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ATSG subsidiary PEMCO launches B737-700 FlexCombi™ & Full-Freighter aircraft conversion programmes

PEMCO World Air Services (PEMCO), an Airborne Maintenance and Engineering Services (AMES) company have launched its Passenger-to-FlexCombi™ and Passenger-to-Freighter conversion programmes for the Boeing Next Generation 737-700 aircraft. The programmes will be marketed as B737-700FC (FlexCombi™) and B737-700F (Freighter).

"We're excited to finally announce the launch of our 700-series conversion programs for the Boeing 737," said PEMCO director of conversion programs Mike Andrews. "Over the past several months, we have worked closely with our customers to fully understand their requirements and implement a comprehensive solution."

Bahrain-based Chisholm Enterprises, an internationally recognised provider of tailored aviation & business solutions in the Middle East will be the launch customer for the PEMCO B737-700FC is. Its subsidiary Texel Air, a non-scheduled cargo airline, will operate the B737-700FC from Bahrain International Airport.

"We made a significant investment to develop our specification for the FlexCombi™ to meet our operational requirements," shared Chisholm Enterprises CEO George Chisholm. "I acknowledge the professionalism and support received from the PEMCO team during our extensive evaluation process culminating in PEMCO's confirmation of proof of concept. This underwrote our decision to become the launch customer for the B737-700FC."

Chisholm added, "We have also worked with PEMCO as the end customer for four previous B737-300 conversions including the current two aircraft in the Texel fleet. We have benefited from the trouble-free PEMCO cargo system since 2009. We are very confident of a successful partnership with PEMCO on the B737-700FC."

PEMCO will introduce the first aircraft for B737-700 Passenger-to-FlexCombi™ modification at PEMCO's facilities in Tampa, Florida, during the second quarter of 2017. PEMCO is expecting the U.S. Federal Aviation Administration supplemental type certification (STC) by mid-2018. PEMCO plans to certify both B737-700 conversion programmes with the European Aviation Safety Agency and the Civil Aviation Administration of China shortly subsequently.

The PEMCO B737-700FC provides three configurations: a 24-passenger cabin plus a 2,640-cubic-foot cargo hold for up to 30,000 pounds of payload in six pallet positions; a 12-passenger cabin plus a 3,005-cubic-foot cargo hold for up to 35,000 pounds of payload in seven pallet positions; or full-freighter mode consisting of a 3,370-cubic-foot cargo hold for up to 40,000 pounds of payload in eight pallet positions. The available positions will accommodate 88" x 125" or 88" x 108" pallets, with the seventh and eighth positions accommodating smaller pallets.

The B737-700F PEMCO-converted aircraft features nine pallet positions, up to 45,000 pounds of payload, and 3,844 cubic feet of total volume. The available positions will accommodate 88" x 125" or 88" x 108" pallets, with the ninth position accommodating a smaller pallet.

"This has been a very carefully thought out process for us," PEMCO general manager pastor Lopez said. "We are leveraging our extensive knowledge and market leadership in the Boeing 737 Classic and designing a great product, at a sensible price, for our customers. Operators have responded very favorably to our entry into this space. Our engineering and quality teams have been working with the FAA very closely over the last year to address their points early on. This led us to have a project number ahead of schedule."

Lopez added that "Chisholm is a great partner that provides unique services, and therefore requires the flexibility our B737-700 products will deliver. We are pleased to continue our long tradition of offering the best narrow-body freighter conversion programs in the world."

Pratt & Whitney features PurePower® GTF Engine at the Aerospace Maintenance Competition at the 2017 MRO Americas

Pratt & Whitney, a world leader in the design, manufacture and service of aircraft engines and auxiliary power units will be featuring its ground-breaking PurePower Geared Turbofan (GTF) engine at the Aerospace Maintenance Competition (AMC) at the 2017 MRO Americas Conference, being held April 24-27, 2017 in Orlando, Florida. The competition will see more than 60 teams from seven countries, including a five-member Pratt & Whiney team, competing among themselves across a variety of maintenance tasks.

"As part of the competition, participants will be required to perform two engine maintenance tasks on our GTF engine," said John Koza, a Pratt & Whitney flight safety investigator, who also is an airframe and powerplant (A&P) mechanic. "We're looking forward to showing how straightforward the GTF engine is to maintain."

Besides the dramatic fuel and emissions benefits, the GTF engine has a maintenance-friendly design, including fewer stages and parts, and borescope ports in every stage allowing for more efficient line maintenance.

"This competition also recognizes and celebrates the skills and integrity of current and future aircraft maintenance technicians, as well as their contribution to operational reliability while achieving the highest standard of safety," Koza said.

The competition is a platform for certified aircraft maintenance technicians from major airlines, maintenance, repair and overhaul organizations and original equipment manufacturers, military personnel and students in FAA Part 147 schools to test their skills against their peers.

