

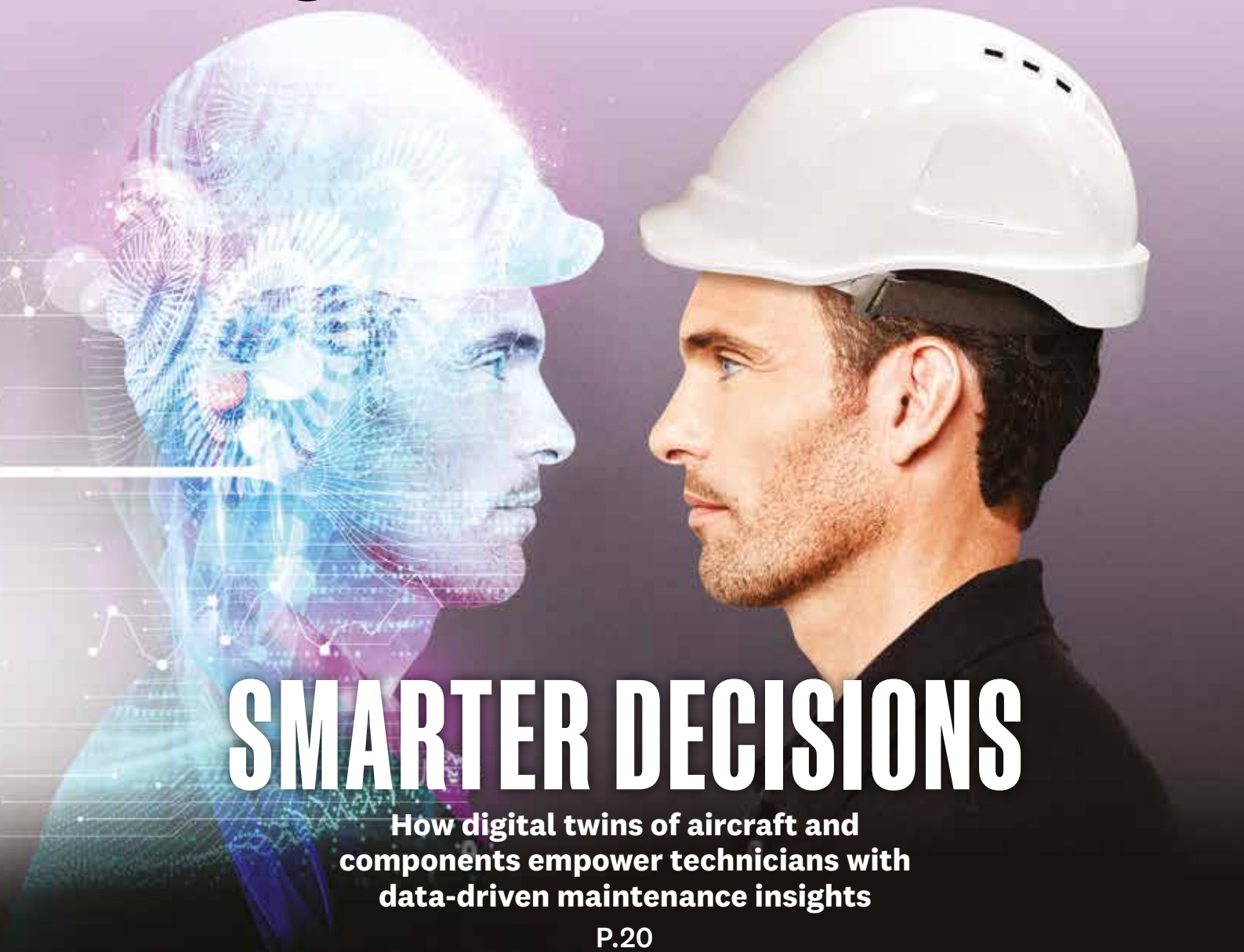
Keeping the world's fleets flying

aviationbusinessnews.com

APRIL 2025 • VOLUME 27 • ISSUE 3

MRO

Management



SMARTER DECISIONS

How digital twins of aircraft and components empower technicians with data-driven maintenance insights

P.20

REGION OUTLOOK

Observations of MRO activity in BEER

P.26

AGILE & RELIABLE

GetJet's new CEO on bringing maintenance in-house

P.34

SOFTWARE SOLUTIONS

Optimising supply chains and supporting sustainability

P.40



ASCENT

AVIATION SERVICES



TUCSON INTL AIRPORT
Tucson, Arizona

PINAL AIR PARK
Marana, Arizona

MAINTAINING THE MAGIC OF FLIGHT

Ascent Aviation Services is a fully integrated MRO providing maintenance, storage, reclamation, modification, interior, and paint services to owners, operators and lessors of wide body, narrow body, and regional aircraft.

A Class IV 14 CFR Part 145 certified Repair Station maintaining approvals and certifications from regulatory authorities globally, including FAA, EASA, TCCA, BCCA, CAACI, NCAA, ANAC, 2-REG, and Aruba.



ascentmro.com

Experts in comprehensive full life aircraft care, providing solutions for a wide array of commercial aircraft.

SEE OUR WEBSITE FOR CAREER OPPORTUNITIES

<https://ascentmro.com/careers.html>



WELCOME...

One of the most exciting parts of covering aviation maintenance is watching old challenges meet new solutions.

We all know that keeping aircraft flying safely and efficiently is a game of preparation – and lately, the industry has found a powerful new way to prepare: by creating a digital mirror of reality.

As represented by our cover image, in this issue we're taking a look at digital twins – a technology that's no longer theoretical or confined to R&D labs. From predictive engine health monitoring to smarter shop visits, digital twins are becoming real tools with real benefits for MRO.

At its core, a digital twin is a living, data-driven replica of a physical object – an engine, a part, even an entire aircraft. But more than that, it's a window into how that object behaves, wears, fails and performs over time.

With constant input from sensors, service history and machine learning models, digital twins help maintenance teams stay ahead of problems rather than chase them. They also support smarter material planning, leaner inventory strategies and more efficient labour allocation – making them not just a technological upgrade, but a business enabler.

In our digital twins feature on page 20, industry



Lufthansa Technik

experts share how their companies are pushing the limits of what this technology can do. From GE's AI-driven lead times to Lufthansa Technik's engineering perspective, the message is clear: the digital twin is not just a buzzword. It's a practical step toward more proactive, predictive and cost-effective maintenance.

Of course, challenges remain – especially around data sharing, business integration and proving ROI. But the potential is compelling: fewer surprises, faster turnarounds, safer flights – and a clearer path to a more connected future for MRO.

Craig Waters

Editor

craig.waters@realresponsemedia.com

aviationbusinessnews.com

FOLLOW ON SOCIAL MEDIA FOR MORE:

@avbusinessnews

Aviation Business News



Meet AirNxt

The Future of MRO Software is Here

Say goodbye to outdated systems: AirNxt MRO software automates compliance & delivers AI-driven efficiency with seamless maintenance – zero training required.

Join the industry leaders who are transforming aviation maintenance with AirNxt.

www.airnxt.ai

contact@airnxt.ai

(+971) 4 244 2279

<https://www.linkedin.com/company/airnxt/>

- ✓ **INSTANT ONBOARDING**
Implement in days, not months
- ✓ **AI-POWERED INSIGHTS**
Predict and prevent maintenance issues
- ✓ **PAPERLESS WORKFLOWS**
Say goodbye to manual logbooks
- ✓ **OFFLINE SYNC**
Work from anywhere, anytime
- ✓ **TRANSPARENT PRICING**
No hidden costs, no surprises

Contents

VOLUME 27 | ISSUE 3 | APRIL 2025

MRO

Management

Winner of Business
Publication of the Year

Independent Publisher
PAWARDS 2024
Winner

Editor

Craig Waters
craig.waters@realresponsemedia.com

Contributors

Bernie Baldwin / Kevin Rozario /
Mario Pierobon

Art Director

Phil Couzens

Sub Editor

Heather Ford

Production Manager

Barnaby Moore
barnaby.moore@realresponsemedia.com

Group Commercial Director

Toby Walton
toby.walton@realresponsemedia.com

Group Commercial Manager

David Hirsh
david.hirsh@realresponsemedia.com

Senior Business Development Manager

Robert Gouge
robert.gouge@realresponsemedia.com

Editorial Director

Lee Hayhurst
lee.hayhurst@realresponsemedia.com

CEO

Chris Pitchford

For subscriptions & enquiries:

Barnaby Moore

barnaby.moore@realresponsemedia.com
All enquiries
+44 (0) 20 8444 2554

Printed in the United Kingdom by Micropress.

Reproduction is not permitted without the
express written consent of the editor. All efforts
are made to ensure that factual accuracy is
correct at time of publication.

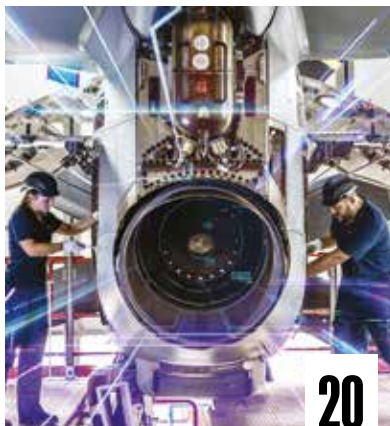
All rights reserved. No part of this publication may
be reproduced, duplicated, stored in any retrieval
system or transmitted in any form by any means
without prior written permission of the publishers.

PUBLISHED BY

Real.

RESPONSE MEDIA

Unit 4, Cally Yard, 445 Caledonian
Road, London N7 9BG



Airbus

20

6 Hangar Talk

The latest industry news

14 In The Spotlight

New partnerships and innovations

16 Legal Matters

Jason Dickstein offers insight on
how to navigate the new US
tariffs on aluminium and steel

20 Digital Twins

Bernie Baldwin explores how
the technology can deliver
significant benefits

26 Region Outlook

Kevin Rozario explores market
conditions for MRO in Baltics
and Eastern Europe

32 Event Preview

What to expect at this year's
MRO BEER event in Prague

34 Q&A

With GetJet Airlines' new
CEO Inga Duglas

38 Company Profile

With Aerostar



26

40 Parts Supply Software

Mario Pierobon looks at how
digital tools are revolutionising
parts certification

44 Event Review

A round-up of announcements
made at MRO Americas

48 News Analysis

Can drones signal the dawn of a
new era in MRO innovation

50 Green Sky

Aethos' Derk-Jan van Heerden on
rethinking aircraft recycling



34

Hangar Talk.

News from across the industry



DIGITALISATION

Norse Atlantic approved to operate Ultramain ELB across Dreamliner fleet

Norse Atlantic Airlines has received Ops Approval from the Civil Aviation Authority (CAA) of Norway to operate Ultramain Systems' electronic logbook and is in live production use of it across its fleet.

The Norwegian airline has selected Ultramain ELB on iPads to fully replace the aircraft paper technical log, cabin log, journey log and fueling logs on its

fleet of 15 Boeing 787 Dreamliners. The system will provide the airline with real-time flight and cabin crew reports, selected from Ultramain ELB's on-device Boeing 787 tailored fault repository.

It will also enable enhanced planning and defect clearance. This is expected to lower deferral rates, increase operational service levels, and lower maintenance costs across the Dreamliner fleet.

Ultramain Systems' Tim Spears said: "Norse Atlantic has an all B787 fleet which has enabled us to configure the ELB specifically to that fleet type, with a workflow to suit both scheduled and charter operations.

"The collaboration has been excellent leading to an expedient implementation. We look forward to seeing the positive impact ELB has on the airline's business."



DirkDaniel/Adobe Stock

BRIEFS

● AFI KLM E&M and CMA CGM Air Cargo have expanded their GE90 engine maintenance deal to cover 10 engines, up from four under their 2022 agreement.

● Joramco and Tim Aerospace have signed a framework agreement for joint MRO cooperation, aiming to expand market reach and capacity for airlines and operators.

● ExecuJet MRO Services Malaysia has been certified by Rolls-Royce as a hub to provide maintenance services for Rolls-Royce BR710A2-20 engines that power the Bombardier Global Express aircraft series.

