

FLIGHT

AIX DAILY NEWS

Aircraft Interiors EXPO®
14 - 16 JUNE 2022
HAMBURG, GERMANY

Different class

Bernie Baldwin

When you're celebrating your 50th anniversary, there's nothing like showing off your latest innovation to emphasise that you intend to be around for at least another 50. And Aviointeriors' chief executive Paolo Drago (*pictured*) has exactly that at the company's stand with a prototype of a seat which transforms from 'premium economy-plus to business class' in around 10 minutes.

The Heric (Herringbone In Cruise) seat offers 37 inch pitch for premium economy and 78 inches as business class, with a three-seat unit creating a single lie-flat layout. The prototype incorporates a 15.7 inch IFE screen, but Drago acknowledges that many passengers are moving to using their own devices, so holders for those are being planned for airlines which want them.

"Certifying the seat should be easy, because for takeoff and landing, the three-seat unit is like regular economy while the business class set-up only uses one seat," he points out. "Also, it is all mechanical, so having no electronics makes it lighter and easier to maintain. And as we refine Heric, we will be seeking to make it even lighter."

While Heric targets the six-abreast single aisle market, Aviointeriors also has the Double-Double Seat for five-abreast aircraft such as the Airbus A220, again being transformation capable. Drago looks forward to making their entry into service another celebration.



BillyPix



THE NEW VantageDUO
SPACE TO REIMAGINE

Stand 7A05

RAVE

IFEC Evolved

A new vision for a new decade

Immersive IFE

Elevate the passenger experience



Advanced Connectivity

Agnostic terminal of the future



Increased Engagement

Enabling airlines with an OPEN platform



Hall 7 • Booth 7B40

 SAFRAN



Range changer takes to the skies

to change the way the world flies. It has a range of 4,700nm (8,704km) – 15% more than its sister ship, the A321LR. It is the vanguard airframe for the burgeoning long-haul narrowbody market, for which several products being exhibited at AIX have been designed.

Carriers are looking to offer comforts in the single-aisle segment that so far have only been available in widebodies – such as lie-flat business class seats, thus making the aircraft more attractive to customers for longer journeys.

Airbus launched the A321XLR at the Paris air show in 2019, and customers who have placed orders so far include Indigo Partners' Wizz Air and JetSmart, Air Canada, Air Asia X, United Airlines and American Airlines.

Airbus intends the aircraft to enter service in early 2024.

Pilar Wolfsteller

While aircraft interiors suppliers gather in Hamburg at the first AIX in three years, just across

the Elbe river, the newest member of the Airbus family – the long-range A321XLR – yesterday launched on its maiden sortie.

The test aircraft with registration

F-WXLR departed the manufacturer's Finkenwerder airfield at 11:05 local time and spent almost 4h in the air over northern Germany.

The A321XLR promises

HAECO doubles up

Cabin services and aircraft engineering group HAECO is displaying two new seats at AIX – a superlight version of its established single-aisle Vector seat, Vector Light, and its Eclipse premium economy offering, which it is showing in a staggered, three plus two configuration for single-aisle aircraft.

The former product incorporates a host of weight saving innovations, such as a titanium arm and foot fittings and a perforated carbonfibre back, to take it to just 7.9kg, says David Kelly, vice president of marketing and strategy. However, at the same time, its “sculpted back” helps give Vector Light the “most living space of any slimline seat in its class”.

The company had hoped to announce its launch customer at the show. “It’s a big one, but unfortunately we cannot name who it is,” says Kelly. The Eclipse solution is pitched at the growing mid- and long-haul narrowbody market served by the likes of the Airbus A321XLR, which flew for the first time yesterday.

The Vector Light’s target market will be low-cost and Asian airlines, who want to maximise capacity without compromising on comfort. It is offered in both fixed-back and reclining versions, with the latter including a seat pocket.



Kelly: Eclipse is targeted at airlines flying long-thin routes using narrowbodies

Making lavatories more accessible

Kerry Reals

ST Engineering is demonstrating a prototype at the show of an expandable aircraft lavatory for passengers with reduced mobility (PRMs).

The Access lavatory uses a patented system which enables its internal footprint to expand to cover an area 40% larger than a typical narrowbody aircraft lavatory.

In its expanded state the lavatory is big enough for a wheelchair user and their carer to enter. Elderly passengers and parents travelling with infants

can also benefit from the roomier layout.

The entrance to the lavatory is wider than that of a typical narrowbody lavatory, in order to provide more space for wheelchairs to enter, Yi Zhuan Law (*right*), a senior engineer at ST Engineering, tells *Flight Daily News*.

The pull-out expansion module faces the aft galley and opens into “unused space” in front of the emergency evacuation exit, says Law. This means there is no requirement to remove seat rows. When the lavatory is in its expanded state there is still enough clearance to

meet the minimum safety requirement for the area in front of the emergency exit, says ST Engineering director of programmes Meng Geah Ling (*left*).

Supplemental type certification (STC) of the lavatory for Airbus A320-family aircraft is expected in the third quarter of this year, says Ling, with certification on the Boeing 737 platform to follow. A widebody version of the lavatory is possible and ST Engineering “will definitely explore demand”. The company is seeing growing interest from airlines in making aircraft more accessible for PRMs, she adds.



Recaro strikes new seat deals

Recaro Aircraft Seating has secured new economy seating deals from Air France-KLM covering its order for 100 Airbus A320neos and from Philippine Airlines to retrofit 11 A320s.

KLM is taking Recaro's BL3710 and SL3710 seats as it will configure its aircraft in a hybrid layout. Sister carriers Transavia Airlines and Transavia France will equip its narrowbodies with the SL3710.

Philippines Airlines' order for the BL3510 economy seat covers the switch of some of its A320s to a 180-seat cabin configuration for operation on short-haul, high-traffic domestic routes by its PAL Express subsidiary.

Mirus comes of age

“Back in 2016 we were the new kids in town. Now we feel we have been accepted in a conservative industry.”

So says Ben McGuire (*pictured*), chief executive of Mirus, which arrived on the seating market with a bang in 2016, announcing a major deal with AirAsia Group at AIX.

Now the company is launching its second major product, the ultra-light Kestrel, at the show. It follows its Hawk seat that is in service with AirAsia, TUI and a third unnamed customer.

McGuire says that, although overall footfall appears to be down, “this is our busiest AIX to date in terms of conversations”.



BillyPix

Meet the material robot

Bernie Baldwin

Northern Ireland companies, Bradfor, Exact Group and IPC Mouldings, have once again collaborated to present their complementary capabilities to AIX delegates, illustrated on the stand by a robot created from precision engineered parts, chairs with aircraft seat covers, a lamp and a table customised with injection moulded components,

Seat cover manufacturer Bradfor this time comes with its recently secured Part 21G certification. "This enables us to approach

airlines directly and also work similarly with MRO companies to provide replacement offerings," says managing director Patricia Clements.

At Exact Group, a new thin film coating, differentiated by the hardness it imparts, is now available. Using CeraKote's hardness as a base 100 figure, the best competing powder coatings rate 87, reports Exact's managing director, Stephen Cromie.

"The coating is sprayed on and baked at a relatively low temperature. This is important when coating plastics as it doesn't warp

the substrate," he adds.

Injection moulding is the speciality at IPC Mouldings and the latest developments in RFQs are enabling the company to work more closely with the customer, notes managing director, Joanne Liddle.

According to IPC's general manager, Graeme Bennett, airframers are helping to bring together materials suppliers (chosen by them) with IPC, then leaving the pair to match the material to the required process. "The performance characteristics are the key outcome from that working method," he states.



BillyPix

Keeping it Zim-ple

Germany's Zim Aircraft Seating is showing off its new economy class ZimPhoenix lightweight aircraft seat, conceived for short- to medium-haul flights on narrowbody aircraft.

"The seat is about 20% lighter than comparable products and meets all the criteria that customers expect today," says Sven Achilles, Zim Aircraft chief executive. Low maintenance costs and high customer comfort add to the attraction of the seat for both airlines and passengers, he adds.

The ZimPhoenix was designed by Czech company Idea Air, and the two firms have agreed to join forces for a research and development collaboration on other aircraft seats.



Joanne Liddle, IPC Mouldings, Stephen Cromie, Exact Group and Patricia Clements, Bradfor

BillyPix

TQ brings power to the people

TQ Aviation has brought its new Power Products range to AIX, which manages in-seat power distribution in the aircraft cabin through an integrated power module.

Power is delivered in USB C and 110V standalone outlets and a combined outlet offering USB C and 110V together. A new combined outlet combining USB A/C and 110V is in preparation.

The seat power module attaches to the underside of a seat (not interfering with foot space though) and delivers power

over a group seats, says Patrick Schrot, director at TQ. The 1.4 kg unit converts 110V AC to DC and is a 400W box with passive cooling, which means no fan is required.