Pratt & Whitney will also award a grant of $50,000 to the Aerospace Maintenance Council, a nonprofit organisation that promotes and supports the aerospace maintenance community and runs the AMC as its flagstone event. In addition, the winning student team will receive training scholarships to the Pratt & Whitney Customer Training Centre, in East Hartford, Connecticut.

Three MRO Veterans receive awards at MRO Americas

Three industry veterans were honoured at MRO Americas April 25 for their contributions to MRO. Airlines for America (A4A) presented its annual Nuts and Bolts Awards to Larry Slate and Dec Lee.

Slate, Boeing's vice president of customer support for the Americas, received the award for his "effective advocacy within Boeing and the FAA," and for "leveraging his 22-year airline career experience and leadership to directly improve efficiency and safe airline operations," says Bob Ireland, A4A's managing director, engineering and maintenance.

Slate previously had a long career with United Airlines and was the first "fleet manager" of the Boeing 777.

Lee, American Airlines' vice president of engineering, quality and training, was honored for "exemplary achievement in commercial aviation engineering and maintenance, providing leadership and innovation in safety management." He had also served in senior engineering and quality roles at Northwest Airlines and Delta Air Lines.

Hisham Nasser, Egyptair Maintenance & Engineering's chairman received the award for Lifetime Achievement in MRO. Nasser was involved in Egyptair receiving its Approved Maintenance Organization designation in 2002, its European Aviation Safety Agency Part 145 approval in 2008 and fostered a process-driven organisation, which contributed to third-party MRO growth.

OEMServices spot A350 opportunities for new business in U.S.

France's OEMServices, a global leader in component, logistic & trading services for airlines and original equipment manufacturers says the prospective of the Airbus A350 market across the Americas region was a factor in its decision to establish a U.S. business.

OEMServices Americas will begin operations in Atlanta from May 1, initially offering distribution services for OEM parts from a 40,000-ft.2 facility. The warehouse will have a staff of 50 after taking over some logistics operations from other companies.

Didier Granger, president and CEO of Paris-headquartered OEMServices, tells MRO Network that the decision to establish a presence in the U.S. was both strategic and opportunistic.

"From a strategic point of view, we needed a more significant presence in the U.S. in order to grow our visibility in the market", he says, highlighting its earlier successes with airline customers in the Middle East and Russia.

Granger says the company will eventually take a more focused approach toward the region's Airbus fleet, with the A350 widebody highlighted as a good option. "In terms of opportunity, this lies in the incoming numbers of Airbus A350s coming into fleets across the Americas." He adds that OEMServices Americas is discussing tenders with unnamed carriers.

United Airlines' top priorities for 2017

United Airlines, technical operation is focusing on five pillars in 2017 to gain better operational reliability and more flexibility, said Mike Arata, managing director of fleet engineering, at the airline's briefing at MRO Americas.

The first pillar concentrates on core aircraft health, with heightened attention on component health, says Arata. "That may be one of the largest contributors to overall fleet health," he noted.

The airline also is focusing on shortening processes—examining line-to-base maintenance to streamline the way maintenance is done, which can yield security, conformity and effectiveness gains. Third, United is examining balancing workload in the line maintenance environment to give it more seasonable flexibility and to make the most of quick turns.

The fourth pillar is optimising maintenance programmes for the Boeing 737 and 777. The 777 program will harmonise the GE90- and PW4000-powered fleets. Arata says United just completed its first 777 bridge check.

The final focus is on technology tools, such as its programme to make the front-line technicians mobile.

Safran Electrical & Power and Turkish Technic Inc. sign maintenance support agreement

Safran Electrical & Power, an expert in the complete energy chain on board of aircraft signed an agreement with Turkish Technic Inc., subsidiary of Turkish Airlines and one of the world's leading aviation services providers to maintain electrical equipment in the Airbus A320 and A330 airplane operators in Europe, Commonwealth of Independent States countries and Asia.

The 5-year agreement comprises of maintenance of airplane fans, brake cooling systems, and APU generators supplied by Safran Electrical & Power. At present, Turkish Airlines' fleet includes 173 Airbus planes in the A320 and A330 family.

"We are very pleased for such step forward with Turkish Technic Inc. We have achieved this deal thanks to advanced solutions, strengthening our long term relationship with this pacesetter. In the future, we are confident to expand our maintenance services for Turkish Technic Inc. also to other products," said Vincenzo Guerriero, director of customer support and services at Safran Electrical & Power.

"This scope expansion in cooperation with Safran Electrical & Power is yet another step extending our current world class component services. We are on the way of having a wider component capability coverage. With our blend of services and superior quality we continue to look for ways to improve the experience that we meticulously offer to our customers," added Irfan Demir, chief commercial officer of Turkish Technic Inc.

Lufthansa Technik presents "AVIATAR" at MRO Americas 2017

Lufthansa Technik, one of the leading providers of technical aircraft services in the world is presenting AVIATAR, the initial product of its lately created division Digital Fleet Solutions for the first time at MRO Americas 2017 at its booth (no. 4418). Experts from Lufthansa Technik's new Digital Fleet Solutions division will be available for complete information.

