

# Weekly Aviation Headline News

## WORLD NEWS

### Alaska Airlines announces agreement with Shell Aviation

Alaska Airlines announced an agreement with Shell Aviation to expand the sustainable aviation fuel (SAF) market beyond a standard fuel supply agreement. The innovative cross-industry collaboration brings together a world-class fuel supply chain and the fifth-largest domestic carrier to procure and use sustainable fuel, while working together to define and tackle what it will take to advance SAF technology, development, infrastructure and investment.

### Emirates to launch first A380 service to Bali

Emirates will deploy its signature A380 aircraft to Bali starting from 1 June 2023, marking a milestone in Indonesia's aviation history as the first A380 service to the country. The new two-class Emirates A380 service will replace one of the two daily services to Bali currently operated by a two-class Boeing 777-300ER aircraft. Bali continues to be an important destination for Emirates and the strategic markets in Southeast Asia. The Emirates A380's debut in Indonesia underscores the long-standing commitment to Bali's travel and tourism sector.

### Airlink spreads wings to Nairobi, Kenya

South African carrier, Airlink is spreading its wings with a new daily Johannesburg-Nairobi service, which will see it become the first private sector airline to offer flights on the route from 24 April 2023. Airlink will provide much-needed competition and additional choices for business and leisure travellers. Kenya becomes the 15th country in Airlink's comprehensive sub-Saharan route network and its third in East Africa. The service will be operated with Airlink's state-of-the-art 98-seat Embraer E190 jetliners.



LATAM airlines group reported an impressive net profit of \$1.6bn.

© Airbus

## LATAM climbs back into the black

### While also adding new freighter capacity

There has been positive news all around for Latin American operator LATAM Airlines Group lately closing a year marked by the completion of its restructuring proceeding under Chapter 11, a solid financial result and an operational recovery close to pre-pandemic operations.

LATAM airlines group reported their annual results last week, achieving an impressive net profit of \$1.6bn (net margin 16.8%) after an increase in revenue of 86% to \$9.5bn as observed by aviation analysts at *IBA*. This is a significant swing from the net loss of \$4.5bn (net margin 87.9%) in 2021. The airline also saw a load factor increase of 6.9% to 81.3%. LATAM had been one of the three large airlines in the region to enter Chapter 11 (alongside Aeromexico and Avianca) during Covid, and only exited proceedings in November 2022. Even factoring fuel costs, LATAM was able to lower the cost per ASK (CASK) from 9.2 to 8.5 cents. The significant profit driver was in

finance expenses, however, as these went from a \$3.9bn expense to a \$1.6bn income. This shows the restructuring has been deep, with current liabilities decreasing by \$7.2bn and cash increasing by \$1.0bn. Attention refocuses on their bid for the now-bankrupt Viva air. IBA notes

“Restructuring has been deep, with current liabilities decreasing by \$7.2bn and cash increasing by \$1.0bn - IBA”

that LATAM could use this healthier position to take advantage of the LCC's established market in Colombia. Although it may also be prudent to ensure this financial health lasts, and not reverse their good work in lowering CASK. Operating margin was still thin at 1.4%.

In February 2023, passenger traffic (measured in revenue passenger-kilometres - RPK) grew 28.6% compared to the same period in 2022, and operations measured in ASK (available seat-kilometres) increased 25.3%. This implied that

the load factor increased 2.1 percentage points, reaching 81.9%. In cargo, the load factor was 52.8%, which corresponds to a decrease of 8.7 percentage points in relation to February 2022.

The group announced the addition of a new Boeing 767 BCF, completing a fleet of 17 cargo aircraft – a 6% increase in capacity offered. The new addition to the fleet, was converted in Singapore and will focus on one hand on increasing

the capacity currently offered from Europe, generating greater connectivity to Central and South America, via New York and Miami, with two new weekly frequencies. The new 767 will also provide support on new routes, such as the recently announced operation on the Quito (Ecuador) - Los Angeles (United States) - Houston (United States) - Manaus (Brazil) - Viracopos, Sao Paulo (Brazil) routes. Last year, LATAM Cargo also received one factory-built B767F and it is already in operation.

## AIRCRAFT & ENGINE NEWS

### Japan Airlines signs firm order for 21 fuel-efficient Boeing 737 MAX 8 jets



JAL has signed an order for 21 Boeing 737-8 aircraft

© Boeing

Japan Airlines (JAL) and Boeing have finalized an order for 21 super-efficient Boeing 737 MAX 8 jets. The versatile 737 MAX 8 will position JAL to strengthen its domestic and regional network as passenger traffic continues to return to pre-pandemic levels. JAL intends to begin introducing the airplanes into its fleet from 2026. The 737 MAX 8 will provide JAL with greater range and fuel efficiency, reducing both fuel use and carbon emissions by 15% compared to the airplanes the airline is replacing. In addition, the 737 MAX 8 is a quieter airplane, creating a significantly smaller noise footprint than the airplanes it replaces. The 737 MAX family has the latest CFM International LEAP-1B engines, advanced technology winglets and other aerodynamic enhancements to improve performance. More than 50 airlines globally are operating over 900 737 MAX airplanes, which have made over 1.4 million revenue flights totalling more than 3.5 million flight hours since late 2020. Japan Airlines (JAL) was founded in 1951 and became the first international airline in Japan. A member of the oneworld® Alliance, the airline now reaches 411 airports in 60 countries and regions together with its codeshare partners with a modern fleet of 241 aircraft.

### Heart Aerospace to explore early use case for electric ES-30 airplane with Åland Islands

Swedish electric airplane maker Heart Aerospace and the Government of Åland have announced a collaboration to explore the use of Heart's electric regional airplane, the ES-30, in developing sustainable air services for the Baltic Sea group of islands. Åland is an autonomous part of Finland with a Swedish speaking population. It is located in the Baltic Sea between two expansive economic regions, the south of Finland and the Stockholm region on Sweden's east coast. Åland's capital Mariehamn is located less than 150 km from the Swedish capital Stockholm and Finland's third largest city Turku, and less than 300 km from Finland's capital Helsinki and second-largest city Tampere, which makes it an ideal early-use case for Heart Aerospace's ES-30. "This is a significant step in the development of the ES-30 as it allows us to focus on the operating infrastructure required in support of zero-emissions flying out of Mariehamn. We look forward to working together with the Government of Åland to make this a reality," said Simon Newitt, chief commercial officer at Heart Aerospace. Heart Aerospace is developing the ES-30, a regional electric airplane with a standard seating capacity of 30 passengers driven by electric motors with battery-derived energy. The ES-30 will have a fully electric zero emissions range of 200 kilometres, an extended range of 400 kilometres with 30 passengers and flexibility to fly up to 800 kilometres with 25 passengers, all including typical airline reserves. Flight services are essential for Åland's economic and social connection to nearby major cities on the mainland. With a population of 30,000 people, Åland has a thriving business community with more than 2,800 enterprises, of which three are publicly traded.



Electric regional airplane ES-30

© Heart Aerospace

### VTOL orders driving strong growth in aircraft industry



eVTOL aircraft VoloCity from

© Volocopter

Aircraft orders surged by 40% last year and are set to continue to expand this year with hybrid and electric vertical take-off and landing (VTOL) aircraft driving growth, new research\* from industry experts Revolution.Aero shows. Its data reveals aircraft orders rose to 2,876 last year from 2,056 in 2021 with hybrid and electric VTOL aircraft accounting for upwards of 90% of orders in both years. Regional mini-liners, amphibious aircraft and drones or unmanned aerial vehicles (UAVs) made up the rest of the orders. Revolution.Aero believes orders will continue and potentially increase this year as the majority of future aircraft developers are start-ups which need cash from orders to provide funding to reach certification and pay for infrastructure projects such as factories and service centres. But it stresses 2023 has the potential to be a make-or-break year for many start-ups and says it is increasingly likely the majority of investment and funding will come from strategic investors such as governments and corporates rather than venture capital. Revolution.Aero says the traditional lull in orders as aircraft OEMs lock in final designs ahead of certifying and commercial entry, which can be mid-decade in the case of many in the future air mobility space, is less likely now that most future developers are start-ups. It highlights the impact of inflation on the cost of capital which is making it less likely that traditional venture groups will invest given the extended timelines and high capital requirements in the sector. Yves Le Marquand, Editor, Revolution.Aero said: "The global eVTOL market is estimated to be worth around US\$8.5 billion by 2025 and this is expected to grow to US\$30.8 billion by 2030. Our research shows strong growth in orders, but these are all split between 20 OEMs at most. Globally, there are over 400 different electric VTOL concepts from some 240 plus companies and innovators, so many are still waiting for their first orders. As the global economic environment worsens and investors become increasingly impatient for progress, we expect to see more eVTOL concepts close as they struggle to turn their vision into reality. This year has the potential to be a make-or-break year for many start-ups in the sector." \*Revolution Aero analysis of data from aircraft developers. (£1.00 = US\$1.22 at time of publication).