The module also has an eight port active ethernet switch, with a transfer rate of 2.5 GB/s, which, as Schrot points out, is important for loading IFE content. Also included is an ethernet interface for seat activation on business class seats. Thus, there are no longer individual boxes for each function.

Intelsat flies into new orbit

Kerry Reals

Intelsat has unveiled its first multi-orbit in-flight connectivity terminal capable of interoperating with its existing geostationary (GEO) satellites in addition to new low-Earth orbit (LEO) and medium-Earth orbit (MEO) satellites.

The terminal relies on electronically-scanned array antenna technology from Ball Aerospace integrated with Stellar Blu Solutions' modular design, and will offer "simplified maintenance, access and improved reliability", says Intelsat.

The low-profile antenna stands at 90mm (3.5in) tall, reducing drag, fuel burn and associated carbon-dioxide emissions, and can be installed on a variety of aircraft types.

It will initially communicate with Intelsat's GEO satellites and OneWeb's LEO assets, with the MEO orbit to be added in at a later date, says Intelsat president commercial aviation Jeff Sare (*pictured*). The multi-orbit IFC service will be branded as Intelsat but will "bring together the best of GEO and LEO" assets through a partnership with OneWeb, he adds.

"The promise of reduced latency [on the LEOs] brings the promise of being able to do more of the cloud-related functions we've become accustomed to," says Sare, adding that the multi-orbit strategy is about "supplying large



BILLYPIX

amounts of capacity when and where possible."

Initially, the antenna will switch between orbits based on the geographical position of the aircraft but, in future, the process "will become more dynamic and based on algorithms", says Sare. He adds that Intelsat has had "nothing but positive reviews" from airlines at AIX this week, noting that: "As an industry, we've been three years

away from an ESA antenna for the last 10 years, and now it's finally here."

Intelsat has leased a Bombardier CRJ-700 to test the system and anticipates first installation of the multi-orbit terminal on the aircraft later this year. Sare says he expects to obtain supplemental type certification in the first quarter of next year with entry into service in late 2023 or early 2024.

Diversification creates greater Latitude

Having begun as a retrofitter of IFE screens, Greensboro-based Latitude Aero is here in Hamburg showing the diversification of its capabilities.

"The move to being an entire cabin modernisation company is the key thing - and for it to be recognised,

which is why the brand has been refreshed," explains Latitude's director of marketing Taylor Caslin.

She says the firm's mission now is "to elevate the interiors of older aircraft, so that when you walk onto it, you don't know if it's a few years old or a few days old".

Caslin adds: "We're

creating a parallel passenger experience between the new and the old fleet at half the price. And we can also deliver a 737 with a brand new interior in 30 days as opposed to a six month turn-time."

Latitude is an FAA/EASA Part 145 repair station, licensed to manufacture and repair OEM parts on seats.

"Coming up we have a retrofit job which will be the first of its kind in the world, transforming a Boeing 737 to be an all lie-flat 30 passenger cabin. A big rollout event in New York City is planned in late summer. That will show everyone our new capabilities," Caslin says.

AIRCRAFTED TO ELEVATE THE CABIN EXPERIENCE



Combining inspired design with innovative engineering and technology

We're advancing the next generation of aircraft interiors – while taking the passenger experience to new heights of comfort and convenience. Guided by the ingenuity of our engineers and a vision for modern, functional design, you'll find superior craftsmanship behind everything we do. It's why we call our cabin solutions aircrafted – aircrafted for comfort, reliability and sustainability. Discover how we are creating aircrafted cabin experiences that elevate flight for your customers.

ELEVATING THE
CABIN EXPERIENCE

AEROSPACE **REDEFINED**

aircraftedbycollins.com

© 2022 Collins Aerospace



kleerdex™

CUSTOM TRANSLUCENTS

Experience sustainable and innovative materials at **AIX stand #5D40**

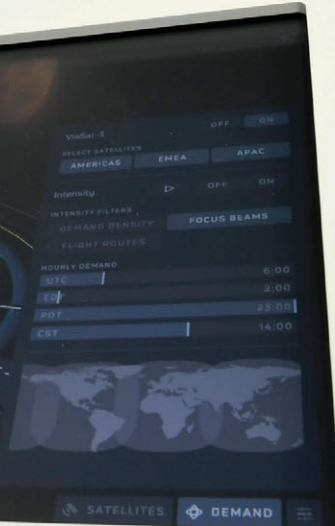
KYDEX®
THERMOPLASTICS

kydex.com

CAPACITY UNLEASHED
Technology with the capacity to do more



Viasat going global



Billy Pix

Kerry Reals

Viasat is casting an eye on its fourth group of satellites as full global coverage through the launch of its ViaSat-3 constellation draws near, amid what it describes as “ever-growing demand” for in-flight connectivity.

The US-based company is poised to launch the first of its trio of ViaSat-3 satellites – ViaSat-3 Americas – later this year, with commercial service entry planned for early 2023. It expects to launch the second – ViaSat-3 EMEA – about six months later, and ViaSat-3 APAC six months after that.

This means that Viasat will be able to offer fully-global Ka-band IFC services to airlines in early 2024, says vice-president commercial mobility Don Buchman. But it does not plan to stop there.

Viasat has already begun

thinking about a ViaSat-4 constellation, which Buchman says would offer even more capacity to meet the ever-increasing passenger appetite for bandwidth.

“There will be more planes, more people, more devices per person,” he says. “Everything is bandwidth-intensive. And with Covid, people have become even more digitally native.”

The “next step” for IFC will be airlines providing it free-of-charge to passengers on a wider scale, and Viasat is confident its strategy of launching more high-capacity GEO satellites puts it in a strong position to meet the rising demand it expects this to cause.

“One of the reasons airlines hire us is they know we’re going to keep up,” says Buchman.

Viasat is trialling free access to in-flight Wi-Fi

with American Airlines by offering passengers 30min of complimentary connectivity if they watch an advert. Wider adoption of the free Wi-Fi model is a question of when, not if, says Buchman, adding: “The market is going to go free and we need to be ready for that when it happens.”

Despite “ferociously” focusing on executing its multi-year geostationary satellite roadmap, Viasat is open to working with operators of satellites in different orbits. While it has filings for its own LEO satellites for potential launch in the second half of this decade, Buchman says that Viasat is “open to working” with suitable LEO partners to move this date forward.

“We’re keenly watching what’s happening and we will always use what’s available on the market,” he notes. Viasat says it will “continue to invest in GEO satellites as the

foundational technology to solve the toughest challenges to high-quality IFC, including matching capacity supply with demand in certain geographical areas”.

FLIGHT DAILY NEWS

Produced by FlightGlobal, 1st Floor, Chancery House, St Nicholas Way, Sutton, Surrey SM1 1JB, UK

©2022 DVV Media International

HOW TO CONTACT US

We are located in Marseille 1, 2nd floor, Hall B3

Editor Murdo Morrison
murdo.morrison@flightglobal.com

Executive Editor, FlightGlobal
Graham Dunn
graham.dunn@flightglobal.com

Reporting team Bernie Baldwin, Kerry Reals, Pilar Wolfsteller

Production Louise Murrell

Design Sarah Eversfield

Picture editor Ian Billingham

Photography Tom Gordon, Jim Robbins

Distribution Dawn Hartwell, Steve Wood

Divisional Director, FlightGlobal
Sophie Wild

Printers v. Stern'schen Druckerei

LHT makes material change



BillyPix

Pilar Wolfsteller

Lufthansa Technik is showing off a few innovations that promise to cut down on weight and improve an aircraft's sustainability balance.

Prominently on display at the company's AIX booth is AeroFlax, a material used for interior cabin walls and made from renewable substances. The company says it's the "first renewable eco-efficient and airworthy pre-preg (preimpregnated fibres material) for aviation".

Lufthansa Technik's senior director for OEM and engineering services Wassef Ayadi (*pictured*) says: "The unique combination of flax fibres and a bio-based resin system allows for revolutionary component weight optimisation of up to 20% and additional CO2 savings over the entire component lifecycle." That will improve an airline's bottom line too, he adds.

The company is also

exploring using the substance for seat shells, says Ayadi.

"This will become the new standard for cabins in the future, within three to five years," he says. "Due to the circumstances and the challenges in the industry, this is one of the products that can help improve sustainability, reduce the carbon footprint and respond to all these environmental requirements."

Lufthansa Technik also has a new heating element on display, called HeatNow, that is designed to prevent the formation of cold spots on an aircraft, for example near the emergency exit doors.

CabinShine is a "smart and sustainable repair approach for cabin surfaces" allowing "a sustainable and cost-saving way to renew any VIP cabin".

"We can repair the surface and extend the life cycle of that product, and that means you can keep using it and that you're not throwing that product away," Ayadi says.