AVIATAR is a ground-breaking platform that offers a broad variety of digital products and services for Maintenance, Repair and Overhaul (MRO) by combining multiple apps, web-based, and in one place.

Lufthansa Technik's new product division Digital Fleet Solutions has been launched on 1 April 2017. The new division drives the digital transformation within Lufthansa Technik, creating internal synergies and efficiencies. Moreover, the unit is focused on creating additional value and benefits for and with customers by incorporating as well as interconnecting new digital products and services.

"Digital transformation has evolved to shape economies and industries enormously – no sector being spared. New technologies arise, turning long-term standards out-of-date: processes change fundamentally and even proven and successful business models become outdated. This development has also a significant impact on the MRO industry", said Johannes Bussmann, chairman of the executive board at Lufthansa Technik. "Lufthansa Technik takes the digital transformation of the aviation industry to the next level. We want to shape the future of aviation by being a pioneer in offering unique digital MRO solutions – not just for our clients, but with them. Close customer collaboration has always been a key element of our successful products and services. Our digital journey has just begun."

AVIATAR will help customers deal with complex fleet conditions in real time and to predict chances of failure of sole components. It provides an exchange of information across interfaces. The platform applies logical models to provide new insights, recommendations and notifications, enabling clients to make faster and better decisions. AVIATAR rewards its users through the optimisation of operating hours, cheap consequential costs and safer as well as more consistent fleet operations, serving airline passengers around the world.

"Lufthansa Technik uniquely unites profound engineering know-how, large amounts and expertise in historical MRO data and substantial analytics competence", added Christian Langer, head of digital fleet solutions at Lufthansa Technik. "With this distinctive combination of skills and our new digital drivers, we still do what we have always been best at: creating and mastering products and services that elevate our clients' businesses, by increasing operating hours, decreasing irregularities, and raising efficiency. With AVIATAR we are connecting our digital threads and united forces."

The characteristics of AVIATAR are:

Open – AVIATAR is completely open for partners, clients, developers to co-create the future of aviation with Lufthansa Technik or to connect their apps to AVIATAR. The first externally integrated app is provided by Lufthansa Technik's partner FLYdocs.

Modular – Airlines, MROs, OEMs, or lessors, can benefit from the platform's modular approach. The platform serves as a central and connecting hub for apps that provide digital products and services for the aviation industry. Clients can select from those apps and chose the ones they prefer. However, every app can also be used as a standalone product.

Neutral – AVIATAR is an autonomous platform that aligns to the client's specific, technical requirements – it is an OEM-spanning platform, independent of Lufthansa Technik and any MRO service deals.

AVIATAR starts with seven apps – all designed to fulfill the user's first needs. "Fleet Management" and "Performance Metrics" offer essential features needed by clients to outline their fleet and key performance indicators in real-time. The combination of "Condition Analytics", "Fault Analytics" and "Predictor Plugins" enables customers to examine their fleet, analyse their data and predict maintenance ahead of time.

AVIATAR's first 3rd party app, "Record Status" by FLYdocs, demonstrates the fullness of the clients' records and reflects how the incorporation of apps can work on the platform.

Airbus Helicopters commemorates the 50th anniversary of the Gazelle's maiden flight

Airbus Helicopters celebrated the 50th anniversary of the Gazelle's maiden flight during a conference at the museum of aviation in St Victoret, France near the company headquarters.

The Gazelle was developed and manufactured in cooperation with the United Kingdom at the end of the 1960s.It is still being operated by nearly 100 customers in 34 countries and is well known for its ease of maintenance and high reliability. More than a third of all Gazelles manufactured are still in service, a hundred of which are operated by the French army.

A helicopter of many "firsts", the Gazelle was the first Airbus helicopter to be equipped with the Fenestron which is still present on Airbus' light and medium rotorcraft, including the first of the H generation, the H160. This major innovation improves safety around the tail rotor on the ground and reduces the sound level of the rotorcraft. It was also the first Airbus helicopter to be equipped with glass-resin blades developed in cooperation with the German company Bölkow. Lastly, it was the first helicopter in the world to be awarded the IFR qualification, category I, by the FAA (Federal Aviation Authority), allowing operators to fly to instrument flight rules with a single pilot on board.

The Gazelle was a major success in the military sector and nearly 80 percent of the rotorcraft in service are used by armies worldwide. By the end of December 2016, the Gazelle fleet had accumulated more than 7 million flight hours. The Gazelles (SA341 and SA342) that have accumulated the most flight hours (14,200 and 13,100 respectively) are presently operating in the United States.

Delta to partner with BLADE to enables seamless helicopter transfers at JFK

American airline Delta will partner with BLADE, a digitally-powered aviation company based in New York City to facilitate a fully integrated, streamlined airport transfer experience allowing Delta customers to travel faster between Manhattan and New York's John F. Kennedy International Airport.