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## AIRCRAFT & ENGINE NEWS

### IAI successfully concludes first flight of 'The Big Twin' after conversion



First test flight of 'The Big Twin' after conversion  
© IAI

Israel Aerospace Industries (IAI) has announced the successful completion of the first test flight, as part of the final certification process for the B777-300ER passenger aircraft converted to a cargo configuration, known as, The Big Twin. On conclusion of the certification process by the civil aviation authorities, The Big Twin will be the first twin-engine aircraft of this type, able to carry 100 tonnes of cargo payload. This programme adds to IAI's 45-year aircraft conversion track record including the B767-200/300, B747-400 and B737-700/800 freighter programmes, in service today. In response to the strong demand for cargo aircraft, IAI is currently establishing a number of remote conversion facilities around the world, in addition to the facilities at IAI's home company. During the last year, IAI's Aviation Group has signed hundreds of millions of dollars of passenger-to-cargo conversion contracts with the world's leading aviation companies including AerCap, Emirates Cargo, Challenge Group, EVA Air and CargoJet.

### LYTE Aviation reveals 40-seat Hybrid eVTOL – SkyBus and SkyTruck

LYTE Aviation, the newest advanced air mobility innovator, addressing advanced urban mobility and connectivity, has revealed its 40-seat (hybrid) eVTOL SkyBus and SkyTruck programme on March 23. Its LA-44 SkyBus and complementary SkyTruck cargo variant, designed around a 4.5-tonne payload, is the accumulation of three years' R&D. The result is a game-changing, vertical take-off and landing vehicle - designed to be five-times more fuel efficient than current helicopters. The SkyBus will offer a range of 1,000 km with a max speed of 300 km/hr, mainly using technology available today. The LA-44 is a hybrid electric tandem tilt-wing design, disrupting other futuristic-looking next-gen designs. A full-scale prototype is being planned within 24 months. LYTE Aviation's SkyBus' design features two separate propulsion systems, one electric and powered by hydrogen fuel cells, the other turbine powered by jet fuel / SAF. Freshta Farzam (Founder and CEO) explained the design: "The use of turbine engines will likely remain unavoidable for the foreseeable future, so in order to achieve useful and business-sensible ranges as well as quicker time to market, we have opted for a hybrid, partly electric VTOL." "My personal inspiration with this operating concept stems from the Rotodyne aircraft of the 1950's. Imagine 70 years later after accomplishing those 350 successful test flights, what can be achieved thanks to the advances in technology that we have seen and continue to see." LYTE Aviation's LA-44 SkyBus design is powered by four conventional turbine engines, running on sustainable aviation fuel (SAF) complemented with four electric motors at the wingtips for control and stability, powered by hydrogen fuel cells. "Conventional, highly reliable turboprops are the best option for our aircraft programme for the time being, with the aim to operate and refuel practically anywhere with the current infrastructure. With the constant evolution and expected investment in global infrastructure, including vertiports, energy sources (SAF and green hydrogen) and electric powerplants, the ambition would be to become fully hydrogen-electric in the future," she added. "We are focusing on facilitating the easy movement of passenger and cargo air transportation in a fast, safe, cost-effective and sustainable way. SkyTruck will be designed to deliver time-sensitive cargo faster from point to point, without reliance on runways, designed for the time critical demands of the onshore and (especially) offshore industry," said Freshta. Furthermore, the LA-44 SkyBus would be honed for operation in other rugged operational conditions and (in the absence of ground infrastructure) in remote areas. It will feature underslung load capability: a 4.5-tonne payload and 17 tonnes' gross weight. The LA-44's unique design will enable us to tap mass transport capabilities, displacing air transport and land transport modalities such as buses, trains and trucks," Freshta added.



Image of eVTOL SkyBus

© LYTE Aviation

### Airbus delivers first A321neo from FAL Tianjin



First delivery of an Airbus A321neo from the FAL in Tianjin

© Airbus

Airbus has delivered the first A321neo aircraft assembled at its final assembly line Asia (FAL Tianjin) to China's Juneyao Air in Tianjin, China. The aircraft is powered by Pratt & Whitney GTF engines and features 207 comfortable seats, eight in Business and 199 in Economy Class. Its delivery flight is to use a ten percent sustainable aviation fuel blend in support of the green aviation strategy in China. Airbus has four A320 family FALs around the world: Hamburg, Germany; Toulouse, France; Tianjin, China; and Mobile, United States. With the conversion of the Tianjin facility last year, and with the newest facility about to complete its transformation in Toulouse, the global industrial system will be fully A321-capable, creating flexibility and agility to meet Airbus' ramp up objectives and the rising market success of the A321 model. Inaugurated in 2008, the FAL in Tianjin was the first Airbus commercial aircraft assembly line outside Europe.

In the same year, the first aircraft sections arrived on site. Since its first A320 delivery in 2009, Airbus' FAL in Tianjin has delivered more than 600 aircraft over its 14 years in operation. The A321neo is the longest-fuselage member of Airbus' best-selling, single-aisle A320 Family, comfortably seating as many as 244 passengers, with a longest range reaching 4,700nm/8,700km. Featuring the widest single-aisle cabin in the sky, the A320neo Family offers at least 20 percent reduction in fuel consumption and CO<sub>2</sub> as well as a 50 percent noise reduction compared to previous generation aircraft, thanks to incorporating the very latest technologies including new generation engines and Sharklets. By the end of January 2023, the A320neo Family had received over 8,600 firm orders from more than 130 customers worldwide.

## AIRCRAFT & ENGINE NEWS

### WestJet Cargo receives certification from Transport Canada for 737-800 BCFs

WestJet Cargo has received Transport Canada's approval and official certification of its four 737-800 Boeing Converted Freighters (BCFs). Following certification, WestJet Cargo and the GTA Group will expeditiously implement three freighters into service, as dedicated aircraft that will fulfil the large-scale needs of businesses, freight forwarders, shippers and individual customers across North America. The fourth of WestJet Cargo's dedicated freighters is expected to join the accompanying fleet later this year, following the completion of its conversion. Seamlessly integrating into WestJet Cargo's existing operations and operated by WestJet's highly skilled 737 pilots, the dedicated freighters will initially focus service within North America, serving Calgary, Halifax, Toronto, Vancouver, Los Angeles and Miami. Leveraging its quick-to-load-and fly narrow-body aircraft, the 737-800 equipped with CFM56-7B engines will enable WestJet Cargo to offer greater fuel efficiency, flexibility and frequency for its customers, beginning April 22, 2023. WestJet Cargo's dedicated freighter routes will further connect to the bellies of WestJet's fleet, serving to accommodate the diverse needs of cargo customers in leveraging the airline's expansive network.

### NAC executes lease agreement for one ATR 72-600 with AirSWIFT

Nordic Aviation Capital (NAC) has confirmed that it has executed a lease agreement for one new ATR 72-600 with AirSWIFT, a Philippines-based airline offering daily roundtrip flights from Manila to El Nido and other island destinations in the Philippines. The aircraft is from NAC's orderbook with ATR.

### Leonardo secured additional helicopter orders worth €470 million at Heli-Expo 2023

Italian aerospace, defence and security specialist Leonardo S.p.A. (Leonardo) sold approaching 40 helicopters at Heli-Expo 2023 in Atlanta, Georgia on March 7-9 this year. Deliveries of the aircraft are expected to take place between 2023 and 2026. The sales involve AW139s, AW169s and AW109s which will be used for energy support, rescue and public service duties, as well as VIP/corporate transport missions throughout the Middle East, Asia, the Americas and Europe. Overall, at book prices, the value of the sales to Leonardo is around €470 million (£412 million). These orders come on top of numerous preliminary sales contracts which had already been announced at Heli-Expo for 50 AW09 next-generation single-engine helicopters for various customers worldwide. In addition to

### Jekta and Gayo Aviation ink LOI for ten PHA-ZE 100 amphibious aircraft

Jekta, the Switzerland-based manufacturer of the electrically powered Passenger Hydro Aircraft Zero Emission 100 (PHA-ZE 100) flying boat and Gayo Aviation have signed a Letter of Intent (LOI) for the acquisition by Gayo of ten electrically powered amphibious aircraft. With main offices in Sweden and Dubai, Gayo Aviation is a global provider of private and specialist aviation services and will optimise the air-



Image of the Jekta PHA-ZE 100 electrically powered amphibious aircraft in a 19-seat configuration, on water © Jekta

craft to support existing and new market opportunities. The airframe will be delivered in a baseline configuration for 19 passengers, with the deal including ground support equipment for charging and replacing the PHA-ZE 100's batteries, tools and component support for the first year of operation, training for two pilots and two technicians and a three-year airframe warranty. Gayo Aviation plans to make the aircraft available for environmental and experiential tourism and charter operators wishing to bolster their sustainable transport options. Gayo will also offer the aircraft on lease for scheduled affordable regional services in underserved communities. The PHA-ZE 100 flying boat will be certified to EASA CS-23 and US FAA FAR-23 standards for fixed-wing passenger aircraft. It is optimised to serve coastal and island communities, regional routes currently limited by operational costs and to support new low-cost, sustainable services between cities without the need for the installation of expensive land infrastructure. It also boasts a configuration to suit the particular needs of experiential vacations being large enough to carry kayaks, scuba equipment and other gear required to support adventure sports. Flexible configurations, including 19-seat, mixed economy/freight, VIP and ambulance options, make the most of the PHA-ZE 100's spacious, stand-up cabin. Low maintenance and fuel costs, much-reduced noise, no pollution impact and minimal aviation infrastructure requirements combine to make the PHA-ZE 100 an optimal platform for sustainable and new operations.