Digital signs of the times

Aerostructures and seating specialist Stelia Aerospace is working with Hamburg-based AERQ to integrate the latter's OLED-based cabin digital signage displays on Stelia's products for airlines.

The partners are unveiling the first collaboration here at AIX, with the integration of a 32" OLED ultra-high definition 'welcome board' in the front row monument of Stelia's Opera business class seat product for the A320neo family.

This touchpoint greets passengers and offers "useful flight information, tips and advertisements" and promotes the airline brand.

The companies say the collaboration showcases the



BillyPix

Welcome on board: Syvain Solignat, Stelia's head of engineering, with the digital signage

possibilities that OLED displays bring to the cabin, highlighting the flexibility and modularity of such cabin digital signage.

AERQ, a joint venture between LG Electronics and Lufthansa Technik, is participating at AIX for the first time.

Managing director Son Yob Pak says: "OLED display technology can offer a lot for an enhanced passenger experience on board the

aircraft. But to achieve this goal of a digital cabin, collaboration with other suppliers is key. This is why we are very happy with this collaboration with Stelia Aerospace."

Vice-president cabin interior at Stelia, Thierry Kanengieser adds: "We look forward to expanding this collaboration, with new products co-designed to serve our airline customers, for an ever better flight experience."

INNOVATION ON DISPLAY

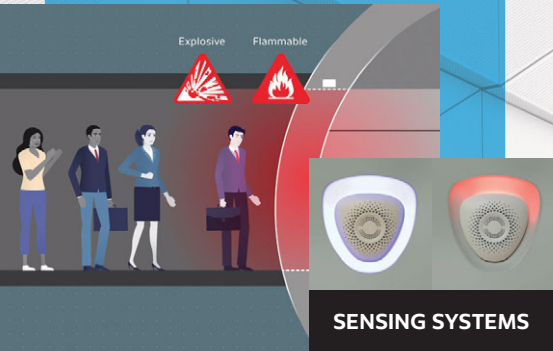
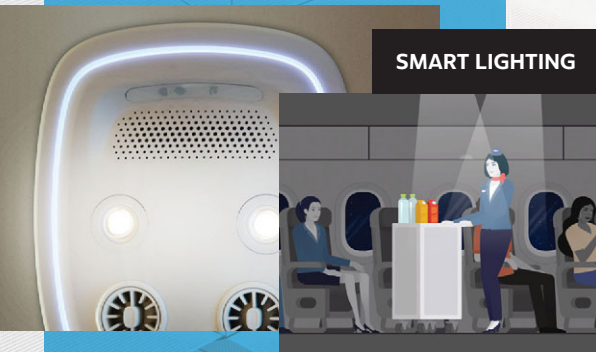
Experience today's features and tomorrow's emerging technology — for aerospace and beyond.

AEROSPACE & NEW TECHNOLOGY

- + **Electronically Dimmable Windows** – passenger-controlled dimmable windows that enhance the flying experience
- + **Smart Lighting** – concept smart lights that put illumination where you need it most
- + **Sensing Systems** – concept environmental sensors for security, health and safety
- + **Biometric Authentication Systems** – concepts for secure access to flight information

TODAY'S FEATURES — TOMORROW'S TECHNOLOGY

www.gentex.com | www.gentextech.com



VISIT US AT AIX 2022

June 14 – 16

STAND 6B70



Inmarsat proud to join Airbus initiative

Inmarsat is “honoured” to have been selected by Airbus as the first managed service provider (MSP) for its Airspace Link HBCplus in-flight connectivity solution, describing the airframer’s decision to offer a satellite-based IFC service as a supplier-furnished equipment (SFE) line-fit catalogue option as a “pivotal time for the industry”.

Airbus unveiled HBCplus at AIX on Tuesday as a new agnostic, flexible satellite connectivity solution that will be available as an SFE line-fit catalogue option or for retrofit across all of its programmes.

Inmarsat Aviation president Philippe Carette tells *Flight Daily News* that the company is “honoured to have been selected” as the first satellite provider with its GX Aviation connectivity solution, noting that “there will only be a few MSPs”.

Describing HBCplus as a “pivotal” moment for the industry, Carette adds: “Airbus has really decided to change its business model with a fully connected aircraft. Inmarsat will deliver the airtime, all the portal activity and all digital services.”



BilbyPK

Kerry Reals

Thales has upgraded its Avant Up in-flight entertainment system to include two new features: the Optiq 4K QLED HDR display and its Pulse charging unit.

Detailing the improvements in the IFE system at a media briefing during AIX, Thales executive vice-president avionics Yannick Assaoud said the Optiq QLED screen can display “up to one billion colours”.

American Airlines will be the launch customer for Optiq and will equip its new Airbus A321XLR and Boeing 787-9 aircraft with the units.

Thales opted for QLED displays instead of OLED screens because the latter

are “more expensive” and airline customers “want lower-cost” products, says Thales InFlyt Experience chief executive TK Kallenbach. He adds that the QLED screens provide “eye-popping visuals”.

Avant Up also features Thales’ Pulse power solution, which was a winner at this year’s Crystal Cabin Awards in the Materials and Components category. Pulse eliminates today’s “first come, first served” power allocation to guarantee that all onboard devices can charge, says Thales. It does this by “allocating energy in a different manner to the former system”, explains Assaoud (*pictured*).

She adds that Thales has also developed a faster method of loading IFE content, in response to

complaints from airlines about the amount of time this process takes each month.

On the connectivity side, Thales expects its FlytLive regional in-flight Wi-Fi solution for airlines flying over the Americas to be enhanced when SES’ new SES-17 Ka-band high-throughput system (HTS) satellite becomes operational “in the coming weeks”, says Assaoud. SES-17 launched into space on an Arianespace Ariane 5 rocket in October.

Budget operator Spirit Airlines was the first US-based carrier to sign up for FlytLive. Assaoud says that Thales is “looking forward to equipping more airlines in the Americas with this service in the coming weeks”.

Check out Flight International’s Image Store

Browse or customise a gift or memento from our **CUTAWAY ARCHIVE** of more than 1000 aircraft drawings

www.flightglobalimages.com



FlightGlobal



A NETWORK OF ONE

With a full suite of products and services, HAECO streamlines your reconfiguration needs from a single partner.



Design Engineering • Certification • Manufacturing • Installation

STAND 6A01

hcs.sales@haeco.aero | www.haeco.aero



©2022 HAECO Cabin Solutions, LLC

FlyDubai mixes it up

The Gulf airline now has both recliner and flat-bed business class seats across its fleet. Its chief executive explains the rationale behind the approach

Kerry Reals

FlyDubai has begun rolling out Haeco's Eclipse business class recliner seats across some of its existing Boeing 737 aircraft, ahead of equipping the cabins of future aircraft with the product.

The Middle Eastern carrier says it is retrofitting "a number" of its current aircraft with Eclipse seats, alongside the flat-bed Thompson seats which are already installed in the business class cabins of its existing 737 Max 8 and 9 fleet.

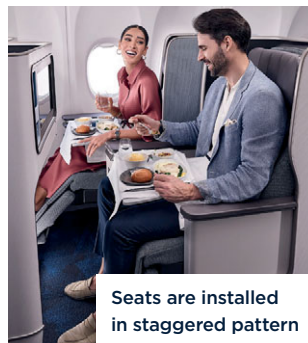
FlyDubai says the Haeco seats have been "uniquely tailored" by JPA Design to "reflect the design values" of the flat-bed Thompson seats, although they do not recline to the same degree.

"This new recliner seat, which affords passengers the same comfort and quality as our flat-bed business seat, allows us to retain a 12 business class and 162 economy class seat configuration while continuing to offer passengers the best possible onboard experience, especially on shorter and medium routes," says FlyDubai chief executive Ghaith Al Ghaith.

The airline's Max 9 aircraft have 16 lie-flat Thompson seats in business class, while its Max 8s will be split between offering 12 Haeco seats and 10 Thompson seats. The Haeco product is also being installed on the carrier's existing 737-800s. The recliner seats are being "gradually introduced"



FlyDubai says design values are consistent



Seats are installed in staggered pattern

across part of FlyDubai's existing fleet on a retrofit basis, and will be installed on future aircraft deliveries, says the carrier.

FlyDubai operates 34 737-800s, 26 737 Max 8s and three Max 9s. It will take delivery of 18 more aircraft by the end of this year and plans to retire seven of its 737-800s.

"We have implemented a number of product

enhancements since the introduction of our first business class seat in 2013 and the new recliner seat will see our offering reach new heights," says Al Ghaith. "This seat, particularly well-suited to medium- and short-haul flights, will help us achieve a more homogeneous look and feel on board our fleet."

The airline's vice-president of in-flight product, Daniel Kerrison, adds that the new seats offer "generous recline and extendable leg rests", as well as "optimum seat pitch".

Haeco says its Eclipse seats, which are installed in a staggered formation, feature fixed privacy shells with individualised arm rests.