● Joramco has signed a maintenance deal with IndiGo to perform heavy checks and end-of-lease services on its Airbus fleet ahead of the summer season.

● AMAC Aerospace Turkey has completed maintenance on a Dassault Falcon F7X, including routine inspections, flap actuator servicing and component replacements.

● AFI KLM E&M subsidiary Barfield will celebrate 80 years in 2025. Founded in 1945, the company has grown from a family business into a leading MRO and ground support test equipment provider.

HANGARS/FACILITIES

United invests in Houston with new GSE maintenance and training centres

United Airlines has announced significant investments to enhance its Houston hub, reaffirming its commitment to both its employees and customers.

The airline has broken ground on a new 140,000 sq ft ground service equipment (GSE) maintenance facility and opened a cutting-edge technical operations training centre at George Bush Intercontinental Airport (IAH).

These infrastructure upgrades are designed to support United Airlines' operational growth, with the airline expecting to receive hundreds of new aircraft by 2032.

The \$177 million GSE maintenance facility will be operational in 2027 and will provide expanded space for key maintenance operations such as battery charging, metal fabrication and electronic control monitoring.

Additionally, the \$16 million tech ops training centre will offer advanced, hands-on training for technicians, including a \$6.3 million move team facility to support the airline's super tug operations.



Mariusz Wierzbicki/Adobe Stock

ENGINES/APUs

Finnair renews contract with EPCOR for continued A330 APU services

Finnair has announced the renewal of its contract with EPCOR B.V. by an additional five years for the maintenance of its A330 fleet's auxiliary power units (APUs).

Under the agreement, EPCOR, the Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) centre of excellence for the repair of APU and pneumatic components, will continue to provide the airline with maintenance services for the GTCP331-350 model APUs.

Finnair's Mervi Moldakainen said: "This partnership is crucial in helping us maintain our high standards of safety and operational efficiency."

IN NUMBERS

15

Norse is to use
Ultramain ELB on iPads for
all logs on 15 Boeing 787s

400

HAECO is expecting to
complete its 400th input
for JAL by mid-2025

\$177

MILLION

The cost of United Airlines'
new GSE maintenance facility



HEAVY MAINTENANCE

HAECO celebrates 'milestone' with first induction of JAL's A350 in Xiamen

MTU Maintenance Zhuhai has signed a contract with Japan's largest carrier, All Nippon Airways (ANA), for the MRO of the airline's CFM56-7B engines powering its 47 Boeing 737NG aircraft.

To run until the end of 2032, the contract covers ANA's entire CFM56-7B fleet of approximately 100 engines and serves as an extension of the long-standing business relationship between the two companies.

Last December, MTU Maintenance celebrated its network's 25,000th shop visit with ANA at its Hannover location, where the carrier's CF6-80C2 engines are maintained.

Hideaki Honda, vice president of global supplier relation and planning at ANA, said: "MTU's people are specialists when it comes to engine MRO. Having such vast expertise for the CFM56 essentially in our backyard is a great advantage and ensures the smooth operation of ANA's 737NG fleet."

66

Having such vast experience for the CFM56 essentially in our backyard is a great advantage



HANGARS/FACILITIES

MESA set to open second maintenance hangar at Beja Airport

> Aircraft engineering and maintenance company MESA has officially obtained a licence to build a second hangar at Beja Airport (BJY) in São Brissos, Portugal.

The new facility, which will span 11,000 sqm, is designed to accommodate all aircraft from the Airbus family.

Working in partnership with ANA|VINCI Airports (ANA), the expansion will improve MESA's ability to provide comprehensive services including base and line maintenance, cabin interior upgrades and modifications, engine and landing gear replacement and hydraulic tests.

The facility will also enable defect corrections, SBs, Ads, MPD and out of phase tasks modifications, plus engine boroscope inspections.

The total investment into the second hangar is an estimated €60 million. This is to support infrastructure, equipment and the training of new technicians.



AN AMAC AEROSPACE COMPANY



DESIGNED BY ENGINEERS FOR ENGINEERS

ROAM is an advanced aircraft technical records archiving solution and provides operators and asset owners alike, a cost-effective solution to store, audit and share records with various stakeholders.

Built-in search and filtering features facilitate record keeping and data management, providing manpower effectiveness, enhanced quality, and reduced risk. Stay on top of the management of day-to-day fleet maintenance, get in an instant the compliance status of your projects and save time of end of lease projects.

Contact us to explore how we can ease your operations.

+44 (0)1279 818 800
enquiries-gamit@amacaerospace.com
www.gamit.co.uk



“Norse Atlantic has an all B747 fleet which has enabled us to configure the ELB specifically for the fleet type, with a work flow to suit both scheduled and charter operations”

Tim Spears, vice president – onboard systems division, Ultramain Systems



airbus

WHEELS & BRAKES

Skytrans and TP Aerospace agree component support deal

Aftermarket supplier of aircraft wheels and brakes TP Aerospace has been awarded a Land For Less (LFL) programme from Australian airline, Skytrans.

The programme will cover the airline's first A319, as well as all additional Airbus aircraft, which are expected to be introduced to the airline's fleet over the coming years.

The airline's first A319 marks an important step in the company's strategic vision to grow its fleet and enhance its ACMI (Aircraft, Crew, Maintenance and Insurance) offering to the Australian market.

With Skytrans' new aircraft addition, TP Aerospace will provide safe and reliable component management in support of Skytrans' passenger, cargo and business operations across Australia and the Asia-Pacific region.

Service and support will take place from TP Aerospace's MRO sites in both Melbourne and Brisbane.



HANGARS/FACILITIES

New twin-bay MRO hangar takes shape at Teesside International Airport

Construction is well underway on a major new twin-bay hangar at Teesside International Airport, marking a significant milestone for Willis Aviation Services Limited (WASL).

The 50-foot-tall, 100m x 50m hangar will be fully equipped to accommodate Boeing 737 and Airbus A320 family aircraft, including next-generation variants.

The new facility is expected to generate a substantial number of jobs, reinforcing Teesside's status as a growing hub for aircraft MRO activities.



SUSTAINABILITY

Four Austrian B777-200ERs now fitted with AeroShark

Austrian Airlines has completed the installation of AeroShark surface technology on four of its Boeing 777-200ER aircraft, making them the first in the world to feature this aerodynamic innovation on this aircraft type.

Developed by Lufthansa Technik in collaboration with BASF, AeroShark is a biomimetic surface film that mimics the structure of sharkskin. Comprising fine ribbed textures, the film optimises aerodynamics by reducing frictional drag on the aircraft's surface.

Each aircraft is fitted with approximately 830 sqm of AeroShark film which is applied to the fuselage and engine nacelles. The result: a roughly 1% reduction in fuel consumption per flight.

Across the four modified 777s, Austrian anticipates saving around 2,650 metric tonnes of fuel and cutting over 8,300 metric tonnes of CO₂ emissions by 2028 – the equivalent of 46 flights between Vienna and New York.

“

Across the four modified 777s, Austrian anticipates saving around 2,650 metric tonnes of fuel

NCE North Composite Engineering Ltd



Composite Training

Unique provider of composite training solutions.

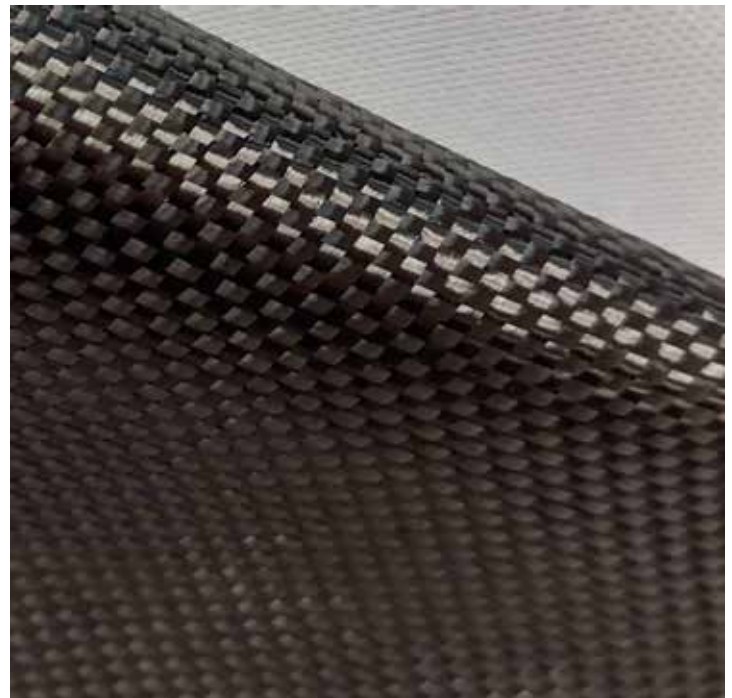
Specialist in Aerospace, Marine, Rail and Automotive sectors.

Courses in Composite Design, Manufacture, Repair and Analysis.

Equipment Supply

OEM for composite curing and repair equipment.

Specialised equipment for Manufacturing, Repair, Dust and Fume control.



Ready to expand your horizons
Visit our website
www.northcompositeengineering.co.uk





SINGAPORE

15-16 SEPTEMBER



DUBLIN

11-12 NOVEMBER



Singapore/Dublin Sponsors & Exhibitors



GE Aerospace



AIRNXT



BOEING



Lufthansa Technik



PREDICTIVE AIRCRAFT MAINTENANCE 2025

PAM conference focuses on the latest advancements and strategies in the field of predictive maintenance for the aviation industry. It brings together experts, industry leaders, and innovators to discuss how predictive maintenance technologies — such as data analytics, machine learning, and artificial intelligence — can improve aircraft reliability, reduce operational costs, and enhance safety. The conference includes presentations, discussions, and networking events for professionals in aviation maintenance, technology, and engineering sectors.



Scan for info

"PAM is the leading event for staying at the forefront of predictive maintenance in aviation. It delivers real-world case studies, first-hand insights from seasoned practitioners, and valuable opportunities to connect with top experts in the field."

Rob Stolk, Project Manager, AFI KLM E&M



"It was a pleasure to be able to speak at PAM. My team and I were super impressed with the production of the conference and the associated events and it proved to be very worth our time."

Mike Roemer, Senior Manager, United Airlines

"PAM Dublin was an exceptional event, and I was honoured to present about aircraft health monitoring at SAS. Sharing insights on predictive maintenance alongside industry pioneers was inspiring. The focus on innovation and collaboration reinforced my belief in shaping the future of aviation safety and efficiency."

Matias Bjerregaard, PAM Specialist, Scandinavian Airlines



In the Spotlight.

The latest partnerships, appointments
and innovations advancing the MRO sector



EXECUTIVE JETS

ExecuJet MRO Services South Africa has completed a 2C heavy maintenance check on a Dassault Falcon 900EX, which included major modifications and additional work. The project involved removing and reinstalling the outer wing surface, modifying the wing's dry bay and performing a major structural upgrade to enhance fuel tank safety.



PEOPLE NEWS

Inga Douglas (pictured) has succeeded Rūta Kulvinskaitė as GetJet Airlines' new chief executive. Douglas brings over 15 years of aviation experience and joins the Lithuanian charter and aircraft leasing company from Magnetic Group where she served as chief commercial officer for the last four years.

Turn to page 34 in this issue of *MRO Management* to read an interview with Douglas about how she plans to shape the future of the company.

MAINTENANCE MILESTONE

Aircraft maintenance provider Magnetic MRO has announced the completion of its 900th base maintenance check, delivered for long-standing customer Scandinavian Airlines (SAS). The Tallinn-based firm said that completing the extensive six-year base maintenance check on the A320neo family aircraft is a testament to the partnership and the expanding scale of maintenance operations over the years between the two firms.



PEOPLE NEWS

AerFin has appointed Steven Ades (pictured) as its chief financial officer. Ades has been an integral part of AerFin's journey since its inception in 2010, and will now take on an expanded remit, continuing to oversee strategy and supply chain alongside his CFO responsibilities. In a statement, AerFin said: "Steven's appointment strengthens our financial leadership as we continue to scale."