### Stratos delivers one Boeing 737-800 to Transavia France



Transavia has taken delivery of one Boeing 737-800 from Stratos © Peter Kersternich

Stratos, a leading aircraft investment specialist and asset manager, has delivered one Boeing 737-800 on long-term operating lease to Transavia France. The delivery forms part of Transavia France's fleet expansion, which will see the Air France-KLM subsidiary grow its fleet to 71 aircraft. The aircraft (MSN 37253), which forms part of a portfolio managed on behalf of a UK-based fund manager, has just been redelivered from TUI (UK) and will undergo various post-delivery cabin and avionics modification works, including some Transavia-specific customisation. This delivery follows Stratos' recent delivery of two Boeing 737-800 aircraft purchased from Japan Airlines and transitioned to a leading European airline conglomerate as well as the delivery of the first of two IAE-powered A320s to a European carrier on behalf of a Middle Eastern investor. Over the past 12 months, Stratos has remarketed 20 aircraft to 11 airlines/investors and sourced a further eight aircraft (includes both delivered and committed).

## AIRCRAFT & ENGINE NEWS

THC's decision to further expand the presence of their AW139 helicopter fleet in Saudi Arabia for SAR, EMS and corporate transport adding six helicopters plus 20 options within the next 18 months. Approaching 25 aircraft will carry out offshore transport missions with a number of operators supporting the energy industry. The AW139 global fleet has expanded with new orders across the Middle East, Brazil, Thailand, Indonesia and Germany, thus confirming worldwide appreciation of the platform and unmatched competitiveness for oil & gas operations. Also, the AW169 helicopter continues to prove to be the aircraft of choice in its class for offshore transport and wind farm support in both Europe and Asia. The AW169 and AW139 have also strengthened their presence in the rescue and public service markets with new orders across Asia, Middle East and in USA for a total of ten units. In Latin America the success of Leonardo's offer – particularly for the VIP/corporate transport market and leveraging the exclusive Agusta brand value proposition – has grown further with sale of three helicopters. Mitsui Bussan Aerospace (MBA), the authorized distributor for the AW139, AW169 and AW189 helicopter models in Japan, has also announced orders recently signed for a total of six AW139s.

## MRO & PRODUCTION NEWS

### Air Cost Control establishes new partnership with Russtech Engineering

Air Cost Control, a subsidiary of HEICO, has partnered with Russtech Engineering to exclusively distribute Russtech backshells, latches, receivers and other electronic-based solution products to the OEM and aftermarket aerospace market. Russtech products have proven to be the solution for many commercial aerospace programmes by offering light weight, high-engineered products. Air Cost Control's ability to understand the complexities of the electronic interconnect market with their technical sales capabilities is a powerful combination. This partnership will advance a new strategy to expand market share and raise customer satisfaction to bring exponential value to the OEMs and MROs utilising and supporting a wide variety of programmes. Air Cost Control, (a HEICO Company) was founded in 2000, with its corporate headquarters based in L'Isle Jourdain, France and with offices in the Sunrise, Florida, and Singapore.

### Magnetic Group rebrands Direct Maintenance as Magnetic Line

Magnetic Group, a fast-growing aviation company, has released that Direct Maintenance has been rebranded as Magnetic Line. This rebranding is part of Magnetic Group's overarching strategy to unify

## MRO & PRODUCTION NEWS

### Recaro Business Class seats take flight on Iberia's A350 cabin



The Recaro CL6720 Business-Class seat

© Recaro

The Recaro Aircraft Seating (Recaro) CL6720 Business Class seat with doors took flight in Iberia's A350 cabin on the route from Madrid to Buenos Aires in January. A total of 31 CL6720 seats are outfitted in the A350 Business Class cabin. The Premium Economy and Economy cabins are also fully equipped with the Recaro PL3530 and the CL3710, respectively. Iberia is the launch customer for the new business-class seat. Each CL6720 features sliding doors for extra privacy, ample living space with a 79-inch-long full-flat bed, and is configured in a honeymoon layout with electronic full-length privacy dividers

for the centre seats and direct aisle access. Each CL6720 projects the seat number on the cabin floor for added convenience and is outfitted in signature Iberia colours. In addition, the Front Row Monuments for the Iberia Business Class cabin were developed and produced in-house by Recaro. "The CL6720 on Iberia's A350 will take the business-class experience to the next level, thanks to the seat's comfort amenities and generous living space," said Dr Mark Hiller, CEO of Recaro Aircraft Seating and Recaro Holding. "Our partnership with Iberia has created a unique product that will serve passengers for many years to come while keeping carbon emissions and maintenance costs low." A winner of the Special Mention at the 2021 Focus Open Awards, the CL6720 was considered a "mini suite in the sky" when it was first unveiled in 2020. The lightweight design of the CL6720 has made it one of the lightest business-class seats on the market and is aligned with the sustainable objectives of both Recaro and Iberia. The CL6720 is also designed for dignified in- and out-access to the seat for passengers with reduced mobility.

### Aircraft Support Industries and Etihad Engineering collaborate to expand aircraft maintenance facility

ASI (Aircraft Support Industries), a leading provider of aviation infrastructure solutions, has announced its collaboration with Etihad Engineering to expand the capacity of its aircraft maintenance facility in Abu Dhabi. Etihad Engineering, one of the largest commercial aircraft MRO services providers and the expansion project in partnership



Image of Etihad Engineering's Hangar 7

© ASI

with ASI, aims to cater to the increasing demand for world-class aircraft MRO services worldwide. As part of the project, Etihad Engineering will be expanding its total site area by adding 50,000 m<sup>2</sup> of incremental space to its existing facility located at Abu Dhabi International Airport and constructing two new wide-body hangars on site. The project will see the addition of a new wide-body bay (H6D) to Hangar 6 previously designed and built by ASI in 2011 and which can presently accommodate three A380s simultaneously. The new wide-body bay will also be large enough to take in an A380 aircraft. Another new hangar, Hangar 7 utilising the innovative 'Stressed Arch' technology will be constructed. This hangar can accommodate three wide-bodied aircraft simultaneously. The expansion project comes at a time when the aviation industry is recovering from the effects of the COVID-19 pandemic and the demand for MRO services is at an all-time high. With the expansion of the facility, Etihad Engineering aims to serve a larger number of aircraft and customers from around the world, delivering comprehensive MRO solutions to hundreds of partners, including flag carriers, OEMs, aircraft operators, and leasing companies.

## MRO & PRODUCTION NEWS

all its businesses under a single brand - Magnetic - and streamline its products and services under one easily recognisable name. Direct Maintenance has been an integral part of Magnetic Group since March 2019, offering line maintenance services to clients around the world. The rebranding will not affect the range of services provided or the team's composition, which will continue to deliver the same exceptional quality and dependability as before. Jan Kotka, COO of Magnetic Group and Acting Manager of Magnetic Line, expressed confidence that the new structure and expanding business would have a positive impact on collaboration. "Our group's mission is to 'help aviation to help the world,'" he explained. "Together, we can achieve even greater heights! We are passionate about our work, and we believe our new name and structure reflect that passion." The Magnetic Line rebranding demonstrates Magnetic Group's commitment to keeping pace with the changing times and catering to the evolving needs of its customers. Magnetic Line is a certified line maintenance service provider, holding EASA Part-145 covering over 70 aircraft-engine combinations, including A320neos, A350-900/1000s, A380s, B737 MAXs, B747-8s and B787s in 27 different locations in Europe and Africa.