"Driven by research on neutral body position -

'Zero G' - Eclipse features a smooth incline rather than a static recline for added passenger comfort," says the manufacturer. Haeco developed Eclipse to meet the demands of an "emerging new class" between premium economy and business class. It says that by installing the seat airlines can create up to a 14% increase in the number of passengers in a given cabin space.

"Our agility and ability to listen to our customers have enabled us to adapt quickly to the changing market requirements," says Al Ghaith. "We have reassessed our future growth plans and taken new approaches that support both our commercial objectives and the changing customer demands."



➤ Comfort Designed for Everyone

Creating a comfortable cabin experience is at the heart of what we do.

Stand 1UD39 Hall B1 Upper



SunExpress seats made efficient

Turkish leisure carrier SunExpress has selected Safran Seats' Z200 economy product for line-fit on 33 Boeing 737 Max 8 aircraft.

The airline has selected the "Efficient" version of the Z200, which Safran says is one of the lightest seats on the market and will help reduce its carbon footprint by eliminating more than 12,000 tons of CO2 emissions over the next 10 years.

SunExpress product and customer journey senior manager Nicole Haginger says: "The comfort of our guests and a sustainable long-term strategy are clearly our focus. With these new seats, which will be in use as of 2023, we are combining both. At the same time, being so light, the seats will make a noticeable contribution to reducing emissions."

The Lufthansa and Turkish Airlines joint venture already operates nine Boeing Max 8s.



Billy Pix

It only takes a Moment

Kerry Reals

French in-flight entertainment and connectivity (IFEC) provider Moment aims to save cabin crew members time when it comes to checking that life jackets are where they're supposed to be and seatbelts are fastened, by installing a series of chips which send such information to flight attendants' handheld devices via its new Flymingo Connect embedded IFEC system.

Multiple IoT chips inserted into life jackets and seatbelts communicate details to an embedded onboard server on whether any are missing or unfastened. This information is

transmitted to crew tablets, unburdening flight attendants from the task of physically checking under seats for life jackets and visually ensuring that passengers have fastened their seatbelts prior to take-off.

Sensors can also be installed inside overhead bins to alert cabin crew to areas on full flights which still have space for bags to be stowed, says Moment co-founder Michael Serres (*pictured*). He estimates that lost or stolen life jackets cost airlines about €300,000 a year (\$313,000), and says the IoT chip system can help reduce this expense.

"These are very cost-effective chips with a lifetime of many years

and they can easily be replaced," says Serres.


The chips form part of Moment's new embedded Flymingo Connect IFE system, which is going through the STC process for potential installation on Boeing 737-family and 777 aircraft as well as Airbus A320-family jets and the A350, says Serres. He expects 737 certification by the end of this year.

An unnamed Asian carrier will be the launch customer for Flymingo Connect, says Serres.

Moment is in talks with "10 more" potential airline customers around the world, and expects to equip "more than 100 aircraft" with Flymingo Connect systems within two to three years, adds Serres.



TEAC



PS-V50
PortaStream™

Come visit us at
Hall B2/2D20

Web: <https://teac-in-flight.com>
Mail: sales@teac-in-flight.com





Octax®-Solo 10 Gb of Unparalleled High-Speed Data Transmission

That's **Performance** with **Purpose**.

Carlisle Interconnect Technologies' Octax®-Solo 10 Gbps ethernet connector is a single-port, standalone connector designed for a wide variety of aerospace and military applications.

Octax Benefits:

- Allows for higher quantities of data to transfer at quicker speeds covering a variety of 1 Gb applications and emerging 10 Gb needs
- Designed for easier and less costly on-site termination & repair
- Standard off-the-shelf contacts are readily available and require no special tooling
- Critical space savings for highly dense applications
- Connector will not disconnect/uncouple in a high-vibration application

For performance with purpose, partner with CarlisleIT.



VISIT OUR STAND AT 4B40.

SITA talks up cellular

Graham Dunn

SITA for Aircraft chief executive Yann Cabaret (*pictured*) believes momentum is increasing for in-flight cellular services as developments both on the ground and in the air close the gap between the respective experiences for the user.

Speaking to *Flight Daily News*, Cabaret - who moved into the role in April - points to the size of opportunity to develop cellular.

"We have been with Panasonic promoting the use of cellular onboard, not just Wi-Fi, but the ability to use your phone, because then you get very easy access to the network," Cabaret says, adding: "[There is] no authentication, you just



use your phone."

SITA currently has around 600 aircraft equipped with its cellular connectivity solution, but the next

step is its 4G mobile product - which will close the gap in speed with the ground experience.

"It is here and ready. It is waiting

TQ In-Seat Power Outlets Small, lightweight and with customizable fronts



Visit us: Hall B1 lower Booth 1A20

We can offer a wide range of configurable power outlets for every common interface standard. From pure AC-Multi Plug, over USB-A/USB-C, to any combinations of these.

tq-group.com/aviation

Technology
in Quality



for a launch airline and we are in discussions with existing and new customers,” he says, adding that 2023 is a “reasonable timeline” to see 4G in commercial service.

“We can get much closer to what is the experience from the ground on the aircraft with cellular than what you will have on Wi-Fi,” he says, noting that as a result it is easier to manage customer expectations and perceptions with cellular. “The management of customer expectation has always been the biggest challenge of the industry and always will be.”

However, Cabaret believes expansion of cellular use in-flight does not have to mean a negative effect on Wi-Fi demand onboard. “What we have seen is you generate more Wi-Fi penetration when you have cellular,” he says, noting “the more people have their phone in their hands, and the more they use their phone” onboard, the greater likelihood they will connect a laptop to the Wi-Fi to do other things.

BillyPix

Sekisui enthused about Infused

Sekisui Kydex is using Infused Imaging – a Crystal Cabin award-winning, proprietary process – to embed imagery into Kydex Thermoplastics, rather than onto it. The process lets designers create bespoke environments using colour, images, and visual texture without sacrificing strength, durability, and cleanliness.

Historically, times of chaos have often resulted in significant changes in all walks of life. Infused Imaging was the result of developments during the pandemic.

Its colours are warmer, more comforting and earth-toned, based on the desire to get back to nature. Patterns are influenced by elements, offering four geometric patterns entitled Veil, Geo, Carbon Fiber, and Marrakesh.

The designers chose four solid

surfaces – White Quartzite, Green Slate, Industrial and Terrazzo, which illustrate the range of Infused Imaging.

Although perfectly flat, Green Slate provides the dimensional appearance of a textured stone, while Industrial features a modern look sure to inspire many consoles and tray tables.

In addition, a selection of woodgrains, namely Scandi, Zebrawood and Brushed Oak, go beyond traditional options.

With a washed, minimal appearance in blond, variegated, and charcoal woodgrains, Sekisui Kydex expects these to inspire future interiors.

Also unveiled at AIX by Sekisui Kydex is Kleerdex Custom Translucents, a fully compliant, decorative translucent thermoplastic for aviation interiors.

Interior Solutions

Composites, Monuments, Turnkey Solutions



As a **composite** specialist with 30 years of experience, we are your partner for **developing** and **manufacturing** lightweight components for original equipment, cabin configurations or interior refurbishments.

Through our **EASA Part 21J** and **21G** approvals, we offer innovative and sustainable turnkey interior solutions covering the entire value chain to meet your needs.

Meet us at booth 5A40 to discuss your specifications



DIEHL
Aviation

**YOU INSPIRE
WE CREATE**

We master the elements. We develop designs.
But only when imagination has fully spread its wings
have we achieved the cruising altitude of our minds.
Imagine the impossible and we make it real.

Visit our website and watch our Imagine-Clip.





IMAGINE 

Dating game

Murdo Morrison

First time exhibitors had a chance to deliver journalists their elevator pitch at yesterday's speed networking event. The regular AIX session, held in the CabinSpace Live theatre, resembles a speed-dating gathering. Company representatives have to tell their story in five minutes, before changing tables.

This year's debutants included LithiumSafe, a Dutch company that makes reinforced bags that can contain a lithium battery fire in a phone or tablet. The danger of so-called thermal runaway – where an increasing temperature in turn releases energy that raises it further – has become an industry issue after a number of incidents where

electronic devices stored in the hold or overhead bins caught fire.

LithiumSafe's customers include Flydubai, KLM and Lufthansa. Most airlines will keep one kit – containing a bag and a glove – in the cabin, with a second in the cockpit, where pilots will often use tablets, explains the company's Mats Fortuin.

He says the flame retardant material inside the bags have been shown to cope with temperatures of up to 1,000 degrees centigrade while keeping the temperature on the outside of the product to under 100 degrees.