AIRCRAFT PAINTING

Airbourne Colours has transformed a Brussels Airlines A320 into the latest Belgian Icon livery 'Atomium'. The painting process required more than 400 litres of paint and took approximately 2,400 hours to complete. It is the sixth Belgian Icon livery that Airbourne Colours has created for Brussels Airlines in the past 10 years.





Adrien Daste/Embraer

^
CERTIFICATION

LOT Aircraft Maintenance Services (LOTAMS) will become Europe's first Embraer Authorised Service Centre for E2 aircraft, following Polish CAA approval. The milestone builds on more than a decade of collaboration, with LOTAMS already supporting ERJ-145 and first-gen E-Jets. The Polish MRO firm, which handles around 250,000 hours of Embraer maintenance annually, is expanding its capacity to meet growing E2 fleet demand.

^
PARTNERSHIP

Joramco and independent start-up MRO company Tim Aerospace have signed an agreement to engage in joint commercial and operational aspects, allowing an extended market reach and to facilitate greater capacity for airlines and operators.

Tim Aerospace's Adam Voss said the partnership will allow the firm "to leverage Joramco's expertise and infrastructure while accelerating its establishment in key markets."



^
PEOPLE NEWS

AJW Group has appointed Donal Boylan (pictured) as its president for Asia Pacific. Boylan will drive strategic initiatives to bolster the AJW Group brand, strengthen customer relationships and accelerate growth throughout the Asia Pacific market. With more than 35 years in aerospace, Boylan co-founded RBS Aviation Capital, led Bohai Leasing, and helped grow multiple leasing firms.



TRENDING STATS

83%

ecube has reused, repurposed and recycled 83% of a British Airways Airbus A320 (from Hangar Talk, p.6)

^
2,000

Approximately 2,000 technicians work at MRO firms at Sofia Airport (from Region Outlook feature, p.26)

^
400

AEROSTAR S.A. has a 400-strong workforce (from Company Profile, p.38)

^
30%

GTF overhaul capacity at Delta TechOps' Atlanta facility is set to increase by 30% (from MRO Americas 2025 Event Review, p.44)

Is your import at risk?

Jason Dickstein offers some insight on how to navigate the new US tariffs on aluminium, iron and steel

The United States tariff rules are changing so quickly that it is very difficult for businesses to assess what their obligations are, or will be, when they import aircraft parts into the US.

This article is meant to serve as a resource for US importers to bear their analysis of import duty obligations. The tariff rules are changing very rapidly, and this article is based on revision 5 of the 2025 HTSUS (Harmonised Tariff Schedule of the United States); so, what you read here should be used as a starting point only – all determinations should be checked against the current regulations.

Many people have been asking about how the new aluminium, iron and steel tariffs apply to imported aircraft parts. The answer is that it depends on the base tariff heading/subheading that applies to the imported goods.

For example, if you are importing steel track bolts with shanks or threads that have a diameter of 6mm or more, then these bolts are likely to be subject to classified under subheading 7318.15.20. This tariff code is subject to the additional 25% duty on steel derivative products. Some other bolts may be excluded from the additional 25% duty if their subheading and statistical reporting number fall outside of the (complicated) scope of the tariff.

The first step is to identify the applicable tariff heading and/or



“Check the specific HTSUS code against the rules to make sure your product is covered”

JASON DICKSTEIN

president, Washington Aviation Group

subheading (and statistical reporting number). The next step is to identify the appropriate additional tariff and assess whether it applies to your particular subheading.

A 25% duty applies to many raw materials of aluminium, iron and steel in the following forms (for clarity, codes starting with ‘72’ or ‘73’ are iron and/or steel and codes starting with ‘76’ are aluminium):

- Unwrought aluminium in HTSUS heading 7601;
- Flat-rolled iron or steel products in HTSUS headings 7208, 7209, 7210, 7211, 7212, 7225 or 7226
- Aluminium, iron or steel bars and rods in HTSUS headings 7213, 7214, 7215, 7227, 7228 or 7604
- Iron or steel angles, shapes and sections of 7216 (except subheadings 7216.61.00, 7216.69.00 or 7216.91.00)
- Aluminium, iron or steel wire in HTSUS headings 7217, 7229 or 7605
- Iron or steel sheet piling in HTSUS subheading 7301.10.00
- Iron or steel rails in HTSUS subheading 7302.10
- Iron or steel fish-plates and sole plates in HTSUS subheading 7302.40.00
- Products of iron or steel in HTSUS subheading 7302.90.00
- Aluminium, iron or steel tubes, pipes and hollow profiles in HTSUS heading 7304, 7305, 7306, 7608 or 7609
- Iron and steel ingots, other primary forms and semifinished products in HTSUS headings 7206, 7207 or 7224
- Products of stainless steel in HTSUS headings 7218, 7219, 7220, 7221, 7222 or 7223
- Aluminium plates, sheets and strip in HTSUS 7606
- Aluminium foil in HTSUS 7607
- Castings and forgings of aluminium provided for in subheading 7616.99.51.

If you are importing one of these raw materials, then you will typically declare the imported goods under tariff heading

9903.81.87 (iron or steel) or 9903.85.02 (aluminium), and you will need to pay 25% of the value of the import as an additional import duty.

When the metal has been formed into a useful product of another form, it is considered a derivative product. Derivative products made of iron or steel are subject to a different set of tariff headings: 9903.81.89, 9903.81.90 or 9903.81.91. Derivative products made of aluminium are subject to tariff headings: 9903.85.04, 9903.85.07 and 9903.85.08. These headings each impose a 25% tariff on the articles within their scope.

It is important to recognise that the scope is bounded by the HTSUS codes, and it may exclude certain products made from aluminium, iron or steel. In other words, you might have a good made from aluminium, iron or steel, but that good might NOT be subject to the additional 25% duty. Some tables in this article will help you better assess whether your import might be subject to such an additional duty.

In addition, this 25% additional duty may not apply to derivative iron or steel products (even if they were made from processes outside the US), where the derivative product was processed from steel that was melted and poured in the US (this is another special, detailed rule).

There are two major categories of iron and steel items that are subject to the 25% tariff on derivative products. The first category is a list of articles classified

under HTSUS Chapter 72 or 73 (articles of iron and steel). These are articles that include hardware that may be used by a repair station, as well as certain interior and galley parts.

The second is a shorter list of articles classified under chapters 84, 85 and 94. There are similar lists for aluminium articles. While most of the list items appear – at first blush – to be outside of the scope of things typically



2025 MARPA EMEA CONFERENCE

MAY 14-15 IN DUBLIN, IRELAND

WHY BE INTERESTED IN PMA PARTS?

MARPA member airlines worldwide use PMA parts on their fleets! Airlines use PMA to achieve benefits like safety, reliability, reduced lead times, and cost savings in order to remain competitive.

The global leasing community should be looking to PMA as a way to protect the value of their assets.

WHY COME TO THE MARPA EMEA CONFERENCE?

Network with your customers, suppliers, regulators, MROs, and more. MARPA member 1:1 meetings mean a full diary before you've even left the office. Gain PMA parts knowledge from sessions tailored to help you stay current with the latest industry changes and trends. Insights from regulators, specialists, and industry leaders will help your business thrive.

www.PMAparts.org/EMEAconference

HEICO



AVIATION TECHNICAL SERVICES



JET PARTS ENGINEERING



First Aviation Services Inc.



VOGT AERO

2025 MARPA EVENT SPONSORS

Aer Lingus
You're very welcome



INTERNATIONAL
TRADE
ADMINISTRATION

PARTNERS



“Aircraft parts classified under Heading 8807 will typically be outside of the scope of the 25% duty on derivative products of aluminium, iron or steel”

imported by the aviation maintenance community, any of these articles could find themselves being used in certain installations (including, for example, installations of custom aircraft interiors).

Found online at aviationbusinessnews.com/in-depth/is-your-import-at-risk are the entire lists (as they currently stand at the time of writing this article) even though some articles are clearly outside the normal scope of aviation (for example, bulldozer parts are unlikely to be installed in aircraft).

The 25% duty on derivatives applies to the following aluminium, iron and steel categories. These category listings are offered to help guide importers and are only a summary of the listings. Repair stations may find themselves handling a wide variety of parts, especially when installing interiors, so any of these categories could become relevant. In all cases, check the specific HTSUS code

against the rules to make sure your specific product is covered, because some products in each of the categories may not be covered.

Included in ‘List One’ of HTSUS subheadings and goods subject to the 25% tariff on derivative products of iron and steel subject to heading 9903.81.90 (chapter 73 references) and derivative products of aluminium subject to heading 9903.85.07 (chapter 76 references) are items such as: sheet pilings (HTSUS 7301); railway track material (HTSUS 7302); certain tube or pipe fittings (HTSUS 7307); containers for compressed or liquefied gas (HTSUS 7311); stranded wire, ropes, cables, plaited bands and slings (HTSUS 7312); and many others as listed online at aviationbusinessnews.com/in-depth/is-your-import-at-risk.

Included in ‘List Two’ of HTSUS subheadings and goods subject to the

25% tariff on derivative products of iron and steel (subject to heading 9903.81.91) are items such as: 8431.42.00 bulldozer or angledozer blades; 8431.49.10 parts of ships’ derricks or cranes; 8432.90.00 parts for agricultural equipment; and many others as listed online at aviationbusinessnews.com/in-depth/is-your-import-at-risk.

Included in ‘List Three’ of HTSUS subheadings and goods subject to the 25% tariff on derivative products of aluminium (subject to heading 9903.85.08) are items such as: 8302.41 certain base metal mountings suitable for buildings; 8302.60 automatic door closers; 8415.90.80 certain air conditioner parts; 8419.50.5000 certain heat exchange units; 8486.90.0000 semiconductor fabrication machine parts; 8807.30.0060 aircraft parts for use in non-civil aircraft (not propellers and not undercarriages); and many others as listed online at aviationbusinessnews.com/in-depth/is-your-import-at-risk.

From the viewable lists, we can see that aircraft parts classified under Heading 8807 will typically be outside of the scope of the 25% duty on derivative products of aluminium, iron or steel (with the exception of certain non-civil aircraft parts, as shown). But aircraft parts classified under other HTSUS headings (as shown) could be subject to the 25% duty.

These tariffs are subject to change. The lists will probably both expand and contract in response to policy determinations by the US. You should use these lists as a starting point for your analysis, but you should always accurately classify your import goods and then perform a full legal analysis, using the most current version of the HTSUS. ●



veryon.com | 1-800-747-4560
learnmore@veryon.com

MORE INSIGHTS. LESS DOWNTIME.

SMARTER MAINTENANCE STARTS HERE

An integrated approach to keeping your fleet flying with fewer delays, lower costs, and smarter decision-making. More than just digitizing maintenance, Veryon revolutionizes how aviation teams predict, manage, and resolve issues before they impact operations.

AVIATION MAINTENANCE IS COMPLEX, BUT VERYON'S AI-POWERED SOLUTIONS MAKE IT SMARTER, FASTER, AND MORE PREDICTABLE.

AI-Guided Troubleshooting

Cut troubleshooting steps by up to 75% with intelligent fault detection & real-time defect analysis.

Streamlined Maintenance Management

Get real-time visibility into maintenance, inventory, & compliance to keep aircraft in service & operations running smoothly.

AI-Powered Predictive Analytics

Identify failure patterns, predict short-life components, & forecast rogue parts before they fail.

Smart Inventory Planning

Forecast component wear and proactively replace parts to prevent AOG situations while optimizing stock levels.

Visit us at booth #314 at the
NBAA Maintenance Conference
for an exclusive demo.



Scan to
<< learn more





TWIN PEAKS

Digital twins – virtual replicas of aircraft or components – are predicted to transform MRO in a variety of ways. **Bernie Baldwin** learns from creators and users that the technology can deliver significant benefits

“Be prepared!” “Failing to prepare is preparing to fail!” There are many common phrases and sayings which involve preparing or being prepared, and they usually have a good dollop of wisdom behind them.

The ability to anticipate events in aircraft operations can be the differentiating factor between success and struggle. It often begins with the design of an aircraft, which nowadays is created with maintainability in mind. Here, virtual reality (VR) has been used for many years, ensuring accessibility for maintenance technicians throughout the aircraft and engines.