## CFM International and ST Engineering sign CFM-branded business partnership

CFM International and ST Engineering's Commercial Aerospace business have signed a CFM-branded service agreement (CBSA) for LEAP-1A and LEAP-1B engines. Under the terms of the CBSA, ST Engineering will provide the full scope of LEAP maintenance, repair & overhaul (MRO) services for operators worldwide. ST Engineering is the first provider in Asia to join the LEAP MRO network



CFM LEAP-1B engine at ST Engineering's engine MRO facility in Singapore  
© ST Engineering

under a CBSA agreement. Comprehensive MRO services will be provided at its engine MRO facility in Singapore. ST Engineering has been a LEAP MRO network provider since 2020, providing quick-turn services for the LEAP-1A and LEAP-1B engines. The group will also add test cell capabilities for LEAP-1B engines this year. This CBSA agreement further expands its scope to provide a full range of maintenance solutions for LEAP engines to the highest standards. CBSA licence holders are conferred the highest level of CFM support and training, as well as expanded access to proprietary overhaul and repair technology as they work with CFM customers globally to provide comprehensive maintenance solutions. Given the commercial success of the LEAP engine family that entered commercial service in 2016, the demand for LEAP MRO services will grow rapidly in the coming years. More than 5,000 LEAP engines have been delivered to customers worldwide, with over 10,000 engines still in the backlog.



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## FINANCIAL NEWS

### Investor group led by Apollo completes acquisition of Atlas Air Worldwide

Atlas Air Worldwide (Atlas) a leading global provider of outsourced aircraft and aviation operating services, has released that the investor group led by funds managed by affiliates of Apollo, together with investment affiliates of J.F. Lehman & Company and Hill City Capital, has completed its previously announced acquisition of the company. The company will continue to maintain its global presence, continue to operate under the Atlas Air Worldwide name and be led by President and Chief Executive Officer John Dietrich and the company's current executive leadership team. Pursuant to the terms of the transaction announced on August 4, 2022, the investor group acquired all of the outstanding shares of Atlas Air Worldwide stock. Shareholders are entitled to receive US\$102.50 (£83.33) in cash for each share of Atlas Air Worldwide (AAWW) common stock owned. As a result of the transaction completion, the company's common stock no longer trades on the NASDAQ stock exchange.

### Air France-KLM repays €300 million of outstanding €600 million French State perpetual hybrid bonds

Air France KLM has repaid €300 million of outstanding French State perpetual bonds, exceeding the 75% COVID-19 recapitalisation aid redemption threshold. In April 2021, Air France-KLM and the French State agreed to convert the direct French State loan of €3 billion, granted by the French State to Air France-KLM in late May 2020, into perpetual hybrid bonds as a COVID-19 recapitalisation aid to Air France and Air France-KLM approved by the European Commission on April 5, 2021 (subject to several "bans"). In 2022 the Group repaid €2.4 billion of the €3 billion, leaving €600 million remaining. As announced at the Group's FY2022 results presentation, Air France-KLM and Air France intend to fully exit the current COVID-19 recapitalisation aid and its related "bans" as from April 19, 2023. Following the European Commission's approval on February 16, 2023, of a French State compensation aid granted to Air France without any bans attached, the Group took the first step of repaying and exiting the COVID-19 recapitalisation state aid. This step enables the Group to exceed the 75% redemption threshold of the COVID-19 recapitalisation aid. Additionally, the Group will refinance €320 million through the issuance of new French State perpetual hybrid bonds as an approved compensation aid to Air France. These new perpetual bonds with no "bans" attached contain similar financial conditions as the one repaid, with non-call date and interest rate step-

## MRO & PRODUCTION NEWS

### AAT Composites secures product organisation approval from EASA



Business Class seat shells auxiliaries

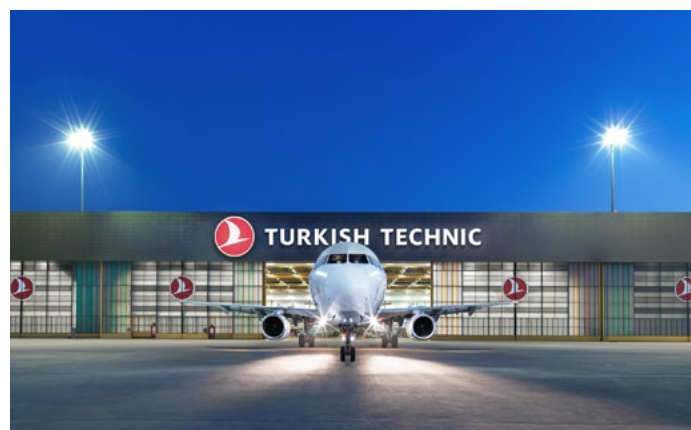
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AAT Composites, a South African-based design and manufacturing composite company, has earned production organisation approval (POA) in compliance with the European Union Aviation Safety Agency (EASA Part 21G). Globally, AAT Composites joins an elite club of aviation suppliers with POAs. EASA Part 21G is an approval to manufacture aircraft parts and appliances in conformity with approved data. This approval from EASA is directly related to the company's development and building of front row monuments, which are installed in business-class aircraft cabins. The EASA Part 21G is the highest certification a company can have in the aerospace industry. EASA, in tandem with the U.S.-based Federal Aviation Administration (FAA), is the regulator with high safety standards for aircraft certification. Founded in South Africa in 1983, AAT Composites has more than 30 years of composite experience in the aviation and automotive industries. AAT Composites has strong international links, with the controlling shareholder being Recaro Aircraft Seating.

## FINANCIAL NEWS

### Turkish Technic posts strong financial results for 2022

Turkish Technic has posted its financial results for 2022, which marked successful growth and solid strategic acceleration. The company recorded a 37% growth compared to the previous year with US\$1,42 billion in revenue and increased its market share to 1.9%, reach-



© Turkish Technic

ing the highest growth rate and revenue in the company's history. Turkish Technic closed the year 2022 with US\$119 million in operational profit. Expanding its capacity and capabilities to meet the needs of the aviation sector, Turkish Technic added new achievements to its service portfolio in 2022. The company has completed base maintenance operations for Boeing 787 Dreamliner and Airbus A350 aircraft for the first time during the year and carried out its first Boeing 777-300ER landing gear overhaul. Adding 1,193 aircraft part numbers to its capability in 2022, the MRO company expanded its maintenance-repair capabilities and the range of services it offers its customers. Supporting component and aircraft maintenance operations of many airline companies spread over a large geographical area, Turkish Technic provided base maintenance services to 649 aircraft, completed overhaul operations of 221 landing gears and serviced over 119,000 components throughout 2022. (£1.00 = US\$1.23 at time of publication).

## FINANCIAL NEWS

up postponed by an additional two years (March 2029). (£1.00 = €1.15 at time of publication).

### AAR posts income of US\$21.8 million for third quarter of 2023

AAR CORP. has posted third-quarter fiscal year 2023 consolidated sales of US\$521.1 million and income from continuing operations of US\$21.8 million. For the third quarter of the prior year, the company reported sales of US\$452.2 million and income from continuing operations of US\$22.6 million. Adjusted diluted earnings per share from continuing operations in the third quarter of fiscal year 2023 were US\$0.75, compared to US\$0.63 in the third quarter of the prior year. Subsequent to the quarter, AAR acquired Trax, a leading independent provider of aircraft MRO and fleet management software which was founded in 1999. Trax offers critical software applications to a diverse global customer base of airlines and MROs supporting approximately 5,000 aircraft. Trax's comprehensive solutions support the entire spectrum of maintenance activities and create the system of record required by airlines and MROs. The Trax acquisition adds established, higher-margin aviation aftermarket software offerings with recurring revenue to our portfolio and provides opportunities to cross-sell products and services. Consolidated third-quarter sales increased 15% over the prior year quarter. Consolidated sales to commercial customers increased 28% over the prior-year quarter, primarily due to further recovery in the commercial market. Consolidated sales to government customers decreased 3% due to the completion of certain government programmes which occurred last fiscal year. Sales to commercial customers were 65%

### AAR acquires Trax to accelerate digital solutions strategy



© Trax

Chicago-headquartered AAR CORP. (AAR) has announced its acquisition of Trax Corp. (trax), a leading independent provider of aircraft MRO and fleet management software to accelerate its digital solutions strategy. AAR is a global aerospace and defence aftermarket solutions company with operations in over 20 countries. It supports commercial and government customers through two operating segments: Aviation Services and Expeditionary Services. Miami-headquartered Trax provides critical software applications to a wide global customer base of airlines, MROs, and government aircraft operators supporting approximately 5,000 aircraft. Trax's solutions support the whole range of maintenance activities and create the system of record required by MROs, airlines, as well as government aircraft operators. Trax's eMRO product is a web-based enterprise MRO software solution used to manage aircraft maintenance and fleet management, including materials planning and purchasing, engineering, scheduling, regulatory compliance, work orders, and personnel. Its eMobility products offer up a suite of mobile applications, including task cards, digital manuals, electronic logbooks, fleet status, and warehouse management. The Trax acquisition will speed up AAR's strategy to offer digital solutions focused on its core aviation aftermarket customers. Trax adds established, higher-margin aviation aftermarket software offerings with recurring revenue to AAR's portfolio, and its complementary customer base provides opportunities to cross-sell products and services.