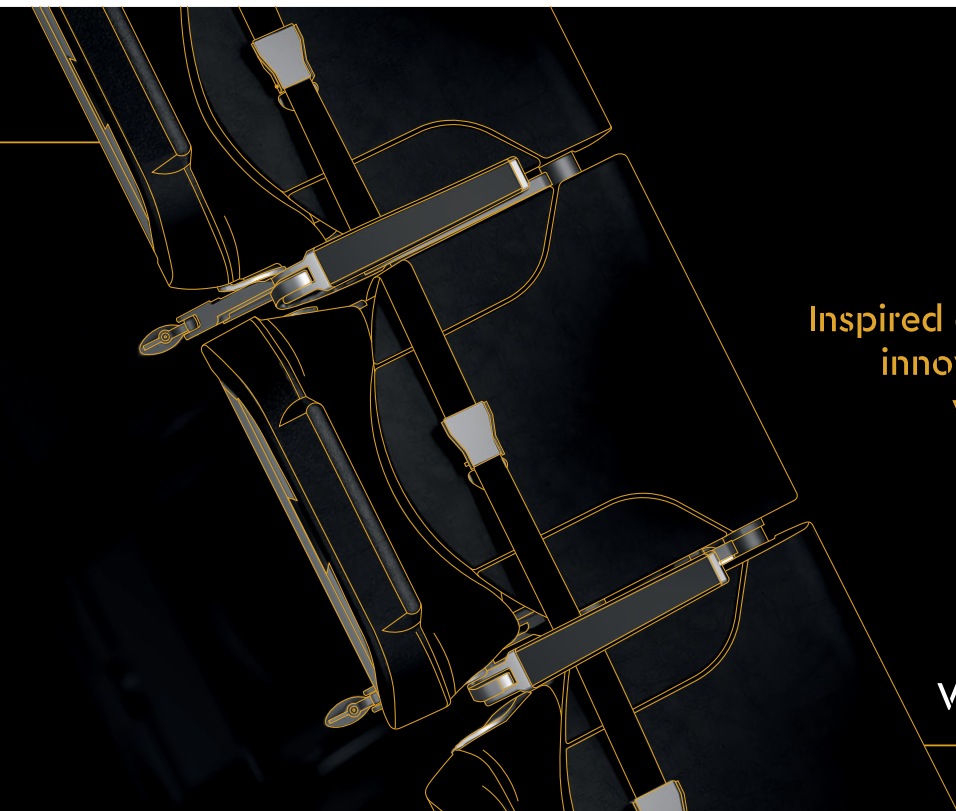
Another company new to the show is Birmingham, UK-based Widney, a specialist manufacturer of telescopic slides to the aircraft seating market.

The engineering firm's customers include Thompson Aero Seating and Collins, who use Widney's products in

their business class seat mechanisms, and what sets it apart from most of its competitors is that it uses aluminium rather than steel, according to sales manager Adam Garratt. Another distinctive feature of the business is that it produces its slides in-house. "We are not a reseller of other people's products and this gives us a relatively quick lead time," says Garratt.

What does the company hope to achieve from AIX? "Like everyone, we are looking for the golden egg – a new customer," says Garratt. "But mostly, it's about pushing our brand around the globe."

Indaero is a Seville-based supplier of mainly interior components to Airbus, which assembles many of its military products, such as the A400M military airlifter, in the Spanish city. However, the family firm is at the show in an attempt to broaden its customer base to the airlines sector. "We are very focused on military transport, but we are keen to branch out," says the company's chief executive Dario Gonzalez.



ACRO

Fly in the Future

Inspired design and relentless innovation delivers a seat without compromise

Series 9

...More living space

Visit us at Stand 5D10

Series 9 – a seat without compromise, delivering everything an airline needs.

info@acro.aero +44 1788 227600 www.acro.aero  @AcroAero



Lighting the way through jet lag

Human-centric lighting for aircraft is how Jetlite describes its jet lag reduction capabilities through the careful use of light.

“We all know how sleepiness and fatigue is an issue with reduced performance. So we developed the lighting software to reduce jetlag up to three hours,” says sales executive Geeske Harms.

Red and blue light influence melatonin production, so used appropriately a passenger on an overnight flight from America back to Europe, would take three hours fewer to get back onto their own time zone.

Jetlite’s next challenge is to make that jet lag reduction even greater to deal with longer haul flights such as Frankfurt-Singapore.

BillyPix



STAND NO:

1UB30

Aircraft EXPO®
Interiors

MOVING YOU

MIRUS

Much has changed since the Gulf carrier first ordered its new Airbus widebodies, but it has used the time to deliver a product revamp



Douglas calls the interior the airline's 'new standard'

How Etihad fine-tuned its A350s

Graham Dunn and Dominic Perry

Etihad Airways has waited for some time to debut its new flagship product onboard its Airbus A350s.

The seven years between the start of the A350-1000 project and service entry brought a great deal of change, both at Etihad and the wider industry.

The airline began taking delivery of the jets in 2019, except they were not really delivered: the first aircraft was flown – an empty fuselage – on a short hop from Airbus in Toulouse to Bordeaux, where it remained on the tarmac for the next two years. One by one another four A350s joined their sister ship to sit quietly in the west of France, while thousands of miles away in the Middle East Etihad was in the throes of a major restructuring.

By the time Etihad, now under the leadership of chief executive Tony Douglas, finalised its need for A350s, the deadline had passed for ordering the interior it wanted. By most reckonings there is a two-year lead time when it comes to ordering an aircraft's cabin, but that very much

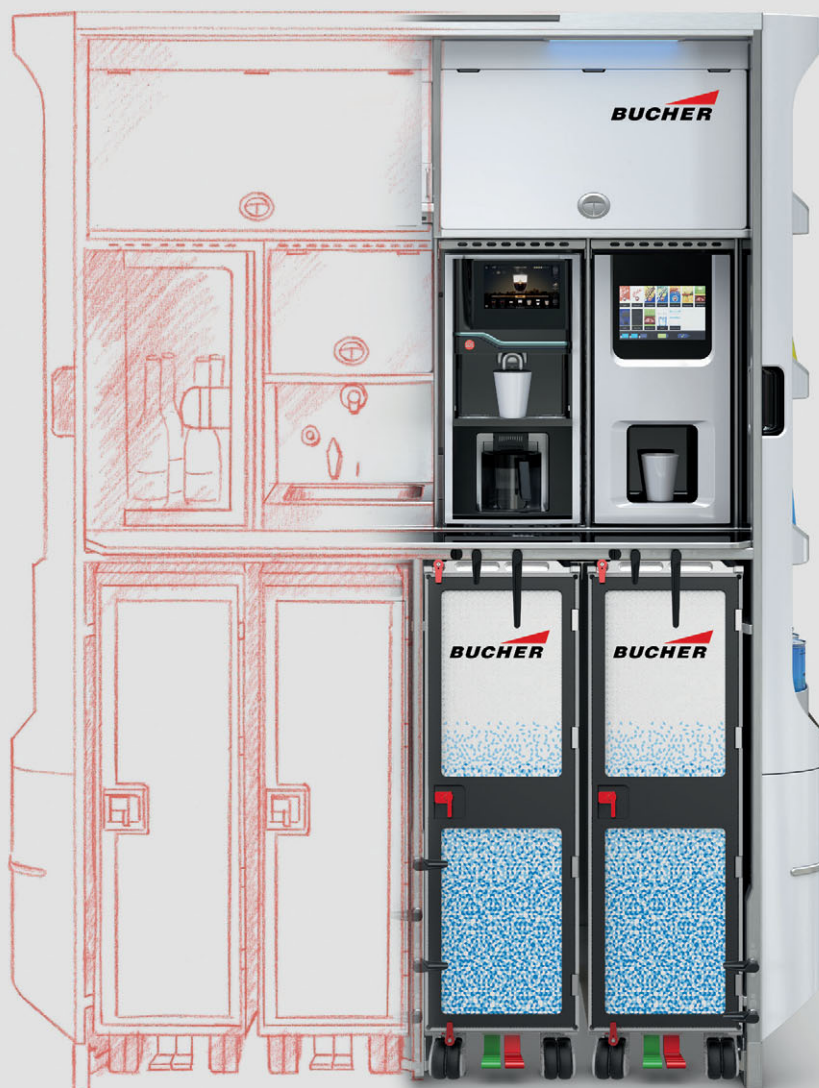
depends on the state of the market, the complexity of the product, and whether external factors are weighing on the supply chain.

For Etihad, already playing catch-up, that supply chain disruption and an airline industry in stasis – even if it had received the jets they would have been parked – meant service entry slipped ever further to the right.

But this pause for thought gave back to Etihad the opportunity to fine-tune the A350's interior that it seemed to have lost: without the change in strategy the twinjet would probably have ended up with the same cabin layout as the carrier's Boeing 787-10s. Instead, the widebody is debuting Etihad's latest product, what Douglas calls the airline's "new standard". Unlike its A380 fleet and a handful of Boeing 787s there is no ultra-opulent first-class cabin, just economy and business. "It's very, very difficult to make a profitable first class in this day and age with where ticket prices are," Douglas says, noting the sheer amount of cabin real estate it occupies.