Gaining deeper insights

The latest advance in this area is the digital twin, which is a facsimile of a real aircraft or engine. Pete Boeskov, director of commercial training, digital and analytics at Boeing Global Services, explains how a digital twin differs from VR designs. “We should differentiate between physical objects and virtual or digital tools,” he begins. “Virtual reality can be an effective tool to interact with under-design digital models/concepts. Whether a designer builds a physical mock-up or prototype, or uses a digital tool like VR, the goal is to gain a deeper understanding of the model or system.

“A digital twin, however, is a digital representation of a physical object. Only after we create a physical item can we then create a digital representation of it,” Boeskov emphasises.

“In the operational space, a digital twin collects all the life experiences and data of the represented object or system. We are working on digital twins of components, systems, aircraft and airports. A digital twin can include information as extensive as what material was used, where it was mined, who machined it, what machine it was created on, and more. This allows analysts to interrogate the twin to deliver more accurate insights,” he adds.

“Digital twins offer the possibility of superior data-driven decision-making and the desire for enhanced operational understanding and optimisation, accurate

“DIGITAL TWINS OFFER THE POSSIBILITY OF SUPERIOR DATA-DRIVEN DECISION-MAKING”

Pete Boeskov, director of commercial training, digital and analytics, Boeing Global Services

simulations and future predictions to enable levels of integrated vehicle health management that exceed existing capabilities,” Boeskov remarks.

Airbus takes a similar view, noting that VR is utilised in the industry “to mimic costly and/or dangerous situations, or to simulate a specific experience”, according to a company spokesperson. “For example, designing assembly stations for part installations in tight spaces, we use VR to ensure that there is enough space for the necessary equipment and that the technician can manoeuvre and perform the required action.

“The digital twin of an aircraft is used to represent an often complex element (aircraft, engine, part, process and so on) in order to test scenarios and the impact of each of these scenarios. This then enables data-driven decision-making,” the spokesperson adds.

Dinakar Deshmukh, vice president of data science at GE Aerospace, notes that the company has been developing and applying digital twins for well over a decade to help build and scale predictive maintenance capabilities. “Using artificial intelligence (AI)/machine learning (ML)-driven digital twin engine models, we’ve been able to expand the number of conditions that can be monitored with greater accuracy and identify needed maintenance measures well ahead of time,” he explains. “These models have enabled



Lufthansa Technik

1

us to achieve a 60% earlier lead time identifying preventive maintenance measures, a 45% increase in detection rates, and cut the number of false alerts in half over the past decade.”

Deshmukh continues: “The key difference with a digital twin is that it is a living, learning digital model that reflects the current state or condition of the physical engine it is modelling. It is a virtual replica of its physical counterpart at any given point in time. We do this by continuously updating our digital twin models with the latest data from sensors (virtual and physical) that monitor the condition of critical components and processes with the engine, from fleet data of what other similar engines are

experiencing across the fleet, and from the insights of our engineers who design and monitor these engines.”

Observing this technology from an MRO provider vantage point is Dr Jean-Philippe Kremer, senior engineer performance and product owner engine health management at Lufthansa Technik (LHT). “As an MRO, we are not really involved in the design of entire aircraft,” he says. “However, certain fields of our overall business can also entail the application of VR or AR technology.

“Jet engines are not typical consumer goods where it’s all about design and looks – it’s about efficiency, durability, maintainability and so on,” Kremer adds. “A digital twin from a propulsion

engineering perspective thus goes way beyond the pure visualisation aspect as it is a lot more sophisticated and can be seen as a multitude of sub-models, each one being focused on/catering to a specific use case.”

Multiple MRO disciplines

Potential users are now looking at the advantages of digital twins across the different MRO disciplines such as predictive maintenance, optimisation of repair schedules and reducing downtime. Kremer picks up the theme.

“Well-designed models based on physical fundamentals help understand cause-and-effect pathways. Downstream fine tuning or improvement by ML

“DIGITAL TWINS GIVE US THE ABILITY TO FORECAST MAINTENANCE WELL BEFORE THE NEED HAS EVEN MATERIALISED, WHICH THEN ALLOWS US TO PLAN AHEAD WITH OUR REPAIR SCHEDULES”

Dinakar Deshmukh, vice president of data science, GE Aerospace

1. Airlines can benefit from digital twins that perform simulations of aircraft during flights
2. Lufthansa Technik technicians
3. A digital twin can enable quicker detection and diagnosis of small engine faults and failures before they become issues that will impact flight operations

models is facilitated if all known influences have been correctly modelled,” he remarks. “These algorithms are then able to find previously unknown correlations and further improve accuracy.

“For engine health management, a digital twin allows quicker detection and diagnosis of small initial faults and failures, before they become issues impacting flight operations. Raw sensor data from the engine or aircraft shows high scatter and does not always directly point to the root cause of the failure, so our digital twin can be seen as a ‘decoding device’, transforming data into information and knowledge,” Kremer continues. “Additionally, they allow us to integrate our own know-how from an MRO perspective so we do not have to rely solely on black-box systems designed by the OEM.”

For GE Aerospace’s Deshmukh, the big advantage of digital twins is the earlier lead times they provide for understanding the maintenance needs of critical parts. “Digital twins give us the ability to forecast maintenance well before the need has even materialised, which then allows us to plan ahead with our repair schedules. That, in turn, helps reduce the downtime for how long an engine needs to be in a shop,” he explains. “It can even inform adjustments to our longer-term material forecast to the new-make supply chain if our physics-based models indicate the



Airbus
3

component will not be repairable at the upcoming maintenance event.”

Boeing’s Boeskov hones in on digital twins in the world of predictive maintenance. “Here, digital twins are used to increase maintenance efficiency and reduce aircraft downtime by analysing the data to anticipate maintenance needs, while also ensuring the right components are available when and where they are needed,” he elaborates. “For example, general processor modules (GPM) are prone to overheating for a variety of reasons. This results in early failures for parts of the GPM and scheduled interruptions for the aircraft while the GPM is replaced.”

Boeskov continues: “We can track the configuration of GPMs across the fleet, in addition to tracking which parts have been installed and for how long. We can also measure the temperature on the internal boards and aggregate them across the life of the part. This allows us to develop an understanding of which parts are at risk of failure, plan

for replacements of those parts and work with the supply chain to get the parts ordered and on-hand.”

According to Airbus, MRO activities can be mapped in a digital twin so that the company can always have a clear view of what’s happening in the maintenance chain – mapping all the chain and the link between each action or actor – and even simulate scenarios and find the most optimal slot allocation for an urgent task, with respect to its required skills, equipment and parts. “This can enable the company to see the impact of a problem throughout the whole chain and also to easily define and implement possible solutions,” the spokesperson notes.

Making business sense

Utilising digital twins has to make sense for a business. There needs to be a positive effect for the customers of MRO organisations – the airlines – in areas such as aircraft availability, cost savings and enhanced safety.

2

Lufthansa Technik





Airbus

For an MRO, according to Airbus, the creation and optimum use of a digital twin should make it possible to improve processes and therefore save time and money through more effective decision-making and better prevention of problems. “This has a direct impact on aircraft availability and therefore on the airline’s profits,” the spokesperson emphasises.

The LHT view of the business case from Kremer centres on digital twins being all about understanding a system and its sensitivities. “This improved insight can then be made available to the customer – in the case of engine health management, through timely fault detection and customised maintenance recommendations, possibly even pointing out several courses of action, allowing the airline/customer to integrate them into their maintenance schedule at their convenience,” he explains.

Kremer adds: “Punctual interventions help maintain or improve engine performance and thus aircraft availability, while information improving the scheduled engine removal process leads to cost savings by preventing impact on operations and expensive secondary engine damages. Our goal is to support our customers in their journey to an improved operational excellence.”

According to Boeskov, when describing the value of a digital twin,

the twin does not necessarily deliver value or savings. “They come from the insights that are derived from a digital twin that truly make an impact in the highlighted areas of increased aircraft availability, cost savings and enhanced safety,” he says.

Boeskov adds: “When we can find ways to increase the efficiency of MROs, that leads to reduced costs for operators, and increased profits for the MRO. When we detect a component failure early and recommend replacement, that reduces surprises and enables an early aircraft delivery from a maintenance check, enabling a faster return to revenue service and improved aircraft reliability.

“Digital twins deliver value when their insights are implemented well, saving operators cost, reducing repair times and putting aircraft back into service faster. Additionally, they enhance safety by reducing the risk factors that are involved in inspections and repairs,” Boeskov emphasises.

GE’s Deshmukh is another who believes that digital twins help deliver better outcomes. “For us, that’s principally with aircraft availability and fleet management, by helping us see and identify issues earlier, and by expanding the number of conditions that we monitor 24/7,” he comments.

“With MRO shops, it’s not unusual for them to experience an escalation

▲ MRO activities can be mapped in a digital twin so that companies have a clear view of what’s happening in the maintenance chain

in worksopes for engines coming for service. The insights from our AI/ML-enabled digital twins are helping us predict part needs ahead of time so that we can be ready with the right materials and personnel to make any needed repairs,” Deshmukh explains. “We can also avoid any undue delays and find alternative, more cost-effective solutions for replacement parts for our customers in the form of used serviceable material (USM).”

With many undoubted attributes, one would expect enthusiastic adoption by the MRO industry. “On an engineering level, the enthusiasm is definitely there, but turning use cases into business cases remains a challenge,” says LHT’s Kremer.

Boeing’s Boeskov points out that seeing the value of digital twins requires a big picture view. “MROs don’t exist in isolation, but are part of a larger ecosystem including operators, the supply chain and OEMs. The ability and willingness to share data across the lifecycle is foundational to maintaining a digital twin,” he concludes. And that means being prepared! ●

AOG

THE SUMMER BLOCKBUSTER
YOU DON'T WANT
TO STAR IN

*Book your summer slots before they're gone





POWERED UP

The MRO business in the Baltics/Eastern Europe region is being supercharged by traffic growth and the ambitions of individual airports. **Kevin Rozario** reports

While MRO is a globalised industry, some areas are punching above their weight due to faster-than-average aviation growth and/or more competitive labour costs for high-value maintenance staff. The Baltics and Eastern Europe is one of these regions.

Perhaps the most obvious sign of the MRO industry's importance and future role is at Bulgaria's Sofia Airport. Towards the end of 2024, the gateway's operator, SOF Connect, hosted a conference called *Aviation-Event 2024 SOF* in the capital – the first international aviation gathering to take place in Bulgaria on a large scale.

Plans for a new Terminal 3 were presented and a primary investment area underpinning the project is the development of MRO facilities. SOF Connect's chief executive, Jesus Caballero, tells *MRO Management*: "With supply chains impacting the airline business, airports with MRO services on-site have a huge advantage. It is difficult to develop such services at airports, but in Sofia we are one of Europe's MRO leaders."

Bulgaria has a proud aviation history, and Sofia Airport maintains approximately 500 aircraft a year with about 2,000 technicians and engineers working at major companies such as Lufthansa Technik, Aero Technic BG and others. Having jumped through regulatory and certification hoops to establish its MRO credentials some years ago, Sofia is now taking full advantage.

Caballero says: "We will use this industry to pursue our ambition to become a regional hub in Europe. MRO already has a huge economic

"SIGNIFICANT AVIATION EXPANSION IS OCCURRING IN EASTERN EUROPE, PRIMARILY DUE TO LOW-COST CARRIERS GROWING THEIR FLEETS AND ROUTE NETWORKS"

George Kanchev, chief executive, Aero Technic BG

impact because we are talking about €130 million turnover annually from five or six companies based here. Becoming Europe's largest MRO hub is achievable."

Costs, competence, and education

As part of this ambition, Sofia Airport will further expand its MRO abilities "because airlines will look for airports where they can also do maintenance" to reduce costs and increase efficiencies.

At least another 10 MRO hangars are planned in addition to the 19 existing ones. The gateway services many aircraft from outside Europe because long-haul carriers see this on-site option as attractive. "When opening a new destination, it's not easy to find an airport that can take care of your aircraft," explains Caballero.