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## FINANCIAL NEWS

of consolidated sales, compared to 59% in the prior-year quarter. Gross profit margins were 18.1% in the current quarter, compared to 17.8% in the prior year quarter. Adjusted gross profit margin increased from 17.3% to 18.1%, primarily due to the favourable impact of previous actions to reduce costs and improve operating efficiency. Selling, general and administrative expenses were US\$56.7 million in the quarter, which included increased investments in digital initiatives as well as US\$3.7 million related to Trax acquisition costs and a Russian bankruptcy court judgment. As a percentage of sales, selling, general, and administrative expenses were 10.9% for the quarter, compared to 10.8% last year. (£1.00 = US\$1.23 at time of publication).

### Bombardier updates 2025 strategic objectives

Bombardier has updated its 2025 objectives. The company is now targeting more than US\$9 billion in annual revenue by 2025, with an adjusted EBITDA of more than US\$1,625 million and a healthy adjusted EBITDA margin of approximately 18%. Bombardier also expects to generate significant free cash flow in the coming years, to the tune of more than US\$900 million per year by 2025 and will continue to de-lever its business, now expecting to reach a net leverage ratio in the range of 2.0x to 2.5x. Between 2020 and 2022, Bombardier's revenues grew 23%, to US\$6.9 billion. The expanded aftermarket business was an important contributor, with revenues increasing by more than 50% in the same period. The company more than quadrupled its profitability to US\$930 million in adjusted EBITDA and generated US\$835 million in free cash flow over the last two years. In terms of deleveraging, Bombardier kept up its opportunistic and proactive approach and has reduced its total debt by US\$4.5 billion, when including this year's debt-related transactions, a 45% reduction compared to 2020. This also resulted in credit rating upgrades from both S&P and Moody's in 2022. Bombardier will continue to focus on strengthening its balance sheet, optimising its liquidity requirements and improving its leverage level. The company is revising its net leverage ratio objective to a range of 2.0x - 2.5x by 2025, from the previous approximately 3.0x target, which would be approaching investment grade credit levels. On the back of improved business fundamentals, Bombardier now expects to generate more than US\$900 million per year in free cash flow by 2025. This gives Bombardier ample flexibility and sets it up for significant capital allocation optionality in the future. (£1.00 = US\$1.22 at time of publication).

## MILITARY AND DEFENCE

### Field Aerospace completes T-1A AMP aircraft installs

Field Aerospace has recently completed installs for the T-1A aircraft avionics modification programme (AMP). The goal of the AMP is to address avionics obsolescence issues in order to increase aircraft availability and decrease sustainment costs. The project was managed out of Tinker Air Force Base for the Air Education and Training Command (AETC). The work was performed at Field's Oklahoma City facility. A total of 73 T-1As were modified, making this the largest modification line completed by Field to date. The final aircraft returned to its home station in January 2023. The T-1A Jayhawk is a medium-range, twin-engine jet trainer used by AETC to train future pilots of the Air Force's airlift and tanker aircraft including the KC-135, KC-10, KC-46 and C-130. The project included the full avionics upgrade and required updating an existing Beechjet 400A FAA Supplemental Type Certificate (STC) to accommodate the design differences between the commercial aircraft and the USAF T-1A. "This was a great opportunity for us," says Paul Berry, T-1A Programme Manager. "We had done this type of work before, but not for the T-1A. Our team quickly identified opportunities for improving the process and delivered quality work, on time and on budget for our USAF customer." Field performed prototype, low-rate initial production, and full-rate, production installs. At the programmes peak, Field had nine T-1As onsite being modified at the same time. Field led the team with Rockwell Collins, Nextant Aerospace and Flight Safety International as subcontractors.



© Field Aerospace T-1A aircraft

### Boeing set to manufacture 184 AH-64E Apaches for the U.S. Army and overseas users



© Boeing AH-64 Apache

Boeing has confirmed it is to build 184 AH-64E Apaches for the U.S. Army as well as several international customers. This will include the first Apaches for Australia. This latest award, valued at US\$1.9 billion, will bring the total current funded value of the contract to US\$2.1 billion. Future obligations have the potential to see this value to increase to over US\$3.8 billion. "We are enhancing the U.S. Army's attack fleet, while supporting additional partner nations and welcoming our newest Apache customer, the Australian Army," said Christina Upah, Vice President of Attack Helicopter Programs and senior Boeing Mesa site executive. "This contract highlights the need for Apaches worldwide." The U.S. Army will be provided with 115 remanufactured Apaches, plus a further 15 Apaches to be procured as options, resulting in significant savings to taxpayers. The additional 54 aircraft will be delivered to international partners as part of Foreign Military Sales. This latest award follows on from the U.S. Army's Apache fleet exceeding five million flight hours, a milestone which proves that the AH-64 is one of the most capable, reliable and versatile attack helicopter. "This multi-year contract is critical for the warfighter and the entire Apache team," said Col. John (Jay) Maher, U.S. Army Apache project manager. "It demonstrates the Army's commitment to continue putting unmatched capability into the hands of our nation's finest, while providing stability and predictability for the outstanding citizens and companies that pour their talent into producing the best attack helicopter in the world." Boeing Global Services will continue to deliver optimal readiness for the AH-64E including training devices, spare provisions, support and test equipment kits, depot support, field engineering and technical manuals. Principal advantages in the technical publication area enable a streamlined process approach to re-use data which reduces operational and sustainment costs. Under the first multi-year contract, signed in 2017, Boeing has delivered 244 remanufactured Apaches to the U.S. Army and 24 new-build aircraft to an international customer. The AH-64E, is built at Boeing's site in Mesa, Arizona. There are currently over 1,275 Apaches in operation worldwide. (£1.00 = US\$1.22 at time of publication).

## INFORMATION TECHNOLOGY



Central Mountain Air

© AirTeamImages

any time, even when there is no internet connection is a massive advantage of ASQS' safety management solution. The iQSMS reporting offline app allows staff to file reports without being connected to the internet. All reports filed offline are loaded into the live system as soon as connectivity is re-established, allowing business continuity.

**ASQS**, a global leader in aviation safety and quality management software, has announced its collaboration with Western Canadian **Central Mountain Air** (CMA), further growing its presence in the Canadian aviation industry. Central Mountain Air, based in Smithers, British Columbia with further bases at Vancouver International Airport and Calgary International Airport, is a privately owned and operated regional airline with extensive experience in scheduled and charter operations. CMA has rolled out the iQSMS reporting solution to further optimise its safety management and continue to maintain its high safety standards. The iQSMS Reporting Module covers the entire reporting process, both online and offline via mobile devices, and provides an excellent end-user experience through intuitive reporting. Customisable reporting forms and event classifications that correspond to the users' requirements, as well as anonymous reporting and the ability to attach images, videos and documents to reports, significantly break down barriers and streamline CMA's reporting processes, strengthening transparency and communication within the organisation. The ability to report from mobile devices from anywhere at

**Hong Kong International Airport** (HKIA) has selected **SITA** to provide a carbon management platform to monitor data on carbon emissions across the airport environment, helping to track key performance indicators as the airport progresses towards its net-zero carbon goal. SITA's carbon management platform, to be fully deployed by summer 2023, will collect and aggregate data on carbon emissions from a variety of sources within the airport. This will span scope 1, 2, and 3 emissions and include data from 29 participating business partners across the airport value chain, overseeing services such as ground handling, aircraft maintenance, air cargo logistics, and catering. The platform will provide accurate, clear, and customizable visualisations of this data, allowing HKIA greater efficiency and precision in its carbon reporting efforts. In 2012, the Airport Authority Hong Kong pledged to make HKIA the world's greenest airport, reinforcing this goal in 2021 with the announcement of its 2050 Net-Zero Carbon Pledge, a commitment to achieve net-zero emissions by 2050, with a midpoint target of a 55% absolute emissions reduction by 2035 (from a 2018 baseline). Airport scope 1 and 2 emissions stem largely from fossil fuel energy consumed to operate the terminal building, vehicles, and equipment, while scope 3 emissions — indirect emissions originating from the airport's value chain and business partners — are more difficult to track and represent a significant contributor to overall airport emissions. In the case of HKIA, airport business partners account for more than 50% of airport-wide ground emissions. HKIA has adopted an airport-wide approach for carbon management, working collaboratively with business partners to set carbon reduction targets and implement measures to accelerate airport-wide carbon reduction. While HKIA already has an online emissions tracking system, it does not unify emissions' data collected from the many sources active in the airport environment, requiring more time-consuming manual processes. SITA's solution, supported by net-zero technology partner Envision Digital, aggregates data streams from across the airport environment and participating business partners and consolidates these into a single customizable dashboard. Allowing the tracking of emissions data alongside key performance indicators towards HKIA's Net Zero Carbon Pledge, the dashboard interface facilitates carbon performance tracking, providing the granularity to monitor individual emissions sources against specific targets.