"Our customers value speed and reliability, and so do we. We're proud to be the only airline facilitating an on-demand helicopter transfer that is curated specifically for Delta customers and in line with the enhanced premium amenities and services they have come to expect from our brand," said Tim Mapes, Delta's senior vice president and chief marketing officer. "Partnering with BLADE in the New York City market — home to and destination for many of our most discerning travelers — highlights Delta's commitment to enhancing every aspect and detail of the travel experience, including getting to and from the airport."

Delta's JFK customers can book an expedited, seamless experience that begins and ends at one of BLADE's three Manhattan heliport lounges where they may relax in a full-service lounge prior to their five-minute flight. Upon touchdown, a member of Delta's Elite Services team will welcome the customer, collect baggage and personally escort them from the helicopter via awaiting ground transportation to the departure terminal, expediting security clearance as they head to their departing aircraft. When it's time for the Delta flight, the customer is escorted to their seat on board. Bookings are available via the BLADE app.

Delta's Elite Services will meet customers arriving into JFK, including those on transcontinental service from Los Angeles and San Francisco and trans-Atlantic flights from London on the jet bridge as they disembark a Delta flight or immediately after they clear customs, reclaim baggage and whisk them directly to the door of a waiting helicopter for the five-minute flight to Manhattan.

"With Delta, BLADE has found a partner that shares the same customer-centric focus to provide a truly unrivaled travel experience," said BLADE founder and CEO Rob Wiesenthal. "The integration of BLADE airport transfers into Delta's core offerings will enable us to remove much of the friction faced by many frequent travelers: the challenge of quickly transferring between Manhattan and JFK."

The multi-billion-dollar investment includes a cabin renovation programme featuring new seats, seatback entertainment systems with free entertainment, and high-capacity overhead bins; access to Wi-Fi on nearly all flights; complimentary meals in the Main Cabin on select flights; upgraded free Main Cabin snacks; chef-curated meals in Delta One; a seasonal wine programme; an Alessi-designed collection of service products and tableware; and more.

Rockwell Collins' Pro Line Fusion® upgrade for Citation CJ3 flight deck wins FAA approval

Rockwell Collins, a leader in aviation and high-integrity solutions for commercial and military customers around the world has won the Federal Aviation Administration (FAA) certification for its Collins Pro Line Fusion® integrated avionics for the Cessna Citation CJ3 business jet. The upgrade is available all over the U.S. from Duncan Aviation's three main full-service facilities and a number of its 26 avionics satellite and workaway locations, and Textron Aviation's 12 company-owned service centers.

The CJ3 upgrade offers turn-key compliance with airspace modernisation deadlines and transforms the flying experience with widescreen displays, high-resolution synthetic vision and touch-screen navigation. To date, more than 20 customers have secured their upgrade in order to be equipped with ADS-B by the 2020 deadline. The first installation was completed by Duncan Aviation and the first customer to take advantage of the upgrade to Pro Line Fusion is expected to fly later this week.

"The clock is ticking to get aircraft equipped for airspace modernization deadlines and this all-in-one alternative brings turn-key compliance for CJ3 operators with a modern interface and feature set found on new aircraft," said Craig Olson, vice president and general manager, Business and Regional Systems for Rockwell Collins. "Pilots will fall in love with this new flight deck after seeing how it makes the most complicated tasks simple, and the additional situational awareness it brings."

Pro Line Fusion for the CJ3 replaces the factory-installed portrait displays with three larger 14.1-inch landscape touch-screen flight displays. The upgrade brings compliance with ADS-B and WAAS LPV, plus pilots will enjoy broad situational awareness, and synthetic vision. The system comprises of intuitive, touch-interactive maps and easy-to-use icons, giving the pilot the ability to control items on the screen through touch. It also eliminates the need for Flight Management System (FMS) control display units originally installed in the pedestal.

Tarmac Aerosave approach US market with a broad offering

Tarmac Aerosave, Europe's leading aircraft storage and recycling company, has confirmed its presence in its first MRO Americas show, in Orlando from 25 to 27 April 2017. With major extensions to storage and hangars, and more than 400 aircraft having already been held on its sites, Tarmac Aerosave presents an exceptional broad offering for US operators transiting in Europe.

Tarmac Aerosave offers the leading aircraft storage capacity in Europe backed up by its strong MRO and dismantling capabilities. Both sites in France and Spain can house up to 250 aircraft and the maintenance activity covers the main commercial platforms (Airbus, Boeing, ATR, Bombardier, Embraer). A dedicated engine workshop also covers the CFM56 family for both dismantling and repair workshops. Tarmac Aerosave develops the most highly developed dismantling and recycling techniques under its ISO 14001 certification and achieves over 90 percent valorisation of the remaining airframes.

Tarmac Aerosave is placing itself as a passage centre by providing a complete service and ensuring maintenance in operational conditions: storage, maintenance and dismantling. EASA Part 147 approved training and logistics complete the range of services.