Lufthansa Technik Sofia has been operating in Bulgaria since 2008 and has grown to be the largest MRO base outside Germany for its parent. The Sofia chief executive, Preslav Milchev, is keen on further expansion. He says: "We have a well-educated workforce here and we will work with the airport to utilise this in developing our operations."

This kind of MRO expansion can only work with rising airport traffic and



▲ George Kanchev, chief executive, Aero Technic BG

connectivity, something else that SOF Connect is working on which is why it is building a 20-million capacity terminal, the largest in the Balkans. "We even changed the position of the terminal to accommodate Lufthansa Technik's future growth," says Caballero.

George Kanchev, chief executive of Aero Technic BG (ATBG) comments: "Significant aviation expansion is occurring in Eastern Europe, primarily due to low-cost carriers growing their fleets and route networks."

Kanchev adds: "According to Eurocontrol, intra-European traffic increased by 4% last year (versus 2023), contributing to 10.7 million flights in



▲ Jan Kotka, managing director, Magnetic MRO

the region. The need for MRO services has significantly increased because of this growth and new opportunities have emerged. But if the workforce and infrastructure cannot keep up, there may be capacity issues.”

An available educated workforce is on everyone’s mind. At FL Technics, which has five heavy maintenance hangars worldwide (two in Lithuania), chief executive Zilvinas Lapinskas, says: “To address workforce shortages we collaborate with universities, providing scholarships for the most talented aviation mechanics, engineering and avionics students. We see the importance of investing for the future.” FL Technics, part of the vast Avia Solutions Group, also has a training academy where graduates can become aircraft mechanics and later obtain an aircraft engineer certificate.

Estonia-based Magnetic MRO has also launched its own academy to develop skilled aircraft engineers. Managing director Jan Kotka tells *MRO Management*: “Collaborations with educational institutions have been established to ensure a steady pipeline of talent.”

Similarly, Latvia’s Airline Support Baltic (ASB) is investing in training and works with regional aviation academies. “We also make sure to provide attractive career growth opportunities and support



▲ Inside the FL Technics hangar in Lithuania

with relocation when needed to attract skilled workers from abroad,” says its chief executive, Gegams Hanamirjans.

Aviation growth has its challenges

These moves are essential for the Baltics/Eastern Europe region to stay ahead in the MRO race. Kotka explains: “The rapid growth in Eastern Europe, outpacing Western Europe, presents both opportunities and challenges, primarily the availability of skilled manpower. Companies that can attract and retain aviation specialists will be better positioned to provide comprehensive maintenance services, particularly in the line maintenance sector.”

Like Sofia, Lithuania’s Kaunas and Vilnius airports – where FL Technics has bases – are under development, according to Lapinskas. He says: “Kaunas Airport is increasing terminal capacity which is beneficial for us as an MRO because it allows for more aircraft parking spaces and suitable engine run-up areas. Vilnius Airport is also concentrating on infrastructure and

we understand that a second phase of development will include improvements for ground handling, MRO, and fixed-base operator services.”

Like ATBG’s Kanchev, Magnetic MRO and ASB also cite low-cost carriers as a particular driver for Baltics/Eastern Europe growth.

Magnetic’s Kotka says: “For instance, airBaltic reported record-breaking passenger numbers in 2024, reinforcing its position as the leading carrier in the region.”

Hanamirjans adds: The growth of low-cost airlines has made it easier and cheaper to travel within Europe and Riga Airport is expanding and adding new destinations every year, which is helping it become a major hub in the area.”

Eurocontrol flight forecasts for this year show that, on a base scenario, average growth will be 3.7%. However, the Baltic States are likely to achieve double this at more than 7%, with above average growth of 4.2% or more in Central and Eastern European markets like Bulgaria, Romania and Serbia. Moldova tops the projections at 13%.

“THE RAPID GROWTH IN EASTERN EUROPE, OUTPACING WESTERN EUROPE, PRESENTS BOTH OPPORTUNITIES AND CHALLENGES, PRIMARILY THE AVAILABILITY OF SKILLED MANPOWER”

Jan Kotka, managing director, Magnetic MRO



New Hangar, 4 Maintenance

4 slots available starting with September 2025 for:

AIRCRAFT CAPABILITIES

- » BAe 146/AVRO 146-RJ
- » B737 CL
- » B737 NG
- » A320 Family (CFM 56&V2500)

WORKSHOPS

- » C5 - Batteries
- » C6 - Seats
- » C 14 - Landing gears, wheels & brakes

1. Aero Technic BG first groundbreaking of a new hangar in Sofia
2. Magnetic MRO has launched its own academy to develop skilled aircraft engineers

Keeping up with the Jones

To stay attractive to OEMs and airlines, MROs in the region are deploying modern technologies and equipment. For example, ATBG has launched an in-house accredited calibration laboratory called In Lab Aeronautics equipped with cutting-edge technology from global manufacturers. Kanchev says: "These innovations enable the company to remain agile, reduce turnaround times and stay competitive."

FL Technics has added a dent scanner that, along with specialised training for staff, helps repair parts instead of replacing them, making maintenance that much more cost-effective for clients. Lapinskas explains: "We also recognised the need for modern IT software solutions as most of our clients are transitioning to paperless systems and processes. Therefore, we have developed and launched a new bespoke Enterprise Resource Planning (ERP) system."

ASB has already gone paperless by using digital planning systems which helps a lot, according to Hanamirjans. He adds: "We also track parts with RFID for better visibility and logistics and we're testing out 3D scanning and 3D printing for some less critical parts. But what really sets us apart is our one-stop-shop model: everything gets done in-house, which helps us keep a close eye on quality and timelines."

Meanwhile, Magnetic MRO is implementing the AMOS maintenance management system to streamline



2

"DEMAND IS RISING, BUT SO ARE COSTS, INCLUDING LABOUR AND MATERIALS"

Gegams Hanamirjans, chief executive, Airline Support Baltic

operations, and it is set to open new maintenance hangars at Tallinn Airport, incorporating advanced tech, possibly including automated warehousing solutions to optimise inventory management.

The use of Mototok's electric, remote-controlled aircraft tugs will also speed up the movement of aircraft. Kotka adds: "Efforts are also underway to enhance AI-based purchasing processes in collaboration with SkySelect, reducing procurement time and improving supply chain efficiency."

Future expectations

Looking ahead, and given the pace of growth – despite the continuing conflict in neighbouring Ukraine and general economic uncertainty, now complicated by Trump's tariffs – MROs remain confident that the Baltics/Eastern Europe will boom.

Kanchev comments: "Rapid aviation growth in Eastern Europe is having a positive impact on ATBG. The regional momentum is allowing us to grow our customer base and we are expanding services and infrastructure to meet increasing demand." The company has started the construction of a new hangar facility that will increase capacity and support future growth.

Hanamirjans agrees that opportunities are there, but warns: "Demand is rising, but so are costs, including labour and materials. The region can't just depend on being cheaper any longer. Our plan is to focus on high-quality, flexible operations and great customer service. Keeping these



▲ Gegams Hanamirjans, chief executive, Airline Support Baltic

values helps us stay strong in a market where expectations are on the rise." To tackle supply chain issues, ASB also keeps a well-organised inventory and plans in advance for parts with long lead times, which is supported by long-term relationships with its suppliers.

In the context of high growth, FL Technics also reiterates that parts availability remains one of the primary challenges. Lapinskas says: "As a result, we are investing in maintaining high stock levels. Thorough preparation and analysis of anticipated defects and parts requirements, in collaboration with our customers, are essential to ensuring smooth project execution."

For now, the Baltics/Eastern Europe region remains a solid choice for localised, affordable maintenance solutions. Expectations are for steady growth due to high MRO demand and limited availability of reliable, full-service providers. ●



1



LEADING THE FUTURE OF AVIATION

WHO WE ARE

KGB Aviation Solutions is a trusted leader in manufacturing and distributing advanced ground and flight systems for aircraft data acquisition, downloading, and analysis.

Our cutting-edge technology is designed to enhance flight safety, improve operational efficiency, and simplify maintenance for aviation professionals worldwide.

- State-of-the-art systems for real-time data handling
- Faster, safer, and more efficient flights
- 24/7 world-class customer support & service

SIMPLIFYING FLIGHT DATA DOWNLOADING

DART – Data Acquisition Ruggedized Tool

- Streams Recorder Data in Engineering Units
- Downloads from Most Recorder Types in Service
- Automatically Uploads Critical Data Directly to the KGB Web Portal
- Field-Upgradeable



DART

SKYLOG-SERIES



TOTAL FLIGHT DATA CONTROL FAST, RELIABLE, EFFORTLESS

ADVANCED FLIGHT SYSTEMS – SKYLOG-SERIES

- SKYLOG-25 FLIGHT RECORDER – 25 HOUR CVFDR
- SKYLOG-QAR – Customizable Wireless
- SKYLOG-DAU – One PN, Multi-A/C
- SKYLOG-MDAU – Up to 22 Parameters

PROVIDING BEST-IN-CLASS FLIGHT DATA SERVICES

DATA SERVICES

Our engineers are ready to take on the most complex flight data challenges:

- FDR READOUTS
- CVR INTELLEGIBIT
- DATA LINK DECODING



kgbaviation.com | 716-771-3178 | sales@kgbaviation.com

MRO BEER HEADS TO CZECH REPUBLIC

MRO BEER brings together industry experts to gain local insights into the latest developments across the Baltics and Eastern Europe

Taking place on 14 and 15 May at the O2 Universum in Prague, Czech Republic, MRO BEER brings together airlines, operators, MROs, suppliers, OEMs, regulators, lessors and industry experts to explore the trends and challenges in the Baltics and Eastern Europe region's aviation maintenance industry.

The two-day conference and exhibition provides a perfect platform for all those looking to expand their networking and do business in the sector.

Industry leaders will showcase their technological innovations, and attendees can look forward to the unveiling of cutting-edge tools and methodologies set to transform the MRO landscape in the region.

Conference and speakers

The conference, organised by Aviation Week, is a chance to hear from industry experts and join a C-level audience in debating the future of the industry.

The in-depth sessions are a mix of presentations and panel discussions on the industry's hottest topics, including



1. MRO BEER offers a diverse range of seminars and panel discussions
2. MRO BEER provides plenty of networking opportunities

2

“The conference is a chance to hear from industry experts and join a C-level audience in debating the future of the industry”

sustainable practices, supply chain optimisation, workforce development and digital transformation. They aim to drill down into critical issues facing the industry and enable stakeholders and thought-leaders to come together to discuss concerns, find solutions and identify opportunities.

Some of the planned stand-out speakers during the conference include: Petr Dobersky, CEO of Czech Airline Technics; Juozas Lapeika, deputy CEO for production management – base maintenance at FL Technics; Valentin Ivanov, VP technical operations at Heston Airlines; Martin Mintěl, head of components and spares division at Czech Airline Technics; Filiz Oflaz Ornek, managing director at Star East Airlines; Jiri Marek, CEO

of Air Serbia; Kushilka Zaharia, lead procurement manager – engineering and maintenance at easyJet; and Adam Hale, head of heavy maintenance at Ryanair.

Showcase exhibition

Available to conference attendees, the MRO BEER Showcase will be located directly outside the conference room, which will enable attendees to foster new relationships and strengthen existing ones. Attendees can get hands-on with the latest technologies, tools, services and resources.

Just some of the confirmed showcase exhibitors for MRO BEER 2025 include ACTC, Aero Technic BG, DASI, Czech Airlines Technik, Etihad Engineering, FL Technics, Iberia Maintenance, Joramco, Lufthansa Technik, Senta IO and Unical. 



1



Keeping airlines flying, far and wide
Your trusted partner in aviation parts & support

GET IN TOUCH TODAY

+359 2434 9130

aeropb@aeropb.com

At Aero PB, we supply top-quality parts, chemicals, tools, and ground support equipment for commercial aircraft and helicopters — fast.
Whether you're facing AOG or a critical deadline, our global team is ready to respond with speed, precision, and care.

WHAT WE OFFER

- Parts certified to FAA, EASA, CAAC, SCAA & OEM standards.
- ISO 9001:2015 quality assured.
- Logistics centers in Europe, USA and UK.