Hong Kong International Airport

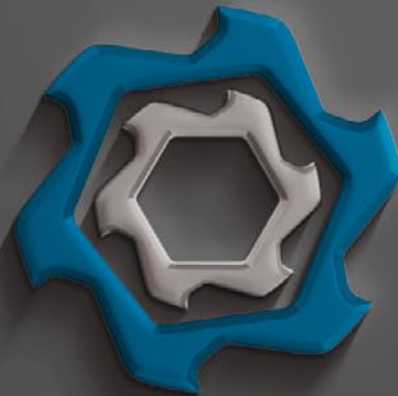
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and twin-aisle aircraft to match airlines' needs for the right kind of software solutions — all from a one-stop shop. As a result, the company is expanding its talent resources to replicate the full scale of a narrow-body or wide-body aircraft, ensuring that it can fully test its IFE and connectivity software in situ and help airlines transform their in-cabin product. The investment in Panasonic Avionics' global software engineering capabilities will also help improve the time to market of robust, next generation in-flight entertainment systems, connectivity, and digital app solutions.

**Panasonic Avionics**, a leading supplier of in-flight entertainment and connectivity systems (IFEC), continues to enhance its global software development capabilities in Pune, India. Panasonic Avionics' operation in Pune is the latest Panasonic investment in India. Panasonic entered the Indian market in 1972 and since then the company has grown from strength to strength and now Panasonic Avionics joins **Panasonic Life Solutions India**, which currently has 13,000 employees at over 13 locations across India. Panasonic Avionics' new software design centre is part of a company-wide effort to help airlines realize their passenger digital engagement vision using the most innovative IFE hardware, best-in-class enterprise software, seamless global high-speed connectivity and worldwide support through maintenance, repair, and overhaul (MRO) services. To support this vision, Panasonic Avionics is investing in state-of-the-art labs in India that provide the capability to build and validate new passenger experiences in both single-



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## OTHER NEWS



Tanker truck delivering Neste's sustainable aviation fuel (SAF) at Helsinki Airport in Finland  
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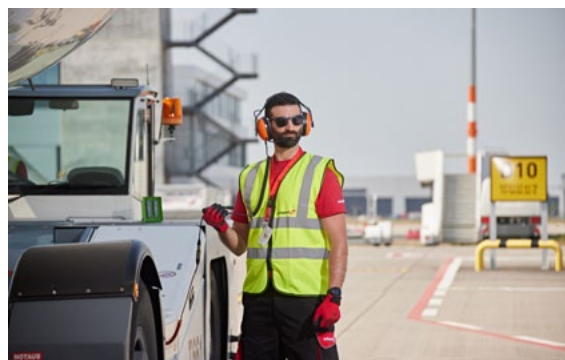
**Finnair** is increasing the use of sustainable aviation fuel (SAF) as part of its goal to reduce carbon emissions from flying. Finnair has purchased 750 tonnes of SAF from its partner **Neste** for use on flights departing from Helsinki Airport. Finnair's customers are also involved in reducing carbon dioxide emissions from flights: a small part of the price of each flight ticket is directed to the costs of using sustainable aviation fuel. Finnair aims to achieve carbon neutrality by 2045, and SAF is one of the most essential tools for reducing air travel emissions in the coming years. Using Neste MY Sustainable Aviation Fuel reduces greenhouse gas emissions by up to 80% over the fuel's life cycle compared to using fossil jet fuel. The fuel volume now purchased is Finnair's largest single batch of sustainable aviation fuel purchased to date. The SAF will be delivered by Neste to Helsinki Airport in early 2023. The 750 tonnes of SAF corresponds to approximately 400 flights between Helsinki and Stockholm using unblended, 100% SAF. Increasing the use of SAF will increase the airline's costs, as SAF is clearly more expensive than fossil fuel. Finnair is preparing for this by allocating a small portion of each flight ticket sold, about 20 cents per ticket, to the cost of sustainable

aviation fuel. This share may be higher in the future as the operating obligations imposed on airlines increase the use of SAF. Finnair also encourages its customers to reduce the carbon emissions of their flights through their actions: since spring 2022, Finnair has offered its customers the opportunity to reduce the emissions of flying by combining sustainable aviation fuels and certified emission reduction projects.

**BAA Training**, one of Europe's largest independent aviation training centres, has partnered with **Airways Aviation Academy** (ESMA), one of the largest privately owned multidisciplinary aviation academies based in France. BAA Training's soon-to-open simulator centre near Paris-Orly Airport, **BAA Training France**, will be assisting the Airways Aviation pilots with MCC courses and A320/B737 type rating training. Marijus Ravoitis, CEO of BAA Training, said, "We are delighted to welcome Airways Aviation to our partner network. It is a significant achievement for us to cooperate with a leading French school, as we are soon opening a world-class training facility with six simulator bays near Paris-Orly Airport." Alexandre Alves, Global COO & CCO of Airways Aviation, said, "This agreement brings together two of the leading companies when it comes to Ab Initio and Type Rating pilot training. With Airways Aviation's large Ab Initio training programmes and, in particular, for our European operations in Germany, France and soon Italy, we will be offering our pilot graduates the chance to get Type Ratings and guaranteed positions as first officers through this agreement with BAA Training. Guaranteed job placement is something all pilots look for and we intend to have different options with great partners, such as BAA Training, to cater to our students' needs. The brand-new training centre where Airways Aviation will send its students to complete the last training stages before they can officially operate an A320 or B737 commercial aircraft will start operations in the second quarter of 2023. The facility will house the following full flight simulator (FFS) types: Boeing 737 NG, A320neo and wide-body aircraft. Additionally, flight training devices (FTDs) will be used for initial and recurrent simulator training. Other equipment includes a Cabin Emergency Evacuation trainer, Door & Owe trainers and a real Fire Fighting trainer.



BAA Training has partnered with French Airways Aviation Academy – ESMA  
© BAA Training



Swissport ground handling

© Swissport International

**Swissport International**, a leading provider of airport ground services and cargo handling, has secured a major contract with **Sky Airline**, the first low-cost carrier in the Chilean market. Starting from April 2023, Swissport will provide ground services and cargo handling at all 15 airports Sky flies to in Chile. The portfolio includes serving passengers at check-in and gates, handling aircraft on the ramp, managing lost and found, and loading and unloading cargo. With the five-year contract, Swissport is adding 35,000 annual flights in Chile, representing a massive 190%-growth from currently some 19,000 flights, making Swissport the new market leader in ground handling services in Chile. In Chile, with approximately 800 employees, Swissport currently provides ground handling services at eight airports (Arica, Calama, Copiapó, Concepción, Temuco, Puerto Natales, Punta Arenas, and the largest Chilean hub in Santiago). With the start of the operations under the new contract, Swissport will expand its presence in Chile at seven additional airports (Iquique, Antofagasta, La Serena, Valdivia, Osorno, Puerto Montt, Balmaceda).

## OTHER NEWS

The **International Air Transport Association** (IATA) and Afroport Mauritanie have signed an agreement to enhance the safety of ground operations in Mauritania with a focus on two critical global standards: IATA Ground Operations Manual (IGOM) and the IATA Safety Audit for Ground Operations (ISAGO). The agreement was signed by Kamil Alawadhi, IATA's Regional Vice President, Africa and the Middle East, and Ahmed Al Hadabi, Group CEO of Terminals Holding, the parent company of Afroport Mauritanie the operator of Nouakchott-Oumtounsy International Airport and established the following joint work programme:

Afroport Mauritanie will promote the adoption of IGOM by ground handling service providers (GHSP) Afroport Mauritanie will recognise ISAGO as an acceptable means of compliance for airport oversight activities and make ISAGO registration and station accreditation a condition for GHSPs to operate at the airport.

Afroport Mauritanie and IATA will monitor safety performance at the airport with the aim of identifying opportunities for improvement in ground operations

"Global standards, such as IGOM and ISAGO are the foundation for a safe aviation industry. The commitment of Afroport Mauritanie to IGOM and ISAGO will help further Mauritania's social and economic development with safer ground operations. Lower adoption rates for global standards rank high among the factors limiting the benefits that aviation could deliver in Africa. This agreement is a great example for airports across the African continent to follow," said Alawadhi. The agreement furthers IATA's work in

Columbian flag-carrying airline **Avianca** and **Viva Air** have received merger approval from the Colombian civil aviation authority. The merger was originally proposed back in April 2022 with the intention to keep the branding and strategies separate. One of the merger conditions is that Viva Air reimburse all passengers who have been affected by flight cancellations and

that it's low-cost model is retained. Viva Air must also permit passengers with current bookings to fly, the authority said, and frequent flights between Bogota and Buenos Aires must be reinstated. The merger is a lifeline for struggling Viva Air, which has been embattled financially following the coronavirus pandemic and seen its financial woes worsen due to higher fuel prices in 2022 and the depreciation of the Colombian peso. The carrier had temporarily suspended its operations in February after its financial struggles left it unable to operate. Avianca exited Chapter 11 bankruptcy at the end of 2021 after completing a corporate restructuring. However, the proposal was blocked by the civil aviation authority in November, which said the deal represented a risk to competition and consumer welfare. However, the regulator annulled that ruling this January, citing procedural irregularities, and restarted its assessment of the merger. "The decision to authorize the integration is conditioned on compliance with diverse structural and behavioural remedies," the Colombian authority said in a statement late on Tuesday, March 21, according to Reuters news agency. Avianca is Colombia's biggest low-cost carrier headquartered in Barranquilla, Colombia with corporate headquarters in Bogotá. It currently operates a predominantly Airbus fleet of 104 aircraft, with a further 176 on order, including 168 Airbus A320 neos. Viva air is a subsidiary of Irelandia Aviation and is the third-largest airline in the country. The low-cost carrier commenced operations in 2012 and is headquartered in Rionegro, Columbia. It currently has a fleet of Airbus A320-family aircraft.



