRICA 2017 is the mega event set for 21-23 February at Casino Convention Resort, Emperors Palace in City of Ekurhuleni engaging the global air cargo community to explore and strengthen networking corridors with the African Continent. In its past three editions, the show has seen major participation from world players so also key players from the African airfreight community. Africa is at the apex for being increasingly known as an emerging market and many that have been in the business for years have recognized this event as a platform for effective networking, turning this market into an exciting and absorbing frontier for new opportunities. Once again, STAT Media Group (organiser and a multimodal international transport media) welcomes the unstinted support from the global cargo community, substantiating the event's significance in adding value to the global trade balance and thereby fostering economic prosperity of the African nations.

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2915
VISITORS

527
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