CERTIFIED. TRUSTED. READY

For more information visit **www.aeropb.com**

Jetting ahead

Inga Douglas shares how agility and operational independence are shaping GetJet Airlines' strategy for long-term resilience



“
By bringing maintenance in-house, we're gaining full control over our technical operations
”

INGA DOUGLAS

chief executive, GetJet Airlines

▶ **You've just taken on the CEO role at GetJet Airlines – what was the biggest personal or professional motivation behind this move?**

I have always admired the breadth of the aviation industry. It brings so many opportunities to grow and transform professionally while staying within the industry and continuing to apply the expertise I've gained. I have decided to pursue this path – while having an aviation industry experience, I'm thrilled to get to know an airline business from the front seat. I'm sure this journey will be nothing but exciting.

▶ **Coming from a strong commercial background at Magnetic Group, how are you planning to translate that experience into leading an airline?**

During the steep growth of an organisation there are plenty of projects that require strong leadership combined with a commercial mindset, like growing product portfolios, or global expansion enabled through establishment of local presence, or M&A followed by a management change process.

From day one at GetJet Airlines, I have been diving deep into all the areas that help me get to know the organisation, as well as sharing the first insights for further development. The aim is to keep building an agile yet resilient organisation focused on meeting customer demand for fast, reliable support, while at the same time maintaining a commercial approach towards the management of our assets.

▶ **How do you envision GetJet Airlines' competitive position evolving within the next three to five years?**

I see GetJet Airlines strengthening its position as one of the most agile and



1

reliable ACMI operators in Europe. Even today, our ability to mobilise a crewed aircraft within just 1.5 hours of request confirmation sets us apart in terms of flexibility, especially in an environment where operational disruptions can have significant ripple effects.

Looking ahead, strategic investments – especially in the new MRO facility at Vilnius Airport – will boost our agility. Bringing maintenance in-house increases our independence, cuts downtime and improves reliability for our partners.

▶ **What processes at GetJet Airlines do you think are ripe for transformation?**

In today's fast-evolving landscape, transformation is a constant. As an agile organisation, we're advancing automation and standardisation efforts.

With so many tools available, selecting the right one for smooth implementation takes time. Our main goal is to ensure flexibility, reliability and readiness for our customers. That's why we carefully prioritise transformation efforts without letting the process overshadow the purpose.



2

► **The new MRO facility represents a significant investment. Why now – and what makes Vilnius the right location?**

The timing of this investment is no coincidence – it's a strategic response to a rapidly shifting global aviation landscape. The MRO sector is currently experiencing significant capacity constraints, leading to limited availability of slots across the region. Recent studies show that turnaround times for certain engine types have increased by more than 150% compared to pre-pandemic levels.

At the same time, the global commercial fleet is expected to grow by nearly 30% over the next decade. With more aircraft in the sky and fewer resources available to maintain them efficiently, now is the moment to invest in long-term independence.

Vilnius is the natural choice for this project. It's our home base. The city offers a highly skilled talent pool, proximity to key European airports, and a supportive environment for sustainable, long-term growth.

► **How does this MRO expansion position GetJet Airlines amid the current global shortage in maintenance capacity?**

At GetJet Airlines, we've built our reputation on being the 'Task Force of Aviation', ready to jump into action whenever needed, and that's exactly what this MRO expansion helps us do even better. By bringing maintenance in-house with our new facility at Vilnius International Airport, we're increasing independence. That means we're not reliant on external providers who are dealing with the same shortages as the rest of the industry.

► **Given your board role at CAVIA, what are the biggest regulatory or economic headwinds you believe Lithuanian or regional airlines need to prepare for?**

Being a truly global industry, aviation is also heavily influenced by geopolitical changes. Within the EU, we are clearly seeing stricter regulations related to security and restricted access to special status territories, such as airports, coming into force.

While the idea itself carries protective intentions and offers a clear and simple process, it also brings a lot of constraints and unnecessary costs to companies operating at airside, as the aviation industry is anything but simple.

The process is complex, involving both local and EU-level issues. It's crucial to

address it on all fronts and find solutions that reflect airport operational demands while strengthening – rather than compromising – security.

The aviation industry contributes 4.5% of all GDP in EU countries (2023) and, needless to say, a strong economy is one of the key pillars of a safe and secure environment in the region.

Landside initiatives are welcome, as they limit the number of affected parties, but the core challenge remains.

As an example, we invite the EU regulatory body to revisit the decision to eliminate the temporary access option (for non-emergency situations) and to initiate a discussion about an aligned background check process across EU member states – a step that could potentially lead to mutual recognition of completed background clearances, similar to how driving licences or university diplomas are recognised across the EU.

1. GetJet Airlines' short-term lease offers the flexibility to book an aircraft with crew, maintenance and insurance for periods ranging from several hours to a few days

2. GetJet Airlines has a fleet of Boeing 737-NGs, Airbus A320s and A321s



▲ GetJet Airlines can mobilise a crewed aircraft within just 1.5 hours of request confirmation

“The aim is to keep building an agile yet resilient organisation focused on meeting customer demand”

► Do you see GetJet Airlines' MRO investment influencing the broader Lithuanian aviation ecosystem?

Absolutely. Lithuania is fast emerging as a regional hub for aviation, and this MRO investment is a clear signal of that momentum. While Kaunas has already established a strong reputation in MRO services, GetJet Airlines' expansion at Vilnius International Airport marks a significant step forward for the entire national ecosystem.

By investing in high-value technical infrastructure, we're not only enhancing our own operational resilience but also contributing to Lithuania's role as a destination for advanced aviation services. This development opens doors to new partnerships, international collaborations and, importantly, creates career opportunities for top-tier technical talent in the region.

We're proud to be committed to Lithuania's future as a strong contributor in aviation innovation and excellence.

► With airlines holding on to older aircraft longer, how do you see this affecting maintenance strategies or fleet decisions at GetJet Airlines?

The shortage of aircraft keeps older fleets in operation, which overall increases the duration of maintenance. Longer and heavier checks, as well as supply chain issues along the way, are directly affecting slot availability on the market. This is where we see a huge advantage in having base maintenance capability within the group (performed by Airhub Aviation at SQQ Airport).

Adding the VNO location for our maintenance needs brings reassurance to our flexibility and reliability focus, executing the strategy to be available to support our customers at short notice.

GetJet Airlines has growth plans in place; however, today, expansion is very carefully assessed, and every new asset coming into our fleet requires a strong business case that considers not only potential opportunities but also risks.

I can confidently share that our fleet is growing, and each asset has a strong ROI plan behind it. At GetJet Airlines, the meaning of 'asset' goes beyond the traditional understanding of an aircraft as just a capacity for flying. Our group is known for maximising an asset's value by enabling a portfolio of in-house capabilities while assuring high-standard performance for our customers.

► What keeps you inspired and energised in what is, at times, a highly pressured and complex industry?

The last few years have taught the world that anything, including sitting at home, might be highly pressured. On a more serious note, I can only refer to the passion we all share for working in aviation. I love the pace and variety of opportunities within each challenging situation, which I enjoy solving with highly competent and experienced colleagues.

Aviation offers endless learning for those open to it. Continuous training builds the confidence to handle high-pressure, complex situations with calm and clarity – from inside the fast-moving system, not as an outsider.

► How do you plan to empower your team, especially amid such a transformative phase for the company?

I have always admired the passion that people in aviation have, and the GetJet Airlines team has shown me an extraordinary level of it. Their dedication to preparing for the busy summer season and attention to detail – from operations to the onboard experience – makes me incredibly proud to lead this team.

The organisation already has great initiatives in place. More are coming soon, which are all aimed at achieving our goal of being a preferred employer. At the same time, we are moving forward with projects aimed at reducing non-value-added (NVA) work and bringing in more automation, freeing up resources to support sustainable growth. ●



ADVANTAGE

advantageavio.se

The one-stop shop for Aviation Spare Parts, Engine Maintenance & Asset Management

From a Highly Experienced Team of Aviation Industry Professionals

The Advantage organization supplies spare parts to airlines, operators, and MRO's worldwide. Our understanding of the aftermarket regarding new and used parts helps to reduce costs and shorten lead times for the end user. As an approved EASA / FAA Part 145 Engine MRO*, we also have extensive knowledge in shop visit management. We are specialized in field service and also offer technical and asset management support with a range of consultancy services. With our broad technical know-how, we can tailor a solution for your company's needs.

**All engine maintenance/repair services are carried out under our own approvals: EASA SE.145.0147 & FAA 4T8Y227D.*

Spare Parts for the Aviation Industry

Supplying Commercial Aircraft Spare Parts for Airlines Worldwide

Engine Maintenance Services

Offering Field Services for CFM56, V2500, CF34, PW100, PW4000 and JT8D

Aviation Asset & Consultancy Services

Acquisition, Inventory, Lease, Sales and Management Support

20 YEARS OF EXCELLENCE

Alexandru Filip, chief executive of AEROSTAR S.A., details the company's journey and vision for the future

2024 was a landmark year for AEROSTAR S.A., marking a significant milestone in our evolution as a global player in the aviation industry.

We proudly celebrated 20 years in the MRO sector – an occasion to honour our achievements while looking ahead to an even more ambitious future.

Our journey in civil aviation maintenance began in December 2004 with the successful delivery of our first serviced aircraft. At that time, we were already leveraging over 51 years of experience and technical expertise in military aviation.

From a small, dedicated team, we have grown into a workforce of 400 professionals, consistently upholding the highest industry standards.

Over the past two decades, we have delivered more than 1,200



“
From a small, dedicated team, we have grown into a workforce of 400 professionals
”

ALEXANDRU FILIP

chief executive, AEROSTAR S.A.

aircraft to various airlines worldwide, demonstrating our unwavering commitment to safety, quality and on-time delivery.

Today, we operate two state-of-the-art facilities in Bacău and Iași, offering 10 operational slots for Airbus A320 family and Boeing 737 aircraft maintenance. These modern facilities enable us to meet our customers' needs with exceptional flexibility and efficiency.

Our certifications reflect our dedication to regulatory compliance and industry excellence. We proudly hold EASA Part 145 and FAA certifications, along with other national accreditations,

ensuring that all maintenance, repairs and deliveries adhere to the highest international standards.

Over the years, we have continuously expanded our capabilities, mastering tasks ranging from periodic inspections and functionality tests to preventive and corrective repairs, component maintenance and complex structural and avionics modifications.

Looking ahead, our vision and passion continue to drive us forward. We are committed to setting new benchmarks in the MRO sector by integrating cutting-edge technology, fostering expertise and maintaining a customer-first approach.

In line with our growth strategy, we are excited to announce plans for a new hangar in Iași, adding three additional aircraft repair slots and expanding our team to 600 employees. This investment reinforces our commitment to meeting the evolving demands of the aviation industry while enhancing our operational capacity.

As we celebrate this remarkable milestone, we extend our heartfelt gratitude to our dedicated team, valued partners and loyal customers. Their support has been instrumental to our success. With their continued collaboration, we are inspired to aim higher and achieve even greater milestones in the years ahead. 📍



For more information about AEROSTAR S.A. visit: aerostar.ro

◀ AEROSTAR S.A. operates modern facilities in Bacău and Iași





MILITARY AIRCRAFT MAINTENANCE SOLUTIONS

STS Defense Solutions delivers specialized aircraft maintenance, repair, and overhaul (MRO) services built exclusively for the defense sector. From frontline readiness to long-term sustainment, our mission is to keep military fleets flying safely and efficiently around the world. As a dedicated division of **STS Aviation Group**, we operate independently from our commercial aviation counterparts—focusing solely on the unique demands of military aviation and allied defense programs. Our scalable MRO solutions are designed to support operational continuity, extend asset life, and meet evolving mission requirements.

