THE ENGINE MRO CRISIS: CHALLENGES & OPPORTUNITIES

TUESDAY 26 NOVEMBER 2019 - LONDON

08:30 Registrations & Refreshments

09:00 WELCOME & OPENING REMARKS
Speaker: David Cook FRAeS, Chairman, Combined Propulsion Technical Advisory Committee

09:10 1) THE AIRLINES’ PERSPECTIVE
A representative from the Airline industry will remind us of the stakes involved and the consequences to the Airlines of the difficulties in the engine maintenance supply chain
Speaker: Ana Bidarra, Engine Shop Planning & Control Manager, TAP Portugal

09:35 2) CAPACITY & DEMAND WITHIN THE MRO INDUSTRY
Demand for engine MRO services is strong and mature engines such as the CFM56-5B/7B, V2500-A5 along with hospital visits from the latest engines are causing challenges and opportunities for MRO suppliers and operators. How many engines will need repairing in the next 10 years and what capacity does the industry have to maintain those engines?
Speaker: Richard Brown, Managing Director, NAVEO Consultancy

10:00 3) THE ENGINE MRO MARKET
This presentation will cover the GE approach to engine maintenance and open MRO network. Including how the MRO support changes throughout an engine’s life. Concluding with an evaluation of whether the industry needs additional capacity and where this may come from.
Speaker: Kelly Cole, Regional Director – Commercial Field Service, GE Aviation

10:25 Networking Refreshment Break

10:55 4) THE ENGINE MRO MARKET FROM A PROVIDER PERSPECTIVE - MTU MAINTENANCE’S VIEW
After looking at current industry MRO capacity and trends for specific engine types, MTU will present its strategy to cope with the current market situation, highlighting both its OEM cooperation and independent market approach.
Speaker: Katia Diebold-Widmer, Head of Marketing, MTU Maintenance

11:15 5) THE ENGINE MAINTENANCE SHOP’S PERSPECTIVE
Speaker: Abdol Moabery, President & CEO, GA Telesis

11:35 6) CAPACITY CHALLENGES IN THE ENGINE MRO INDUSTRY
The growing demand of engine MRO is one of the major trends challenging our industry. Lufthansa Technik Engine Services will share its experience on the current situation and discuss the impact on the global engine MRO system from different angles incorporating the perspective of one of the world’s leading engine MRO and engine component repair companies. Based on our strategic orientation we will share our measures put in place to cope with the situation and elaborate on the way forward. Lastly we will talk about our view on the role of big data in the MRO industry and how it can contribute to shape the industry’s future.
Speaker: Dietmar Focke, VP Engine Services, Lufthansa Technik

11:55 Q&A PANEL DISCUSSION

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7) THE COMPONENT REPAIR SUPPLIER’S PERSPECTIVE
This presentation will have an overview of GKN’s MRO business portfolio and investments into building global capacity, this presentation will examine GKN’s view on the increasingly critical role that technology is having in developing new repair methods to reduce overall cost of ownership and open up capacity in OEM and engine overhaul shops. An opinion on the significance of ownership and the relationship with the OEM will be discussed in an attempt to lay out a framework for increasing collaboration to help solve the capacity challenges that face the industry with the introduction of next generation engines.

**Speakers:** Joakim Andersson, CEO Aerospace Engine Systems, GKN Aerospace and Henk Smeulders, VP Sales & Marketing, StandardAero

13:20 Networking Lunch

8) RESEARCH COMMUNITY’S PERSPECTIVE TO STREAMLINE ENGINE MAINTENANCE
Maintenance of aero gas turbine engines are gradually moving from time-scheduled maintenance to condition-based maintenance. To make such move possible, gas turbine condition monitoring technologies will play a crucial role. This presentation provides an overview of gas turbine gas path condition monitoring technologies developed at Cranfield University. It covers gas turbine performance simulation and adaptation toward digital twins, gas path diagnostics, gas path prognostics, creep life consumption monitoring, actual performance estimation, remaining useful life estimation. etc.

**Speaker:** Dr Yiguang Li, Reader in Gas Turbine Technology, Cranfield University

14:30 9) THE ROLE OF ENGINE PARTS TRADERS IN ENHANCING ENGINE MAINTENANCE SUPPORT

**Speaker:** Pascal Parant, VP Corporate Marketing, AAR Corp

14:55 10) THE ENGINE MRO CRISIS - SPARE ENGINE AVAILABILITY
The engine MRO shops are maxed out for the next 5 years at least - where will the spare engines come from to keep the airlines flying?

**Speaker:** Jon Sharp FRAeS, Founder and Advisor, Engine Lease Finance Corporation

15:20 Networking Refreshment Break

15:40 PANEL DISCUSSION
Representatives from the OEM’s, the engine shops, and component repair suppliers will discuss how to improve capacity within the industry.

**Moderator:** Richard Brown, Managing Director, NAVEO Consultancy

**Panellist:** Abdol Moabery, President & CEO, GA Telesis

**Panellist:** Pascal Parant, VP Corporate Marketing, AAR Corp

**Panellist:** Kelly Cole, Regional Director – Commercial Field Service, GE Aviation

**Panellist:** Dr Yiguang Li, Reader in Gas Turbine Technology, Cranfield University

16:50 CLOSING REMARKS & THANKS

**Speaker:** David Cook, FRAeS, Chairman, Combined Propulsion Technical Advisory Committee

17:00 CONFERENCE CLOSE