In Tarbes (France) a new 7,500 m logistics hangar will be operational by May 2017. Extensions for storing A380 type aircraft, storage and a second hangar for extra wide bodied jets will be finished at the end of 2017, and a new hangar to accommodate extra wide bodied jets in 2018.

In Teruel (Spain), a new mid-haul hangar is now available. Construction work on a 5,000 m logistics hangar and customer offices will be launched before the end of 2017.

Rolls-Royce's TotalCare® to support three new A330 aircraft for Lion Group

Rolls-Royce has recieved a $300m order from Indonesia's Lion Group for Rolls-Royce Trent 700 engines to power three new Airbus A330 aircraft, supported by Rolls-Royce's flagship engine service, TotalCare®.

The Lion Group already operates three of the aircraft, all powered by the Trent 700 engine.

Edward Sirait, CEO, Lion Group, said, "These aircraft are an exciting addition to our widebody fleet, allowing us to deliver new routes for our customers. We have already seen the economic advantages of the Trent 700 and TotalCare service with our in-service aircraft and we are very pleased to continue with this combination for our new aircraft."

Ewen McDonald, Rolls-Royce, senior vice president, customers – Civil Aerospace, commented, "Lion Group is a valued customer and we are delighted to support its growth plans for the future. We are proud of the success of the Trent 700 which has proven itself to be the engine of choice for A330 customers, with excellent efficiency and lower emissions."

The Trent 700 delivers the best fuel burn, emissions and noise performance, resulting in market leadership on the aircraft. The engine has won more than 70 per cent of new orders over the last four years and accounts for a similar percentage of future A330 deliveries. More than 1,600 Trent 700s are now in service or on firm order.

TotalCare is the premium Rolls-Royce engine service, where the business models of the aircraft owner and Rolls-Royce are fully aligned to enhance engine reliability, increase time on wing, and maximise the engine service's contribution to customer business performance.

Second Boeing T-X Aircraft completes maiden flight

Boeing and Swedish defence and security company Saab have completed the first flight of their second production-ready T-X aircraft, which is identical to the first and designed exclusively for the U.S. Air Force advanced pilot training requirement.

T-X will replace the Air Force's aging T-38 aircraft.

T-X Test Pilot Steve Schmidt and Boeing Test Pilot for Air Force Programmes Matt Giese validated vital aspects of the aircraft and demonstrated the low-risk and performance of the design, proving its repeatability in manufacturing.

"The jet handled exactly like the first aircraft and the simulator, meeting all expectations," said Giese. "The front and back cockpits work together seamlessly and the handling is superior. It's the perfect aircraft for training future generations of combat pilots."

"Our successful flight test programme is a testament to the fact that our offering is the right choice for the U.S. Air Force," said Schmidt. "This aircraft was built to Air Force requirements and designed to fulfill the Air Education and Training Command mission."

The Boeing T-X aircraft has one engine, twin tails, stadium seating, and a sophisticated cockpit with embedded training. The design offers flexibility to change as technology, missions, and training change.

Brazilian carrier GOL Linhas Aéreas Inteligentes signed new contract for CFM56-7 engines with AFI KLM E&M

AFI KLM E&M and largest Brazilian airline GOL Linhas Aéreas Inteligentes announce a further step in their long-standing, long-term partnership. In 2016, GOL selected AFI KLM E&M as a strategic provider for part of its fleet of 122 Boeing Next-Generation 737s, handling CFM56-7 maintenance and repairs at Amsterdam Airport Schiphol. In accordance with such agreement, AFI KLM E&M have started to receive the awarded engines from January 2017. AIR FRANCE KLM and GOL Linhas Aéreas Inteligentes had signed an exclusive long-term strategic partnership contract in 2014 that also controlleda increased cooperation in the aircraft maintenance sphere.

"It was essential for us to bring efficiency to our engine maintenance and minimize TAT," said Julio Perotti, head of Supply Chain at GOL Linhas Aéreas Inteligentes. "We also wanted uncompromising support on quality and reliability. The engines contract that we have signed with AFI KLM E&M meets these requirements and we have every confidence in the transparent partnership relationship binding our two groups."

"By entrusting us CFM56-7 engine support, GOL has confirmed the strategic relation between our two groups" said Ton Dortmans, executive vice president KLM E&M.

"We are happy to further strengthen this robust partnership and have every intention of proving once more the quality and high performance levels of our support," added Fabrice Defrance, senior vice president commercial AFI KLM E&M.

Bonus Tech reinforces engine teardown operations management in North America

Bonus Tech, an AFRA-certified company specialised in engine teardown for repairs centres, spare parts suppliers, airlines, and investors lately carried out its initial inclusive teardown of a General Electric CF34 engine becoming the first operator in North America with a full in-house potential for removing, disassembling, tagging, and re-packaging the entire array of existing aero engines.

Didier Verté, CEO of Bonus Tech said, "The expertise acquired on the more than 1200 engines torn down by our American workforce since Bonus Tech's incorporation in 2001, combined with the technical support of AFI KLM E&M engine shops in Paris and Amsterdam, mean we can offer top-flight services to our clients over the whole range of end-of-life aero engines. Thanks to our extensive capabilities, Bonus Tech is today a leader in its specialty area in North America."