Avianca and Viva Air merger has been approved

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## OTHER NEWS

Africa to create a safe, efficient, sustainable, and economical air transport sector that generates growth, creates jobs, facilitates international trade and tourism and supports achieving the UN Sustainable Development Goals through global connectivity.

**Delta Air Lines** (Delta), through its Propel Pilot Career Path Programme, is launching a pilot academy dedicated to training the airline's next generation of aviators. The **Delta Propel Flight Academy**, operated in partnership with training provider **Skyborne Airline Academy**, will open its doors to the first class of students in June and is now accepting applications from interested candidates. "The Propel Flight Academy is the latest chapter in our longstanding commitment to invest in and create new, equitable pathways for qualified talent to enter the pilot profession," said Patrick Burns, Delta's V.P. – Flight Operations and System Chief Pilot. "We look forward to watching a new generation of pilots begin their journey at the Propel Flight Academy and eventually join us in the flight deck to help show Delta customers why no one better connects the world." The academy is the fourth pathway type created for aspiring pilots by the Propel Pilot Career Path Programme since its inception in 2018. To date, nearly 100 participants have completed Propel's existing company, college and community pathway programmes and are now flying for Delta, while another 700 pilots are currently enrolled in the programme and working toward that same goal. Student pilots will be eligible to receive up to US\$20,000 from Delta in financial support. Delta will also cover the cost of interest on student loans from select lenders. The Propel Pilot Academy will be based in a newly refurbished 12,000-ft<sup>2</sup> facility situated within Skyborne's Vero Beach, Florida, campus. "At Skyborne, every aspect of our training is designed to prepare students for airline operations in terms of core knowledge and decision making, flight deck procedures and professionalism," said Lee Woodward, CEO of Skyborne Airline Academy. "Our team is looking forward to taking Delta Propel Flight Academy students through their pilot training journey and into their chosen career with a global airline leader who shares the same values as us in training and customer experience." Student pilots will complete private, instrument, commercial and certified flight instructor training, delivered in an airline-focused way. Once students have completed their first certificate or rating at the Propel Flight Academy, they will be eligible to apply to the Propel Pilot Career Path Programme. Those who are selected will be required to meet certain performance milestones throughout training. Once students have successfully completed certified flight instructor training, they will be

**Ferrovial Airports** (Ferrovial) and **Eve Air Mobility**, a developer of electric vertical take-off and landing (eVTOL) aircraft, services and support, and urban air traffic management (Urban ATM) software, have agreed to partner to jointly develop the safe and reliable operation of vertiports and eVTOLs. This collaboration, embodied in a statement of intent, reinforces Ferrovia's commitment to urban air mobility. "As a leading global infrastructure provider and operator, Ferrovia is committed to building and operating safe, efficient, and sustainable transportation infrastructure, which is why we are truly excited to announce our collaboration with Eve," said Kevin Cox, Chief Executive Officer, Ferrovia Vertiports. "Ensuring that we are utilizing an agnostic state-of-the-art Urban Air Traffic Management system will be key to achieving our goals." Eve Air Mobility's Urban ATM software is a solution that will enable the integration of all airspace users in the urban environment. It supports the safety, efficiency, and improvement of the entire UAM ecosystem, including fleet and vertiport operators. The collaboration reinforces a shared commitment to safely integrating and scaling global UAM operations. The agreement advances Ferrovia's positioning in the incipient Urban Air Mobility sector. Working with leading manufacturers and air service operators, Ferrovia Vertiports, backed by Ferrovia's 70 years of transportation infrastructure experience, is developing a series of agnostic vertiport networks in Europe and the United States. The siting, developing, and operating of these networks will be to support all-electric, zero-carbon eVTOL air transport services.



© Eve Air Mobility



After a three-year interruption Lufthansa will bring back the A380 into service

© Lufthansa

From June 1, **Lufthansa** will resume its regular flight operations with the popular Airbus A380 after a three-year interruption. Daily flights from Munich to Boston will be operated by LH424. Commencing July 4, 2023 and just in time for Independence Day, the U.S. national holiday, an A380 with flight number LH410 will take off daily for John F. Kennedy International Airport from New York. The airline is thus noticeably expanding its premium offering at its southern hub, especially with additional seats in Business Class and First Class. With 509 seats, the A380 has around 80% more capacity than the Airbus A340-600 currently flying on the Munich-New York (JFK) route. In total, the A380 offers four classes of travel: eight seats in First Class, 78 seats in Business Class, 52 seats in Premium Eco and 371 seats in Economy Class. Due to the significant increase in demand for airline tickets and the delayed delivery of ordered aircraft, Lufthansa had decided in 2022 to reactivate the Airbus A380, which is particularly popular with passengers and crews. By the end of 2023, a total of four A380 aircraft will again be deployed from Munich.

## OTHER NEWS

offered employment with Skyborne as a certified flight instructor. In that role, they will receive full sponsorship from Skyborne for Certified Flight Instructor Instrument and Multi Engine Instructor Rating, as well as a generous salary and private health benefits, until they reach 1,500 hours. Upon completion, employment will begin at one of Delta's connection Carriers as a first officer.

## INDUSTRY PEOPLE



John W. Dietrich

• AAR CORP. has released that **John W. Dietrich** has been elected to its Board of Directors, effective immediately. Dietrich is the President and Chief Executive Officer of Atlas Air Worldwide Holdings (Atlas), a leading global provider of outsourced aircraft and aviation services and serves as the Chairman of the National Defence Transportation Association. Dietrich has over 30 years of experience with multinational companies and all facets of aviation and airline management. He is responsible for executing the company's strategies for Atlas Air Worldwide and its subsidiaries, including its international operating airlines, Atlas Air, Polar Air Cargo (a joint venture airline with DHL Express) and its leasing company, Titan Aviation Holdings. Dietrich is also responsible for the continuing expansion of the company's commercial and military businesses in both airfreight and passenger sectors. He is also on the board of directors of Atlas Air Worldwide. Prior to becoming President and CEO in 2020, he served as Chief Operating Officer and held a variety of other executive positions with Atlas Air. He previously served as a litigation attorney at United Airlines. Dietrich serves as Chairman of the National Defence Transportation Association (NDTA), where he previously led the NDTA's development of an aviation subcommittee on cybersecurity. He is also on the Board of Directors for Airlines for America (A4A) and the Board of Governors for the International Air Transport Association (IATA) and is a member and former Chairman of the National Air Carrier Association (NACA). Dietrich recently joined the board of the Liberty City Optimist Club, dedicated to youth development initiatives in the Miami community.

• GA Telesis, LLC. (GAT) has appointed **Matthew Schneider** as Vice President, Head of Trading within the Asset Transaction Group. Schneider brings over 25 years of experience in the aviation sector to the GA Telesis Asset Transaction Group. He previously was with Plane View Partners, Cross Ocean, AeroTurbine and Mountain Capital, amongst other aviation GA investment companies. Based in Fort Lauderdale, FL, Schneider will oversee all business development aspects related to acquisitions and dispositions, including lease placements and sales, across the global portfolio.



Bernard Marquez

• **Bernard Marquez** has been appointed Head of Quality at ATR, effective March 1, 2023. By joining the company, Marquez takes the lead of an integrated and independent quality function, reporting directly to ATR's Chief Executive Officer, **Nathalie Tarnaud Laude**. He brings a breadth of experience to the role after 25 years building a sound expertise in quality and engineering. During almost a decade, he drove quality improvement plans mainly for the Airbus Single-Aisle programme and its various production sites. Most recently, he held the position of Head of A320 family Quality Value Stream Management Performance, fostering direct or indirect teams on high performance, offering pragmatic solutions whilst always maintaining the highest levels of safety and quality.