EXCLUSIVELY FOCUSED ON DEFENSE:

- Aircraft Entry-In-To-Service Support
- Aircraft Sustainment & Flight-Line Maintenance
- Aircraft Fuel Tank Rectification (Bladder/ACT)
- Avionics Modernization
- Aircraft Glass Cockpit
- Aircraft Connectivity Installations
- Planned Depot-Level Maintenance
- Aircraft Structural Repairs & Upgrades
- Aircraft SB/AD Incorporation
- Upgraded Aircraft Maintenance Plans
- Aircraft Hangar Availability in both the U.K. and U.S.
- Integration of Special Aircraft Mission Systems
- Aircraft Maintenance Program Management
- Engineering Capability: Design, Qualification & Testing
- Full-Scale Aircraft Interior Reconfigurations
- Spares & Component Services

MISSION-CRITICAL RESULTS:

Through our rapid-response mobile teams and strategically located personnel across the U.S. and Europe, we bring MRO expertise wherever the mission takes you. Our fixed-price service model and field-tested modification approach streamline operations, control costs, and reduce downtime. From concept and engineering to on-site installation and lifecycle support, we provide full-spectrum solutions built to maximize aircraft readiness. Faster turnarounds. Smarter maintenance. Proven performance. That's what makes STS Defense Solutions the trusted partner for mission-critical sustainment worldwide.

DIGITAL TOOLS,



TRUSTED PARTS

Mario Picrobon explores how digital tools are revolutionising parts certification and supporting the circular economy

As the aviation industry navigates ongoing supply chain disruptions and increasing sustainability demands, the need for robust certification monitoring and verification of used and recycled aircraft parts has never been greater.

Ensuring the integrity of these components is critical to operational safety, cost efficiency and regulatory compliance.

Modern software solutions are now stepping in to streamline this process, offering airlines and maintenance organisations enhanced traceability, predictive planning and data-driven decision-making.

Supporting aviation's circular economy

Saravanan Rajarajan, associate vice president of aviation solution consulting at Ramco Systems, points out that the foundation of used and recycled parts certification monitoring and verification should

begin with the initial capability supplier accreditation process, certification assessment and ongoing supplier performance assessment.

He says: "It should include documentation beyond price, turnaround time (TAT) and quality. The supplier should be able to maintain the certifications of approved suppliers, their approved parts lists and certification currencies."

Rajarajan adds: "The software should have the ability to capture digital documentation of parts certificates and provide full traceability of the movement of parts from supplier shipment to point of sale disposal, via a connector with freight forwarding systems. Additionally, the software should also be able to blacklist specific suppliers, parts and serial and lot numbers so that if unwanted parts are introduced into the organisation, there will be a warning or transactional block."

Modern maintenance and engineering (M&E) systems such as AMOS – which is part of Lufthansa

“Software should have the ability to capture digital documentation of parts certificates and provide full traceability of the movement of parts from supplier shipment to point of sale disposal”

Saravanan Rajarajan, associate vice president of aviation solution consulting, Ramco Systems



▲ Saravanan Rajarajan, associate vice president of aviation solution consulting, Ramco Systems

Technik's Digital Tech Ops Ecosystem together with flydocs and Aviator – support the circular economy in aviation in several ways, according to Yannick Hertzog, team leader of research and development (R&D) material planning at Swiss Aviation Software Ltd.

He says: “They help airlines maximise on-wing utilisation through advanced techniques such as predictive maintenance. Aviator's Predictive Health Analytics uses real-time data from your aircraft, its systems and components to predict their behaviour during operation to minimise disruptions.”

Hertzog adds: “By offering artificial intelligence (AI) insights into material management, such software also minimises the unnecessary discard of parts, reducing waste and promoting closed-loop repairs. With marketplace integrations,

these systems enable airlines to buy and sell USM material, which is crucial during the supply chain crises currently faced by the industry.”

Integration

The integration with asset trading solutions allows airlines to access repaired or recycled parts, Hertzog points out. “All of this is in line with the growing focus on sustainability goals in the aviation industry,” he explains: “Software plays a critical role in tracking and verifying the certification of used and recycled components, with features such as back-to-birth traceability, digital certificates and documentation, and accurate lifecycle tracking, even for complex assemblies such as engines and landing gear.”

Hertzog adds: “With a dedicated platform, such as flydocs' Digital Records Management,

MAXIMISE YOUR HANGAR SPACE.



VISIT US ...

INTERNATIONAL PARIS AIR SHOW
PARIS AIR SHOW
 June 16–22 2025
 Paris Le Bourget · France

INTERNATIONAL MRO ASIA PACIFIC
MRO ASIA PACIFIC
 September 16–18 2025
 Singapore
 Booth 1021



bit.ly/dennis-velic

“BASICALLY, WE CAN ACCOMMODATE MORE AIRCRAFT IN THE SAME HANGAR – JUST BY USING MOTOTOK”

Dennis Velic,
Base Maintenance Manager, Adriatehnika

Transform your aircraft handling with Mototok's innovative electric tugs, specifically engineered for precision, safety, and compact design. Our tugs allow you to make the most of your hangar space and easily manoeuvre through tight spaces and challenging areas on the apron.

Make every inch count – upgrade to Mototok and optimise your hangar space like never before!

Contact: +49-2151-65083-82 · www.mototok.com · info@mototok.com · [f](#) [in](#) [v](#) [o](#)

We've got you covered! Sales and Service in **Europe, North America, Asia and Australia.**

mototok

easy moving

Innovative remote controlled electric driven tugs

aviationbusinessnews.com • APRIL 2025 • MRO MANAGEMENT 41 ►



“Ultimately, AI and machine learning are not just about better prediction, they are about smarter maintenance”

Richard Landsbury, sales director, Veryon



▲ Richard Landsbury, sales director, Veryon

operators can monitor component records in real time, ensuring there are no gaps – especially important at lease return, where delays often occur due to missing or incomplete documentation, or a lack of visibility into the status of components.

“This is where transformative software, such as flydocs’ Lifecycle Asset Management, comes in: with greater cross-functional visibility, airlines can streamline fleet management and reduce waste by replacing parts prior to lease return.”

Predictive planning capabilities

Richard Landsbury, sales director at Veryon, observes that avoiding costly aircraft on ground (AOG) situations requires anticipating component failures. “By integrating Veryon Reliability into the Diagnostics suite, operators can now access even deeper predictive insights that help prevent outages before they happen,” he explains. “Veryon Reliability takes predictive maintenance to the next level by using proprietary machine learning algorithms and pattern recognition technology to detect failure trends, predict short-lived components, and identify unauthorised parts before they fail.”

Landsbury continues: “This means operators can anticipate parts demand more accurately and avoid the headaches that come with unexpected failures and unavailable parts. AI-based prediction models, such as the Predictive Parts Model in Veryon Reliability, analyse historical failure patterns and real-time operational data to predict component failures and life expectancies. This simplifies inventory management for operators and original equipment manufacturers (OEM), ensuring the right parts are available when needed, reducing inventory and keeping fleets in the air longer.”

Data cleansing and integration ensure operators and OEMs are working with clean, accurate data, improving the quality of information and decision making, explains Landsbury. “Veryon’s Virtual Reliability Service offers expert support and personalised insights,” he says. “The team helps operators refine their maintenance strategies based on real-time data, so they can focus on running their operations while the software handles the analytics.”

“Ultimately, AI and machine learning are not just about better prediction, they are about smarter maintenance. By moving from reactive to proactive maintenance, operators can reduce downtime, improve fleet availability and keep costs in check.”

Summing up

The integration of advanced M&E software is transforming the way airlines and maintenance providers manage used and recycled aircraft parts.

From initial supplier accreditation to real-time certification tracking and predictive maintenance, these digital solutions play a crucial role in enhancing operational efficiency and regulatory compliance.

By leveraging AI, machine learning and digital records management, airlines can not only optimise their supply chain but also support sustainability initiatives through waste reduction and lifecycle management.

As technology continues to evolve, the aviation industry stands to benefit from smarter, more proactive maintenance strategies that ensure fleet reliability while maintaining cost-effective and environmentally responsible operations. ●



AJW[®]

Complex MRO vendor network?

We are your one
stop shop for repair
excellence

AJW Group is the world-leading, independent, parts, repair, lease, engine, flight hour programme and supply chain solution integrator, transforming efficiency in commercial, business and defence aviation.

With hubs and offices on every continent - including AJW Technique, a state-of-the-art component MRO facility in Montreal - nose to tail, we have you covered.

ajw-group.com

MRO AMERICAS 2025 ROUND-UP

MRO Americas took place in April in Atlanta.
Here's a round-up of just some of the news
announcements to come from the show

LANDING GEAR MRO

Virgin Atlantic expands 787-9 fleet support with Boeing

Virgin Atlantic signed on to Boeing's Landing Gear Exchange Program, specifically supporting its 787-9 fleet. The agreement ensures Virgin Atlantic has access to 17 fully overhauled and certified landing gear assemblies beginning in 2026, minimising downtime and optimising fleet efficiency.

Virgin Atlantic's William Blockley said: "Teaming with Boeing and leveraging their expertise in the Landing Gear Exchange program allows us to streamline maintenance operations and maintain our commitment to on-time performance for our passengers."



christodonev/Adobe Stock

2

DIGITALISATION

Republic Airways first to implement Collins' Ascentia Repeaters

Collins Aerospace announced that Republic Airways is the first airline to implement Ascentia Repeaters,

**"Repeaters will drive maintenance
efficiency by transforming unstructured
data into an organised, visible format"**

the latest application as part of the Ascentia predictive health maintenance (PHM) platform.

The five-year agreement deploys the Repeaters application across Republic Airways' fleet of more than 200 Embraer E-Jet 170 and 175 aircraft.

Repeaters utilises natural language processing to automatically resolve coding and freehand text errors in aircraft maintenance logs. It will drive maintenance efficiency by transforming unstructured data into an organised, visible format for the airline.

Collins Aerospace's Nicole White said: "With nearly 30% of all unscheduled airline events preceded by multiple maintenance reports, Ascentia Repeaters identifies the oftentimes hidden patterns from these write-ups,

highlighting common events and allowing airlines to take proactive maintenance actions to prevent future disruptions, improve repair effectiveness and enhance operational reliability."

AFTERMARKET

AerFin and Iberia Maintenance forge aftermarket services alliance

AerFin and Iberia Maintenance have signed a Strategic Repair Services Agreement on used serviceable material (USM).

The agreement marks a new phase of collaboration for the firms which aims to deliver enhanced, cost-effective support for airlines worldwide.

The agreement brings together AerFin's industry-leading supply of USM



1



3

and in-house MRO capabilities with Iberia Maintenance's renowned expertise in engine and airframe maintenance – offering airlines more efficient, flexible and sustainable aftermarket solutions backed by technical excellence on both sides.

In addition, the two companies have signed a Memorandum of Understanding (MoU) to explore broader collaboration opportunities across their respective business lines and the wider International Airlines Group (IAG).

SPARE PARTS SUPPORT

Safran signs NacelleLife service agreement with Republic Airways

Safran Nacelles signed an agreement with Republic Airways for the maintenance and spare parts support of thrust reversers on the airline's Embraer 170/175 aircraft.

Under the agreement, the team at the Safran Nacelles Services Americas MRO station in Indianapolis will also provide maintenance and repair services for Republic Airways' aft core cowl which includes the newly developed repair capabilities on the transcowl.



5



MKPhoto/Adobe Stock

4

“Teaming with Boeing and leveraging their expertise in the Landing Gear Program allows us to streamline maintenance”

Safran Nacelles' Alain Berger said: “Republic Airways has one of the largest fleets of Embraer aircraft, and we are honoured to partner with such a strong industry leader. Our teams in maintenance and customer support are committed to delivering the highest levels of quality services which contribute to their efficient operations.”

WHEELS & BRAKES MRO

Spirit Airlines and Safran renew wheels and brakes MRO partnership

Safran Landing Systems renewed its contract for the supply and MRO of wheels and carbon brakes for the Airbus A320 fleet of Spirit Airlines. The contract covers both the Airbus A320ceo and A320neo in service and more to be delivered in the future.

Manufacturing will be carried out by Safran Landing Systems plant in Walton (Kentucky) which employs 400. The contract also includes comprehensive and responsive maintenance services through Safran Landing Systems Wheels & Brakes Services network in Florida, Pennsylvania, Wisconsin, Texas and Nevada.