Apart from core business solutions, which include full engine teardown, part identification and tagging for maximum traceability, plus full packaging, Bonus Tech also provides upstream and downstream services on the strength of its engineering capabilities and the technical expertise of its personnel. Bonus Tech organises the transportation of the engine to its workshops, carry out borescope inspections to precisely gauge the engine's condition. These high value-added services have earned Bonus Tech the trust of renowned engine manufacturers like Pratt & Whitney and General Electric.

Avocet Aviation Services and SMBC Aviation Capital sign agreement to expand operational capabilities during MRO Americas 2017

Avocet Aviation Services, an Orlando-based aircraft maintenance services provider announced a working partnership agreement with SMBC Aviation Capital, a leading global aircraft leasing company based in Dublin, Ireland during MRO Americas 2017. Avocet is only one of two MROs in the United States, and the only one on the East Coast, to establish an agreement with SMBC Aviation Capital. Based on the contract, Avocet will service numerous aircraft and will provide support for their fleet of leased aircraft. Avocet's team of highly experienced technicians has serviced its first aircraft, Airbus 319, earlier this month.

Diarmuid Healy, head of Technical Asset Management, SMBC Aviation Capital commented, "We are very pleased to partner with Avocet Aviation Services for our MRO requirements in the Americas. This feeds into our objective of ensuring that our airline customers across the world have access to quality support services which will facilitate efficient turnaround times for aircraft maintenance and transition."

Avocet had lately won FAA approval to offer service to the Douglas/Boeing DC-9 series including Aircraft Line Maintenance, Aircraft Storage and Preservation, Engine changes, Aircraft A, B, and C checks, APU removal and installations. They also have added A, B, and segmented C checks to its capabilities for Airbus 330-200 series. Additionally, they have added Aircraft A, B, and C checks, Aircraft Storage and Preservation, and Composite Repairs to the Airbus 340-300 series.

Kazakhstan to purchase two more C295 aircraft

Kazakhstan will be purchasing two more Airbus C295 transport aircraft after signing a new agreement with Airbus Defence and Space.

The agreement, which includes a spares and support package, covers the final two aircraft included in a memorandum of understanding signed in 2012.

Both aircraft will be delivered in the second half of 2017 and will take the Kazakhstan Air Defence Forces' C295 fleet to eight and total C295 sales to 186, including 12 in the CIS.

The electronic flight folder replaces paper briefing at Lufthansa flights

Lufthansa, the largest German airline has replaced the paper briefing with the electronic flight folder (eFF) app. For the first time, pilots are largely using the tool for the briefing. On 1 May, electronic flight documentation will be mandatory on all routes.

"Following our test phase on long and short haul flights over the course of several months, we are now together on the home straight for paperless briefing," enthuses Heiko Freytag, group leader of Cockpit Information Services in the Flight Operations Procedures & Technologies division. The cockpit crews now receive all briefing documents via mobile radio or USB stick. Only the operational flight plan is still delivered on paper. The pilots document their flight on this printout.

The eFF is a software tool that clearly presents briefing information to the pilots. The application is an in-house development and was programmed as part of the eFlightOps project using an agile approach. Information is prepared by the tool graphically and marked in colour while an ergonomic user interface makes it easier to switch between different information categories and find appropriate information.

According to Freytag, the advantages of the paperless briefing are clear: "The eFF improves the cooperation of the cockpit crew with a synchronisation function between the various electronic flight bags." The tool uses the aircraft avionics data and IP connectivity to the ground systems. The entire process, from the provision of the electronic briefing package to the fuel order and from checks during the flight to archiving, can now be performed electronically.

The FAA considers the Lufthansa Group on the right path with the quality of the filled-out briefing packages and supports the electronic briefing process.

Airbus improves H145 OEI power

Airbus has extended the flight envelope of the H145 by improving the helicopter's "One-engine-inoperative" (OEI) power. OEI evaluates the performance of an aircraft with only one engine functioning. The light-twin helicopter H145 can now house two other technicians or can fly longer distances during a mission which requires human external cargo (HEC) operations.

The OEI performance is particularly important for HEC missions, thus supporting the H145's top position in the offshore wind energy market. An increase in OEI power gives the operators more leeway for hoisting operations, which are strictly regulated in terms of engine power and weight parameters. The light-twin helicopter H145 now offers approximately nine percent increased hover performance capability in OEI mode within the two minutes power band, allowing 40 percent more useful load for the operator.

This enhancement has been executed in configuration with helicopter operators and the offshore and energy industry. The H145 offers the utmost performance parameters in all HEC categories in its class.

The upgrade was certified by the European Airworthiness Safety Agency (EASA) in March 2017. The H145's superior power and load capabilities will in particular, bring benefit to commercial winch operators for missions such as hoisting to offshore wind turbine generators, sea / harbour pilot transfer or powerline maintenance. The new certification allows safe OEI-performance for 2.5min, as the higher 30sec OEI-power is taken into account within an emergency situation.