Dorothea von Boxberg

• Currently Chairperson of the Executive Board of Lufthansa Cargo AG, **Dorothea von Boxberg** will shortly become the new CEO of Brussels Airlines. The appointment is subject to a pending resolution by the Board of Directors of SN Airholding. She is due to take up her new position on April 15 this year and will also take on the function of "Representative of the Executive Board to the European Commission." **Peter Gerber**, the previous CEO left the carrier on January 31 this year with **Christina Foerster** stepping in as interim CEO. Ger-

ber took over the role of CEO on March 1, 2021, and has left to take up the role of CEO at German leisure carrier Condor. Dorothea von Boxberg commenced her professional career at the Boston Consulting Group in 1999. In 2007, she moved to the Lufthansa Group, where she has held a number of management positions. From 2012, she was responsible for Customer Experience Design at Lufthansa Airline. During this period, she and her team introduced a new generation of Business Class seats. In 2015, a von Boxberg moved to Lufthansa Cargo AG and headed up the Global Sales Management department. In 2018, she was appointed to the Executive Board of Lufthansa Cargo AG. To begin with, she was responsible for global sales, network planning, product management and product development, while from 2021 onwards, she has been responsible for leading Lufthansa Cargo AG as Chairperson of the Executive Board.

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# THE AIRCRAFT AND ENGINE MARKETPLACE

## Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	FPG Amentum	V2527M-A5	3705	2008	Now	Sale / Lease	Eoin Kirby	eoin.kirby@fpg-amentum.aero	+353 86 027 3163
A319-100	BBAM	CFM56-5B5/P	2119	2004	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A320-233ceo	FPG Amentum	V2527E-A5	4457	2010	Now	Sale / Lease	Lei Ma	ma.lei@fpg-amentum.aero	+852 9199 1875
A330-200	GA Telesis	PW4168A	322	2000	Jul 2022	Sale / Lease	David Byrne	aircraft@gatelesis.com	+353 86 780 8974
B737-900	BBAM	CFM56-7B26/3	34953	2007	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737 MAX 8	ALTAVAIR	Leap	43564	2022	Now	Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
B737 MAX 8	ALTAVAIR	Leap	60135	2022	Now	Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
B757-200 Cargo	Airwork Ireland Limited	RB211-535E4	27051	1995	Now	Lease	Robbie Brazel	robbie.brazel@airworkgroup.com	+353 87 372 8262
B757-200 Cargo	Airwork Ireland Limited	RB211-535E4	25297	1992	Q4/2022	Lease	Robbie Brazel	robbie.brazel@airworkgroup.com	+353 87 372 8262
B777-300ER	BBAM	GE90-115BL	38986	2011	Nov 2023	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039

## Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
CRJ-200	Regional One	CF34-3B1	7925	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200	Regional One	CF34-3B1	7926	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200	Regional One	CF34-3B1	7937	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200	Regional One	CF34-3B1	7941	2006	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200ER	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200ER	Regional One	CF34-3B1	8059	2005	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200LR	Regional One	CF34-3B1	7625	2002	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900	Regional One	CF34-8C5	15215	2009	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900	Regional One	CF34-8C5	15207	2008	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900ER	Regional One	CF34-8C5	15111	2007	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900ER	Regional One	CF34-8C5	15115	2007	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
DHC8-Q400	Regional One	PW150A	4042	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
DHC8-Q400	Regional One	PW150A	4100	2005	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ-145LR	Regional One	AE3007	145508	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ-145LR	Regional One	AE3007	145515	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ170-100LR	Regional One	CF34-8E5	17000093	2005	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
SAAB 2000	Jetstream Aviation Capital	AE2100A	031	1996	Now	Sale / Lease	Donald Kamenz	dkamenz@jetstreamavcap.com	+1 (305) 447-1920 x 115
SAAB 340B CRG	Jetstream Aviation Capital	CT7-9B	224	1990	Now	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102
SAAB 340B Plus	Jetstream Aviation Capital	CT7-9B	450	1998	Now	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102



# THE AIRCRAFT AND ENGINE MARKETPLACE

## Commercial Engines

CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
CF34-8E5	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
CF34-10E5	Now - Lease				
CF34-8C5	Now - Lease				
(2) CF34-10E5	Now - Sale / Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+ 1 954-478-7195
(3) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) CF34-10E7	Now - Lease				
(1) CF34-8C5A1	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(2) CF34-8C5B1	Now - Sale/Lease/Exch.				
(3) CF34-8E5A1	Now - Sale/Lease/Exch.				
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5B3/3	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiair.com	+1 786-785-0777
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B3/P	Now - Lease				
(1) CFM56-5B1/P	Now - Lease				
(1)CFM56-7B24	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(3) CFM56-5B4/P	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) CFM56-7B24/E	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(2) CFM56-5C4/P	Now - Lease				
(1) CFM56-7B26/3	Now - Lease				
(2) CFM56-5C4	Now - Lease				
(1) CFM56-7B26E	Now - Lease				
(2) CFM56-5B5/P	Now - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7040
(1) CFM56-5B4/P	Now - Sale / Lease				
(2) CFM56-5B6	Now - Sale / Lease				
(1) CFM56-5A3	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)1357 521144
(1) CFM56-5B2/P	Now - Sale/Lease/Exch.	Contrail Aviation Support	Mark Shaw	mark@contrail.com	+33 6 5834 1965
(1) CFM56-7B24/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B26/3	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B26/E	Now - Lease				
(1) CFM56-7B27/B	Now - Lease				
(2) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P (u/s)	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) CFM56-7B22/3	Now - Lease				
(1) CFM56-5B4/3	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
(1) CFM56-5B3/P	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(2) CFM56-5B6/P	Now - Sale/Lease/Exch.				
(1) CFM56-7B27	Now - Sale/Lease/Exch.				
GE90 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) GE90-94B	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) GE90-115BL (SP)	Now - Lease				
(2) GE90-90B	Now - Sale/Lease/Exch.	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(3) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
PW1100G Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW1100G-JM	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
PW 4000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW4168	Now - Sale / Lease	Castlelake	Graeme Dodd	Graeme.dodd@castlelake.com	+44 207 190 6138
(1) PW4168A	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(2) PW4168A	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
(1) PW4168A	Q4/2022 - Sale	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW121	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(1) PW123	Now - Sale/Lease/Exch.				
(1) PW127F	Now - Sale/Lease/Exch.				
(1) PW127M	Now - Sale/Lease/Exch.				
(1) PW150A	Now - Sale/Lease/Exch.				

# THE AIRCRAFT AND ENGINE MARKETPLACE

## Commercial Engines

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
PW121	Now - Sale	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
PW127F	Now - Sale				
PW150A	Now - Sale / Lease				
PW127M	Now - Lease				
(1) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW150A	Now - Sale/Lease/Exch.	Regional One	Duane Butler	dbutler@regionalone.com	+1 561-809-0001
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(2) Trent 772B-60	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) Trent XWB-84	Now - Sale/Lease/Exch.				
(1) Trent 556-61	Now - Sale/Lease/Exch.				
(1) Trent 772B-60	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) V2527-A5	Q3/2022 - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) V2533-A5	Now - Sale/Lease/Exch.				
(4) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2524-A5	Now - Lease				
(1) V2527-A5	Now - Lease				
(2) V2527-A5	Now - Sale / Lease	Castlelake	Graeme Dodd	Graeme.dodd@castlelake.com	+44 207 190 6138
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiairline.com	+1 786-785-0777
(2) V2527-A5	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(1) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2527E-A5	Now - Lease				
(1) V2527-A5	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	

## Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A, (1) GTCP131-9B (1) A321 Enhanced Landing Gear 2020 OH	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A320 Landing Gear Shipsets (1) 777-200 Landing Gear Shipset		GA Telesis		landinggearsales@gatelesis.com	
GTCP131-9A (2), GTCP131-9B(2) GTCP331-200, GTCP331-250 APS500C14(3), APS1000C12(2), APS2000 APS2300, APS3200(2), APS5000(2) PW901A(4), PW901C(2) TSCP700-4E	Now - Lease Now - Lease Now - Lease Now - Lease Now - Sale / Lease Now - Sale	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) RE220, (1) APS3200, (1) GTCP131-9A (1) GTCP131-9B, (1) GTCP331-500B	Now - Sale / Lease Now - Sale / Lease	Magellan Aviation Group	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTCP331-500B (2) APS2300, (1) APS3200 (1) GTCP331-200ER, (2) RE220RJ (2) GTCP36-150RJ	Now - Sale/Lease/Exch. Now - Sale / Lease Now - Sale/Lease/Exch. Now - Sale/Lease/Exch.	BBAM DASI Regional One	Steve Zissis Chris Glascock Miguel Bolivar	info@bbam.com chris.glascock@dasi.com mbolivar@RegionalOne.com	+1 787 665 7039 +1 954-801-3592 +1 954-683-1893
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(3) APU GTC131-9B, (1) GTCP331-500B Engine stands now available	Now - Sale / Lease Now - Lease	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368



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