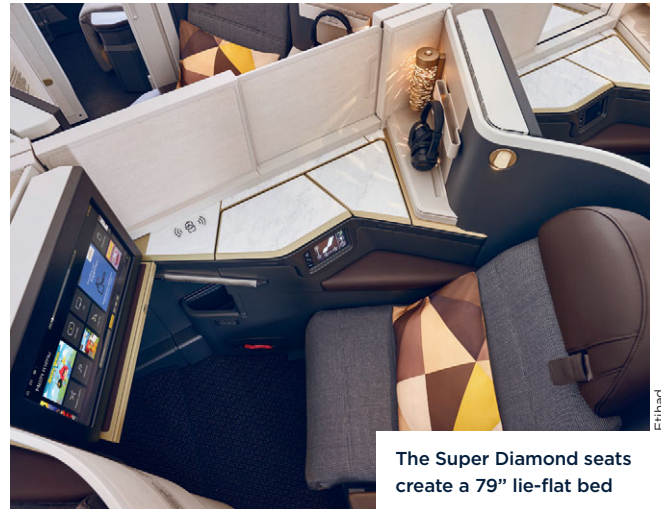
Etihad showcased the new product for the first time at the end of March on a flight from Abu Dhabi to Paris. **▶**

Idea first. From outline to airline.





The A350s have 44 business class seats



The Super Diamond seats create a 79" lie-flat bed

It has since deployed A350s on network flights to Delhi and Mumbai, as well as regional flights to support crew training to Cairo, Istanbul and Jeddah. It will begin A350-operated flights to the USA, serving New York and Chicago, at the end of June.

The A350s are configured with 44 seats in business class and 327 in economy. The latter includes 45 "Economy Space" seats offering an additional 4 inches of legroom.

The business cabin features four-abreast seating with direct aisle access for all seats. A sliding door and option of raising a dividing partition between the two centre row seats increases privacy options. A spacious feel inside the business cabin is helped by there being no centreline headracks.

The IFE system is provided by Panasonic while the seat, Collins Aerospace's Super Diamond, offers a width of over 20" and converts into a fully-flat bed of 79" in length.

"We have made sure everything has been thought through so it's not just a generic seat," says Zulkiflie Jumaat, Etihad's manager guest experience & inflight. "What we have done in terms of the trim and finish, and all this small thoughtful detail is what makes it different."

"All of the trim and finish is very Etihad. We have kept in terms of the trim and finish the signature Etihad lamp, which features on all of our current business class seats."

New touches implemented by the airline for the first time in its A350 business product include a wireless charging dock and Bluetooth headphone pairing option – the latter is available throughout the cabin – though the airline flags availability of noise-cancellations headphones in the business cabin.

Jumaat says that with every product evolution, it seeks to keep the best of enhancements of previous products.

"With our current seat, for the 787s, one of the challenges we had previously was the storage, so we added more of that. And we made sure we kept that through moving forward. With this seat in terms of evolution, it's a lot more from a technology point of view, like the wireless charging and the Bluetooth connectivity. Giving guests options. Our proposition is you can choose both, so giving the guest the options."

An example of that is the supportive headrests which again feature in Etihad's economy cabin. The seats are



The IFE system is provided by Panasonic

Recaro's CL3710 model and configured in a 3-4-3 layout. These feature 31 inches of leg room in the standard economy seats, plus a further four inches in the Economy Space seating. The latter seats also include five inches of recline and a tray to support viewing from a personal device.

No new Etihad product launch would be complete without a nod to sustainability and the airline in particular flags steps to reduce waste within its new economy services.

"With the launch of the new economy that is going to happen this year, the whole main tray has no single-use plastic," says Jumaat. "Everything is recycled and reusable, so it's just like a premium cabin, at the end of the flight it goes in the wash, it gets repacked and comes back on board the aircraft – and this is economy."

This fits with the airline's target made in 2019 for an 80% reduction in single-use plastics by the end of this year – which it says it is "on track" to meet. Part of that includes replacing single-use plastic cutlery with stainless steel cutlery in economy.

"This is not only good for sustainability but it is good for the experience," says Jumaat. "We want to make sure that sustainability doesn't have to look cheap." ▶



*Meet us
on stand 7A30,
hall B7!*

OPERA[®]

ENJOY YOUR JOURNEY WITH STELIA AEROSPACE'S

“ FULL FLAT, FULL ACCESS, FULL PRIVACY ”

PREMIUM BUSINESS CLASS PASSENGER SEAT.

www.stelia-aerospace.com in @

STELIA

WAT - wearetogether.fr Photo credit: Airbus, F. Socha.

STG says constant innovation has allowed it to continue to surprise in the otherwise mundane field of emergency floorpath and LED cabin lighting



Universal lighting can be fitted to bulkheads and other monuments

True colours

Murdo Morrison

Once airlines could choose any colour for their emergency way-marking so long as it was yellow. It also had to be a set width. Now, more than 25 years after certifying the industry's first photo-luminescent floorpath, STG is showing at Hamburg the latest generation of Saf-Tglo, which is available in multiple colours and sizes. Saf-Tglo is a product currently used by more than 300 airlines and is marketed as a cost-effective and reliable alternative to floor-mounted electrical systems.

While Saf-Tglo is first and foremost a regulatory safety feature, an extended colour palette – including the first red signage on the market – as well as a range of widths mean the product can be adapted for the bespoke aesthetic requirements of the customer, maintains Sean O'Kell, business unit director for photo-luminescent products at the Cwmbran, south Wales-based engineering firm.

The new version of Saf-Tglo, SSUL-X11, is 11mm wide – 7mm less than its immediate predecessor, SSUL-X, which was launched with KLM last year. Over 100 kits of SSUL-X have been delivered. The Dutch airline opted for an 18mm “daylight blue” option to “complement their cabin design and branding”. The newer, slimmer version means “we have reached a point where we provide a trim that still provides a safety function”, says O'Kell.

STG is also displaying at AIX the latest product from its other main business line, LED cabin lighting, which it branched into about a decade ago. Its “dynamic lighting”

strip can change colour every 100mm, creating the illusion of travelling light, and an “immersive experience” for the passenger, explains Pierre Michard, cabin lighting systems director.

The technology – which can be added to bulkheads and other monuments as well as fitted to the cabin walls – can also be used to help “create different moods for every phase of flight”, says Michard, who adds that two unnamed customers have committed to installing the product. “It’s a way to refresh older assets or harmonise the cabin appearance of a fleet,” he adds.

STG’s family of overhead, sidewall and reading lights, branded as LiteMood, has been a solid performer for STG after it won its first retrofit deals on Swiss Avro RJ100s and Thomson Airways Boeing 737s and 757s. But “growth for us is about to become broader and deeper with what we offer,” says chief executive Grant Bennett.

Like almost every interior supplier, STG found the going difficult when the pandemic struck and airliner production rates slowed while grounded airlines cancelled discretionary aftermarket spend. The company, which also produces emergency exit and other cabin safety signage, cut its workforce from 72 to 52, although numbers are now back to 68.

Bennett says one of the company’s strengths is its willingness – for a small or medium-size enterprise – to invest heavily in research and development, in a market where manufacturers in low-labour-cost markets are always looking for a way to produce “me-too” versions of successful products. “Maintaining patents on our intellectual property one of the reasons for our success,” says O'Kell. “Owing the technology is important to us.”

Aircraft Interiors | **EXPO**[®]

6 - 8 JUNE 2023
HAMBURG, GERMANY

CREATING THE CABIN OF THE FUTURE, TOGETHER

SAVE THE DATE

6 - 8 JUNE, 2023
HAMBURG, GERMANY

Visit us at: aircraftinteriorexpo.com

Co-located:

World Travel Catering
& Onboard Services
EXPO | 6 - 8 JUNE 2023
HAMBURG, GERMANY

Passenger
Experience
CONFERENCE

Organised by:

RX In the business of
building businesses

H Hamburg
Messe + Congress

The two key Air France-KLM brands are investing in the front of the cabin in the belief that widebody passengers will want more comfort and choice in the post-Covid era



Premium bet

Air France's 777-300ERs will feature 48 of the Safran business-class seats

Graham Dunn and Lewis Harper

Air France and its sister airline KLM have been announcing and rolling out major cabin upgrades as they anticipate a recovery in long-haul traffic and growing demand for a premium cabin experience.

The Paris-based carrier has underlined its commitment to a first-class product offering by detailing its intention to debut a refreshed La Premiere cabin for the 2023/24 winter season.

The SkyTeam carrier says the new concept is in the design phase and will feature on a larger number of aircraft than the cabin does presently. The existing La Premiere suites, which were introduced in 2014, today feature on Boeing 777-300ERs serving key destinations in Africa, the Middle East as well as North and South America.