Wiking Helikopter Service GmbH, who just received the Sea Pilot agreement for the German North Sea for the next 3 years is the first offshore operator to perform operations with the increased engine performance after the engine upgrade by Safran. "The additional power reserves of the H145 contribute even more to safety and efficiency of our daily operations over the North Sea in all weather conditions" said Alexander von Plato, managing director of Wiking Helikopter Service.

The H145 in an offshore arrangement is operational with a Hoist certified for HEC, an emergency floatation system certified for Sea State 6, a helicopter emergency egress lighting system, a weather radar and an automatically deployable emergency locator transmitter. In its offshore seating configuration, the H145 can transport up to eight passengers.

Gulfstream G280 recently surpasses 60 world speed records

Gulfstream Aerospace Corp.'s super mid-size Gulfstream G280 lately accomplished two missions en route to and from the 2017 Avalon Airshow, each achieving a city-pair world speed record.

The G280 flew from Singapore to Melbourne, Australia, a distance of 3,332 nautical miles/6,170 kilometers, in 7 hours and 21 minutes at an average cruise speed of Mach 0.81. The following week, it again departed Singapore, this time bound for Dubai's Al Maktoum International Airport, completing the 3,177-nm/5,883-km flight in 7 hours and 18 minutes at a speed of Mach 0.82. The G280 already holds the city-pair record for flying from Melbourne to Singapore.

"Gulfstream customers can rely on the G280 for its outstanding performance agility around the world," said Scott Neal, senior vice president, Worldwide Sales, Gulfstream. "Thanks to its speed and range capabilities, the G280 is the only super mid-size aircraft that can face considerable headwinds and still link Singapore to Dubai in record time."

The G280 has the most comfortable and customisable cabin in its class. The aircraft can accommodate up to 10 passengers in two distinct living areas with sleeping for up to five. The cabin includes high-definition entertainment systems and 19 super-sized windows. Passengers can benefit from the Cabin Management System for mobile devices.

The U.S. National Aeronautic Association gave approval for the two city-pair records and sent them to the Fédération Aéronautique Internationale in Switzerland for recognition as world records.

Airbus handed over first ever A321neo to Virgin America

Airbus delivered the first-ever A321neo to U.S. airline Virgin America at a ceremony in Hamburg, Germany.

"After Virgin America having been the first customer signing for the A320neo back in December 2010, we are delighted to deliver the first A321neo to them," said Fabrice Brégier, Airbus chief operating officer and president Commercial Aircraft. "With our largest, latest, most fuel efficient NEO Single Aisle aircraft we are turning a new page. The new A321neo powered by next generation CFM LEAP-1A engines guarantees new levels of efficiency and longer range to its operators, greater comfort to the flying public and less emissions and noise to the airport communities. Thanks to its cutting edge technologies it is today the most eco-sensitive Single Aisle aircraft available."

The A320neo powered by CFM International's LEAP-1A drastically decreases noise levels, generating only half the noise footprint compared to earlier generation aircraft. Equipped with fuel-saving Sharklet wingtip devices nitrous oxide emissions are 50 percent below regulatory requirements as outlined by the Committee on Aviation Environmental Protection (CAEP). Besides, the aircraft with LEAP-1A engines delivers at least a 15 percent fuel savings compared to Virgin America's present generation aircraft, which is equal to cutting 5,000 tons of carbon dioxide emissions with each plane every year.

"We have been with Virgin America from the beginning and we are excited to launch this new chapter in that relationship," said Gael Meheust, president and CEO of CFM International. "The LEAP-1A has done extremely well in its first months of commercial service. It is proving unprecedented levels of fuel efficiency and environmental responsibility while maintaining the level of reliability Virgin America has come to expect from CFM. We think they will be very pleased with all this engine has to offer."

"We are honored to be the first operator of this high in-demand aircraft," said Virgin America president Peter Hunt, speaking at the ceremony attended by Virgin America teammates, Executives from Airbus, CFM and the aircraft lessor GECAS. "The new A321neo – the third member of the Airbus A320 Family to join our Virgin America fleet – will allow us to further reduce our unit costs and enable us to further reduce our carbon emissions."

"Increased operational efficiency, productivity, and state-of-the-art technology — this winning combination makes the A321neo an attractive investment for leasing companies like GECAS who are committed to meeting customers' operational needs while providing the latest technology and a solid return on investment," said Alec Burger, President and CEO at GECAS. "The low operating costs and reliability of the LEAP powered A320neo Family make it a strong asset in GECAS' portfolio."

GKN Aerospace and SmartLynx partner for ADS-B out modification on Airbus A320 fleet

GKN Aerospace's Fokker business has been selected by SmartLynx Airlines, a private airline with its headquarters being located in Riga, Latvia for the introduction of the ADS-B out modification on their Airbus A320 fleet. SmartLynx Airlines is the launching customer for ADS-B out modification on A320.