Spirit Airlines' Boris Rogoff said: “We truly value our long-term partnership with Safran Landing Systems, which is key to our commitment to run a strong operation and deliver a positive and reliable experience for our guests.”



6

SUPPLY CHAIN PARTNERSHIP

HAECO signs supply agreement with Satair

HAECO and Satair signed a new strategic agreement to focus on the supply of expendables for all operating companies under the HAECO Group.

The partnership is designed to create a streamlined and reliable supply chain, giving HAECO consistent access to expendable materials that align with its operational requirements.

1. Republic Airlines Embraer ERJ-175LR
2. A Virgin Atlantic B787-9
3. Safran Nacelles signs NacelleLife service agreement with Republic Airways
4. A Spirit Airlines Airbus A320
5. AerFin's James Bennett and Iberia Maintenance's Julián López Lorite
6. HAECO's Christian Pinter and Satair's Paul Lochab



SociaPhoto/Adobe Stock

2

“Within the Digital Alliance, it is all about joining forces with key industry players”

The agreement will also reduce administration and material management costs while mitigating aircraft on ground (AOG) risks, ultimately fostering greater operational efficiency.

COLLABORATIONS

Collins Aerospace joins the Digital Alliance

Collins Aerospace was announced as a new member of the Digital Alliance for Aviation, joining existing alliance members including Airbus, Delta TechOps, GE Aerospace and Liebherr Aerospace.

The Digital Alliance focuses on the joint development of digital solutions for airline operations powered by the Airbus Skywise platform, which supports structured data management for maintenance and repair operations.

As an integrated and intelligent solutions provider for the aerospace and defence industry, Collins Aerospace brings additional expertise for predictive maintenance solutions for a wide range of components and aircraft types, covering areas such as avionics, aircraft



1

interiors, enhanced communication and navigation systems and innovative solutions for flight landing systems and gears.

Airbus's Claude Houver said: “Within the Digital Alliance, it is all about joining forces with key industry players, providing their strong expertise in system and component design and repair to best serve our customers. Our aim is to provide reliable predictive maintenance solutions to ensure stable and cost-effective operations.”

COMPONENT SUPPORT

Air Transat awards AJW Group A321 PBH support contract

AJW Group has been awarded a long-term Power-By-the-Hour (PBH) support programme for Air Transat's A321ceo and growing A320neo family aircraft.

Under the agreement, AJW Group will manage the complete supply, repair, overhaul and warranty support of rotatable components for the Canadian airline's narrowbody fleet across its primary base in Montreal, Quebec and its operations in Toronto and Vancouver.

A key component of the contract is AJW Group's MRO services provided by AJW Technique, which will handle repairs for components within its extensive capability range.

The close proximity of Air Transat to AJW Technique plays a critical role in streamlining maintenance operations, ensuring efficient repair management, rapid turnaround times and seamless coordination of MRO services.

This local advantage has significantly enhanced service delivery, reinforcing AJW Group's commitment to operational efficiency and customer-focused support. ●

1. Collins Aerospace was announced as a new member of the Digital Alliance for Aviation

2. AJW Group will manage the complete supply, repair, overhaul, and warranty support of rotatable components for Air Transat's narrowbody fleet

MRO

Management

SUBSCRIBE
NOW



MRO Management is the magazine that delivers insight into current business thinking and strategies driving maintenance, repair and overhaul in the commercial aircraft sector.

Reaching an audience of over 39,000 key decision-makers, we aim to keep you fully informed of the latest news and developments from the sector.

aviationbusinessnews.com/subscribe

DRONE TRIALS SIGNAL A TURNING POINT

Could HAECO's drone trials signal the dawn of a new era in MRO innovation?

In an industry where innovation can sometimes take a backseat to regulatory compliance and legacy systems, HAECO's newly announced drone-assisted aircraft inspection trials in the US stand out as a clear signal: digital transformation is no longer optional for MRO providers – it's essential.

Partnering with French drone specialist Donecle, HAECO aims to automate visual inspections using autonomous drones capable of detecting structural damage, lightning strike marks and paint degradation. The technology isn't entirely new – Donecle has already established itself with customers like United Airlines and LATAM – but HAECO's move to integrate drones into its mainstream US operations is noteworthy. It shows that this technology is maturing and is on the cusp of broader adoption.



“HAECO's drone trials are not an isolated initiative but part of a broader push toward data-driven maintenance”

The efficiency equation

One of the main draws of drone inspections is the promise of drastically reduced inspection times – Donecle claims its Iris drone solutions can be up to 10 times faster than traditional manual methods. In a market where turnaround time (TAT) is critical and margins are tight, such efficiency gains aren't just desirable – they're potentially game-changing.

More importantly, the drones offer consistency. Manual inspections, even when performed by experienced technicians, can vary in thoroughness depending on time, lighting conditions and human fatigue. Drones bring standardisation, enhanced safety and full digital traceability.

For HAECO, and the wider MRO ecosystem, this means fewer discrepancies, better data for predictive maintenance models and, ultimately, a stronger case for outcome-based maintenance contracts.

A broader shift in MRO tech strategy

HAECO's drone trials are not an isolated initiative but part of a broader push toward automation and data-driven maintenance. The company is also exploring robotics for inspections and logistics, indicating a clear commitment to building a more digital, efficient and scalable MRO operation.

This aligns with broader trends seen across the industry, particularly among major players looking to enhance value propositions for airline customers under pressure to reduce operating costs. From Lufthansa Technik's Aviator platform to Air France Industries' Skywise-based applications, the move toward digital twins, predictive maintenance, and AI-assisted diagnostics is gaining speed.

Moving forward

HAECO's trials highlight the tools to transform maintenance are here. The challenge now is integrating them into existing workflows, navigating regulations and gaining customer trust. Donecle's drones, listed in Airbus and Boeing AMMs, offer regulatory credibility, potentially persuading more conservative MROs. And smaller and mid-sized providers face a strategic choice: invest now to leapfrog competitors or risk falling behind as larger players advance.

As HAECO continues its trials, more MROs could follow suit. So, will we see drones move on to being more part of the new normal? 📍

▲ HAECO has started autonomous drone trials for aircraft inspections at US facilities

Over 15 years of experience with success in:

- Ready to go stock from Amsterdam on Rotables – Airbus, Boeing & Embraer
- Exchange pool on high demanded parts
- Consignment sales
- Warehousing
- Repair management



Are we in contact already?

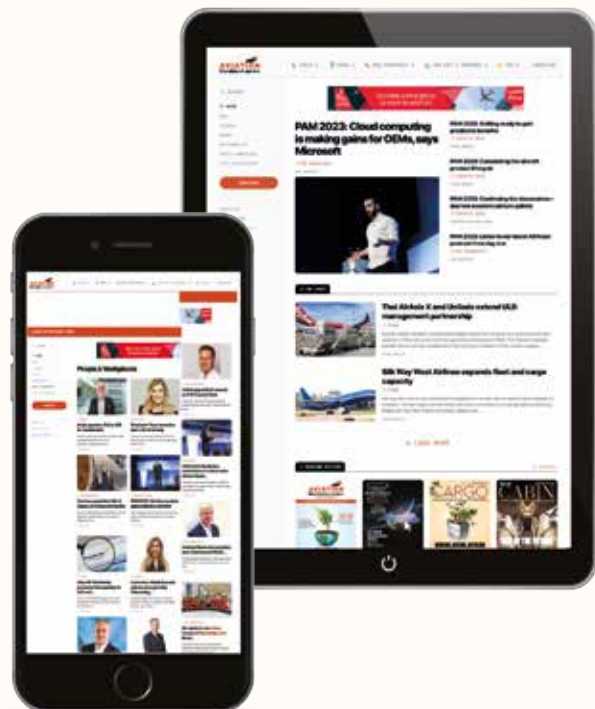
If not, catch us via sales@aviarena.com
or call us at +31172728008

aviarena
www.aviarena.com

AVIATION business news

Exclusive features, industry interviews, expert opinion and all the latest news from the cabin, cargo, MRO and low cost & regional airline industry

aviationbusinessnews.com



Rethinking aircraft recycling

Aethos' Derk-Jan van Heerden shares how the foundation is contributing to make aviation recycling more effective, and more sustainable



“The industry has an opportunity to lead by example”

DERK-JAN VAN HEERDEN

founder and board member, Aethos



everything can be reused. The remaining airframe is dismantled, and as much material as possible is recycled to create new products.

Recently, I took a step back from AEELS – not because I lost interest, but due to a personal battle with glioblastoma. I also wasn't able to become a father, so I decided to donate all my money to a foundation I created: Aethos. Its mission is to advance recycling efforts in aviation.

The aviation industry should be proud of its progress in reuse and repurposing. But how effective is its recycling? Many believe that aircraft materials are already being recycled, but when you look closer, the reality is more complex.

Much of what is called 'recycling' is actually downcycling. True recycling would mean using materials from retired aircraft to build new ones. While this happens with some materials, aluminium is a major challenge. Aircraft are made from a mix of aluminium alloys that are difficult to separate. When melted together, the resulting material isn't suitable for aircraft manufacturing, so it gets downcycled into lower-grade products.

Meanwhile, the shift to carbon fibre reinforced plastic (CFRP) in modern

▲ Aethos supports research and innovation in the field of material recycling from aircraft that have fulfilled their operational life

aircraft reduces fuel consumption but creates a new problem – CFRP is currently landfilled because no effective recycling solution exists yet. Research is ongoing, but a breakthrough is still needed.

Despite these challenges, progress is possible. Better tracking of materials and improved collection and processing methods can make a real difference. Aviation has traditionally focused its sustainability efforts on noise reduction and fuel efficiency, but recycling must also become a priority.

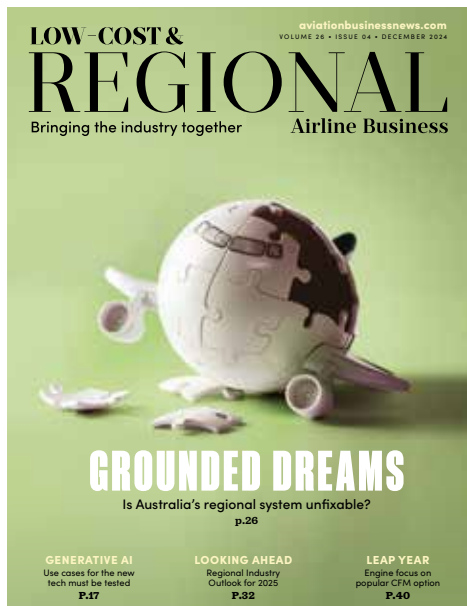
The industry has an opportunity to lead by example and demonstrate that better recycling practices can be implemented today. Some solutions may not be profitable, and some will require more effort or investment. But Aethos aims to bridge the gap between aviation, recycling and research, ensuring that available solutions are explored and applied.

Aviation should take pride in these steps toward reducing its environmental impact – starting now. ●

At the end of 2005, I earned my MSc degree. As part of my studies, I completed a project on end-of-life aircraft to obtain a special 'sustainability engineer' certificate. I received a 9 out of 10 – not only because of the quality of my work but also because I developed a business plan for a company. That company, Aircraft End-of-Life Solutions (AEELS), is still thriving and well known today.

As the chief executive of AEELS, I met many professionals in the aircraft disassembly and dismantling industry. My network expanded further during my time on the board and as president of the Aircraft Fleet Recycling Association (AFRA). Through these experiences, I gained deep insight into how the market handles retired aircraft.

Aircraft disassembly is a highly specialised process, focused on carefully removing reusable components to keep other aircraft flying. However, not



AVIATION
business news

Exclusive features, industry interviews, expert opinion
and all the latest news from the cabin, cargo, MRO
and low cost & regional airline industry

aviationbusinessnews.com

The New Era of Secure Dataloading



Meet today's OEM requirements and regulatory guidance for secure dataloading

Fully compliant with ARINC 645-1 security standards, Teledyne's PMAT XS® and eADL XS™ new generation data loaders facilitate the distribution, onboard storage, and management of software parts and databases across an airline's operation. Built from the ground up with secure dataloading in mind, both loaders ensure the total integrity and authenticity of software parts during transfers, and protect against unauthorized access at every stage.