Air France-KLM chief executive Ben Smith says: "Even at the height of the Covid crisis, we could see

the attractiveness of such an offer for our customers, particularly on the North Atlantic route, where load factors in the La Premiere cabin are currently higher than they were back in 2019.

"We look forward to unveiling this new cabin, which is set to meet the highest global standards."

The French carrier says the future cabin "will be the longest on the market and offer up to three modular configurations that can be fully privatised for an even more exceptional journey: a seat, a sofa and a fully flat bed".

Air France says the project is part of its strategy to move upmarket, which will also cover fleet renewal, lounge renovation and a more sustainable catering offer in the airline's business- and first-class cabins.

The airline detailed its more sustainable catering offering earlier in May after unveiling a new business-class seat to be deployed across a dozen of its Boeing 777-300ERs from this September. Each aircraft will feature 48 business-class seats, together with 48 in premium economy and 273 in economy.

The Safran-supplied business class seat "features even

54th

INTERNATIONAL PARIS AIR SHOW

Paris • Le Bourget

19 > 25 JUNE 2023



WHERE AEROSPACE LEADERS
GET DOWN TO BUSINESS



siae.fr



KLM will launch its premium-economy cabin on routes to North America later this year

more enveloping curves and extra comfort”, according to Air France. It is based on the principles of three “Fs”, says the carrier: full-flat; full access, with every seat coming with direct aisle access; and full privacy, as the seat comes with a sliding door. A panel divides the two central seats, which can be lowered if passengers are travelling together.

Air France is also installing 48 of its latest Recaro-made premium economy seats on the 777s. The seat is the same recliner model, with 96cm legroom, that features on its Airbus A350s. The seats come with an integrated noise-reducing headset, and USB A and C ports.

Meanwhile, KLM will launch its premium-economy cabin on routes to North America later this year, the SkyTeam carrier confirmed on 27 May, as it starts to roll out the new product across its widebody fleet.

The launch will be the realisation of an ambition announced by the Dutch flag carrier in February 2020, on the eve of the Covid-19 pandemic, to bring KLM’s product slate into line with that of transatlantic partners Air France, Delta Air Lines and Virgin Atlantic.

Outlining its plans for the premium-economy product in more detail, KLM does not specify which aircraft will receive the cabin first, but does say customers will be able to book the class for “a growing list of destinations” from late July this year, spearheaded by North American services.

The product itself – dubbed ‘Premium Comfort’ – is described as an “entirely new in-flight class” for the airline, which will complement its business- and economy-

class offerings. Compared with the latter class, customers will have larger seats, more legroom and a larger screen, alongside a “distinctive” catering product and other baggage and check-in service upgrades.

The seats have been sourced from Collins Aerospace, which is supplying an “upgraded” MiQ seat.

“We have great expectations for this new Premium Comfort class, based on extensive market research,” says Boet Kreiken, executive vice president of KLM Customer Experience. “The new class will meet the wishes of business passengers as well as leisure travellers, strengthening KLM’s standing as a global network carrier offering an appealing and varied range.”

Depending on aircraft type, the number of Premium Comfort seats will vary between 21 and 28, KLM says, with the total seats falling between 19 and 32 as a consequence of the reconfigurations.

The largest premium-economy cabin will be in KLM’s Boeing 787-10 aircraft, with 28 seats, while 787-9s will receive 21. KLM’s 777-200s and 777-300s will each receive 24 Premium Comfort seats.

The airline will continue to offer its Economy Comfort product, which features economy-class seats with more leg room and recline. Indeed, KLM’s cabin reconfiguration document suggests more of those seat types will be added to 787-10s, 777-200s and 777-300s alongside the introduction of the new premium-economy cabin.

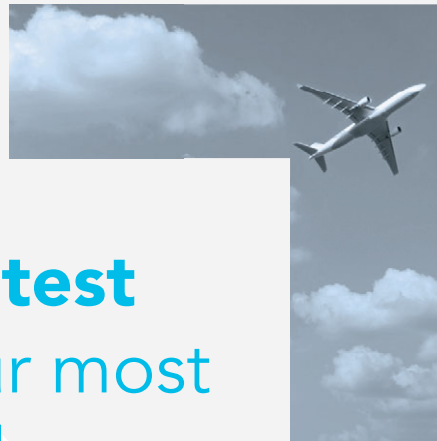
The reconfiguration of cabins will be carried out by KLM Engineering & Maintenance at Amsterdam Schiphol airport. ▶



FlightGlobal

Did you miss out on our latest webinar? You can watch our most recent webinars on demand.

You can watch previous webinars at a time that suits you. Topics include leasing, air cargo: passenger to freight opportunities, airlines network strategy, sustainability, big data, interiors, the future of MRO and more.



Visit flightglobal.com/webinars

Qantas's ultra-long-haul A350-1000 flights will feature low-density cabins with a number of innovative features that the Australian airline says will help passengers cope with the journey



Alfred Chua

The 12 Airbus A350-1000s that Qantas will operate on its ultra-long-haul Project Sunrise flights will be configured very differently from the other aircraft in the Australian flag-carrier's fleet.

When the airline announced its orders for the widebodies on 2 April, it shed some light on what the interiors – a subject of immense interest – would be like.

For one, the twinjets, which are slated for delivery from 2025 and will fly non-stop for around 20h, will feature a low-density layout. At just 238 seats, the aircraft will have far fewer seats than many other A350-1000s, which tend to have at least 300 seats.

While the airline is scant on detail, it promises “a cabin interior and service design influenced by medical and scientific research”.

Among the new features in the cabin will be a Wellbeing Zone, which is likely to sit between premium economy and economy class cabins. The zone is “designed for movement, stretching and hydration”, says Qantas.

An infographic alongside the announcement states: “Stretch your legs in the Wellbeing Zone, complete with a self-service snack station and digital displays providing

movement and stretching recommendations”.

Qantas says Project Sunrise will feature very different – and new – cabin products, with a premium-heavy configuration.

The A350 will have six seats in first class, 52 in business, 40 in premium economy, and 140 in economy.

The airline has put out a teaser video for the first class cabin, highlighting the features of the new product: an “enclosed private suite” featuring separate seat and bed, complete with “abundant storage”, “personalised suite controls”, and a 32-inch inflight entertainment screen.

It is expected to be a significant upgrade from the current product, which is only available on its A380 fleet and recently underwent a refresh.

Not much is known about how cabin products for the other classes will look, though an infographic states that the 52 business suites will have direct aisle access. As for premium economy, Qantas promises a new product at 40 inches of seat pitch, while economy will feature seats at 33-inch seat pitch.

Qantas has not disclosed which seat makers it has approached for its A350 cabins.

On its Boeing 787-9s, which operated research flights for Project Sunrise, the airline tapped Thompson Aero Seating for business suite and premium economy seats,



The Project Sunrise aircraft will be configured with six first-class seats



The Wellbeing Zone is designed for movement, stretching and hydration

Qantas

Qantas

while Recaro supplied the economy seats.

The airline is understandably excited about rolling out Project Sunrise, particularly as it looks to recover from the coronavirus pandemic.

Qantas group chief Alan Joyce says this about Project Sunrise: "It's the last frontier and the final fix for the tyranny of distance that has traditionally challenged travel to Australia."

He also has talked up cabin products, noting that: "The Qantas A350 travel experience will be truly exceptional, particularly across the premium cabins. Our first and

business class seats will set a new benchmark for premium long-haul travel."

Project Sunrise is the airline's working name for ultra-long-haul flights between Australia's east coast to the UK and the US east coast. The airline first disclosed its ultra-long-haul ambitions in 2017, and rolled out a series of research flights in 2019. The coronavirus pandemic forced the airline to shelve its plans, but the opening up of Australia's borders prompted a relook, with Qantas announcing in 2021 its provisional selection of the A350-1000 as its aircraft of choice. ▶

FlightGlobal
PREMIUM

SUBSCRIBE TO
FLIGHTGLOBAL
PREMIUM AND
SAVE UP TO 15%

Subscribe today at
www.FlightGlobal.com/subscribe



- > Unlimited access to all FlightGlobal content
- > Premium Daily News Alert sent direct to your inbox
- > *Flight International* magazine in print or digital format

SUBSCRIBE TO
FLIGHTGLOBAL
PREMIUM AND
SAVE UP TO 15%



- › Unlimited access to all FlightGlobal content
- › Premium Daily News Alert sent direct to your inbox
- › *Flight International* magazine in print or digital format

Subscribe today at www.FlightGlobal.com/subscribe

FLIGHT

WTCE DAILY NEWS

World Travel Catering® & Onboard Services

EXPO | 14-16 JUNE 2022
HAMBURG, GERMANY

Taste of Travel

Theatre

What's on at the Taste of Travel Theatre

Hall A4

10:00-11:00
A sustainability workshop - not to be missed

A fun session bringing together the industry's amenity and passenger equipment/comfort suppliers to present their latest designs and sustainable materials. A display of talent and innovation.