John Brady, VP technical at Smartlynx commented, "SmartLynx Airlines has used Fokker Services in the past for their TCAS 7.1 and EFB Tablet holder solutions on our A320 fleet. We were impressed by their positive proactive approach to our needs and have no doubt Fokker Services will once again exceed our expectations by adding value and flexibility to SmartLynx operations with their ADS-B Out solution. We are especially proud for being the launching customer for this innovative solution and will gladly share our user experience with other airlines".

Vincent Jansen, sales manager at Fokker Services stated, "We are pleased to welcome SmartLynx as our launching customer for ADS-B out on the A320. It is great to contribute to the succesfull SmartLynx operation with our innovative and cost effective solution. We are expecting launching customers for our ADS-B out STC for more aircraft platforms in the nearest future."

ADS-B out (Automatic Dependent Surveillance – Broadcast) is a common system on-board many aircraft that mechanically broadcasts appropriate data from the aircraft towards air traffic management organisations. ADS-B out data includes the identity of the aircraft, the GPS location and direction of flight. A new ADS-B out system will become compulsory in June 2020 in Europe and the USA. The new ADS-B Out mandate involves an upgrading or replacement of two major cockpit systems: the ATC Transponder and GPS Receiver. This will facilitate optimization of the airspace and curtail the use of ground radar stations. In the next decade, most of the airspace throughout the globe will be using ADS-B as the principal means of surveillance, replacing radar.

Arkia selects CFM International's LEAP-1A to power its A321neo

Arkia Israeli Airlines (Arkia), provider of scheduled and charter services throughout Europe, Africa and the Mediterranean has selected CFM International's advanced LEAP-1A engine to power four A321neo (new engine option) aircraft. The value of the engine order is $112 million U.S. at list price. The aircraft order was declared in July 2012.

"We chose the LEAP engine after a very thorough evaluation," said Nir Dagan, president & CEO of Arkia. "CFM has a good reputation for customer support, reliability and low cost of ownership; from everything we have seen, the engine is also delivering the promised fuel efficiency. All of these factors are very important to us and we expect this engine to deliver significant benefits to our A321neo fleet."

"We are delighted to welcome Arkia to the CFM family of operators," said Gaël Méheust, president and CEO of CFM International. "It is an honor to be chosen by such a respected airline. We believe that the LEAP engine will more than live up to their expectations and we are excited to help them introduce this technology into their fleet next year. "

The LEAP-1A engine started commercial service in August 2016 and is providing its ten operators with a 15 percent enhancement in fuel efficiency, with an equal reduction in CO_2 emissions; lower noise and emissions; and CFM's industry-leading reliability and low operating costs. To date, the fleet in service has logged more than 47,000 engine flight cycles and more than 80,000 engine flight hours.

Executive Focus

Wesco Aircraft appointed Todd Renehan as CEO; Alex Murray appointed as president and COO; David J. Castagnola Retires

Wesco Aircraft Holdings, Inc., the world's leading provider of wide-ranging supply chain management services to the global aerospace industry, has appointed Todd Renehan as chief executive officer and also to the Board of Directors as a Class I Director. Alex Murray has been appointed as the new president and chief operating officer. These executive changes were effective April 26, 2017. Director. David J. Castagnola, earlier President, Chief Executive Officer, and a member of the company's Board of Directors, has retired from these positions.

Todd Renehan joined Wesco as its executive vice president and chief commercial officer in 2014 following Wesco's purchasing the Haas Group International, where he had served as President.

Murray, now President and Chief Operating Officer, has served as Wesco's executive vice president and chief operations officer since 2010 and has served in various other capacities at Wesco since 2000.

HAECO Americas appoints Jim Clarke as the new vice president, Planning and Performance

HAECO Americas, a wholly-owned subsidiary of the HAECO Group, announced that Jim Clarke will be joining the company's leadership team as its new Vice President, Planning and Performance. He will lead teams that conduct all maintenance event planning, cost and pricing analysis and customer performance reporting across the company's North American operations.

Clarke will be based at HAECO Americas' Greensboro headquarters office, and will report directly to Sokol.

MRO BUSINESS TODAY

International Events

EVENT	DATE	VENUE
5th Annual Aerospace Manufacturing Conference	2-3, May 2017	Dearborn, Michigan
NBAA Maintenance Conference	2-4, May 2017	Palm Beach County Convention Center, West Palm Beach, FL
European Business Aviation Convention & Exhibition (EBACE2017)	22 -24 May, 2017	Geneva
2nd Philippine Airport Modernization & Expansion Summit	24th-25th May 2017	Manila, Philippines
AP&M Europe	31 May- 1 June, 2017	Olympia, London, UK
The Airport Modernization India Summit 2017	6th - 7th July 2017	Bangalore, India
The Airport Modernization Turkey Summit 2017	13th - 14th July 2017	Istanbul, Turkey
Aviation Expo China 2017	19-22, Sept 2017	Shanghai, China

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