11:15-12:15
Addressing the recruitment crisis
With expert panel

12:30
Cocktail networking



Page 3
Monty's wants a bite of Asia



Page 4
SkyPro has the uniform solution



Front page scoop

Pilar Wolfsteller

Dr Maya Warren, Smize Cream's ice cream scientist and head of R&D, has dedicated her life to the creamy, cold dessert.

"I create all the flavours for Smize Cream," she says. So far, the start-up company has rolled out nine, with names like "Purple Cookie Mon-Star & Me", "All night love" and

"Strawberry BirthYAY! Cake".

The brand, founded by supermodel Tyra Banks, has inked its first deal with a major US-based international airline, and four flavours will begin appearing on the carrier's flights in the coming weeks, Warren says.

Smize Cream aims to establish a decentralised supply chain, and is seeking a diverse group of partners in different regions of the world with the

ultimate goal of keeping its carbon footprint small.

"We would love to get local dairies that have maybe never worked with airlines before. So it's a different approach from other companies," she adds.

"People don't know what they're missing till they see what they are missing," Dr Maya says. "When you taste it, you think, 'I never thought ice cream can be so good'."

BillyPix

How to serve **100% taste?**
Find out and **visit our stand 1H 25!**

SKYTENDER SOLUTIONS



ONBOARD LOGISTICS

WASTE MANAGEMENT & ONBOARD SOLUTIONS

CREATING GALLEY SPACE WHERE IT DOES NOT EXIST

Best wishes to our friends and colleagues attending WTCE 2022

Looking forward to seeing you again at the WTCE 2023 with our Mercury awarding winning...

Flex-e-Bag

in conjunction with

Flex-e-Clip

Flex-e-Drawer

and introducing

Flex-e-Frame 3 R's

Reduce (waste, weight),
Reuse, Recycle



All the information on

www.onboardlogistics.com

Monty's wants a bite of Asia

Murdo Morrison

Regular WTCE exhibitor Monty's Bake-house is looking to broaden its presence in the Asian market after its acquisition by Singapore-based catering group SATS at the start of the pandemic.

Although the boutique "second snack" specialist has a strong presence in North America and Europe, it has only a handful of customers in Asia. "With the travel market there now picking up again, we are hoping this will open some doors for us," says Monty's chief executive Jeff Swan (*pictured*).

SATS has decided to keep the Monty's brand and identity separate from the wider group, says Swan. The UK company is exhibiting opposite its



BillyPK

owner at WTCE.

Swan describes Monty's as "the only dedicated second snack business" in the market - it supplies cold and hot hand-held boxed snacks that tend to be served to passengers towards the end of a long-haul flight.

The fact that its products are sealed has given the company an additional boost in the Covid era, says

Swan, as some travelers are wary of open meals.

Monty's is exhibiting its latest line at WTCE, freeze-thaw filled breads that Swan claims lose none of their flavour on consumption.

Another trend has been towards vegetarian products, particularly with protein-replacement ingredients. He says that a blind test showed

that many meat-eaters preferred hoisin spring rolls that contained a substitute for the duck.

"We have four Michelin-trained chefs that know everything there is to know about flavour profiles, not just in the West but across the world," says Swan.

However, in addition to creating quality snacks, Swan says the logistics behind running a global food supply operation are just as important.

"Customers are looking for a consistent service," he says. "What we also do very well is managing that network and ensuring customers are supplied when they need the delivery."

As well as producing under its own name, Monty's produces own-label makes for the likes of American Airlines, which it supplies under the Orchard Barn brand.



BillyPK

How to solve the jobs crisis

For many, a job combining creating and sampling delicious food and the possibility of international travel would be close to their dream. However, like other parts of the wider aviation market, the in-flight catering sector is facing a recruitment crisis.

How to address the challenge of convincing

talented young people to take up a career in the industry is the subject of a discussion at 11:15 today in the Taste of Travel Theatre.

Moderator Robin Padgett (*pictured*), senior vice-president catering for Dubai-based aviation services group Dnata (*pictured*) is joined by Nick Wiley, managing director, En Route, and Antony McNeil, director global food and beverage, inflight service delivery at Singapore Airlines.

Onboard entertainment is child's play for Augusta

Pillar Wolfsteller

Capturing childrens' imagination when they travel is the goal of Augusta's "kid kits", one of which won a best in class award in 2021.

The kits, targeted at children between three and eight years old, come in a small metal box, holding games, pencils, a magnetic picture frame, and a small ruler.

"The aim is to educate and provide a playful experience for kids onboard," says Augusta's managing director Martin Blondiaux.

Augusta has been producing kid kits for Air France for five years, and changes the concept every six months, turning the kits into collectibles. "If the kids are frequent travellers they need to be challenged and want something different



every time."

But it's hard to satisfy children of all ages, he adds. "You have to find a compromise between the age of the child and the quality of the product. So part of our job is to offer a

selection of gifts, products and games, for different ages, that airlines can customise," he adds.

"We can propose a lot of cool and funny graphics, colours and designs, and put them into life into

physical products."

"It's important that kids experience a nice flight, and stay engaged so they don't disturb their parents and, most importantly, the other passengers," Blondiaux says.



SkyPro has the uniform solution

When you're greeted at the door of an aircraft by an airline crewmember, chances are you're looking at a SkyPro uniform.

The Portuguese company was founded 18 years ago, initially as a shoe supplier, but it soon began producing full uniforms too, and now counts dozens of airlines among its clients.

"Portugal has one of the best textile industries in the world," sales manager Bernardo Rodrigues says. "You have the best selection in terms of fabrics, and you have the best textile engineers.

"The same way an airline outsources catering, they should outsource uniforms too. Let someone who is an expert at it manage it A-to-Z."



Little mixes

WTCE debutant Tom Savano Cocktails is looking to follow up its first airline deal with Virgin Atlantic with further contracts in the aviation market.

The UK carrier has just begun offering two 100ml versions of the London-based supplier's "hand-crafted" cocktails on its flights. The Tom Savano range includes 500ml, 200ml and 100ml single-serve bottles, alongside 250ml and 125ml cans,

with a range of alcohol strengths. Some people prefer lower-alcohol lines because they want to continue drinking over a longer period, such as a long-haul flight, says head of production Susan Bromfield (pictured).

James Kerslake, who formerly worked in the City of London, founded Tom Savano in 2019. Bromfield is a former flight attendant with Air New Zealand.

Flying the flag for local food

Air France is committing by the end of the year to serve only French-produced meat, dairy products, eggs and vegetarian meals on flights departing Paris.

It is part of the flag-carrier's commitment to cutting its so-called food miles and being more environmentally responsible in its cabin offering.

In addition, the airline will provide children's and babies' menus using fully organic ingredients.

To reduce food waste, Air France is also introducing the option for business class customers to pre-select their hot meal.

It says it is committed to recycling or eliminating 90% of single-use plastics by 2023.

Giving up bad drinking habits

Airlines can cut the carbon footprint of aviation drinks catering significantly if they adopt different practices and new technologies.

As carriers around the world implement changes across their operations to improve their environmental tally, new products like SkyTender Solutions' beverage carts can help.

According to a full life cycle analysis by Alba Bala (pictured) at the UNESCO Chair in Life Cycle and Climate Change, the company's trolley system can reduce an airline's beverage service carbon footprint - from production of

the drinks through loading, in-flight service, unloading and product end-of-life - by "between 55% and 84% depending on flight length and number of daily stages".

"The more legs of the flight, the more savings," Bala says.

A drinks service model that does not use individual bottles has the potential to save about 598 million litres of sealed drinking water and 1.6 trillion litres of service water annually. Additionally, 1.3 trillion plastic bottles would not be needed, saving 90.9 million tonnes of CO₂.



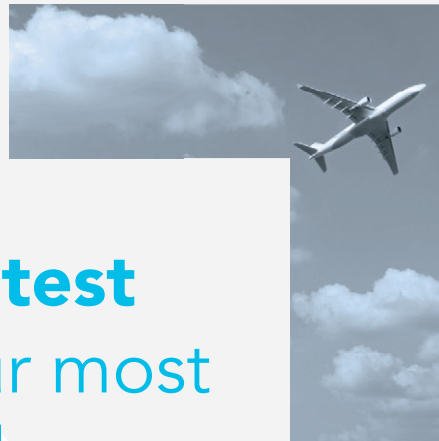
Photography: Billy Pix



FlightGlobal

Did you miss out on our latest webinar? You can watch our most recent webinars on demand.

You can watch previous webinars at a time that suits you. Topics include leasing, air cargo: passenger to freight opportunities, airlines network strategy, sustainability, big data, interiors, the future of MRO and more.



Visit flightglobal.com/webinars