

## Weekly Aviation Headline News

### WORLD NEWS

#### Swedish airport to use sustainable fuel on all flights

Trollhättan-Vänersborg Airport in the southwestern part of Sweden, will be the first airport in the world to offer only blended sustainable aviation fuel (SAF) for all aircraft refuelling at the airport, which will significantly reduce greenhouse gas (GHG) emissions of departing flights. Neste will supply its Neste MY Sustainable Aviation Fuel™ to the Trollhättan airport in a 30-40% blend with conventional jet fuel and the airport will make it available for refuelling by the end of June. Västflyg, a Swedish commercial airline, will be the first airline powering all its flights with this fuel blend consisting of SAF. This includes regular routes between Trollhättan and Bromma as well as Trollhättan and Visby in Sweden and all its charter flights from Trollhättan.

#### Schiphol Group finalises deal to buy stake in Maastricht Airport

Royal Schiphol Group has finalised a landmark deal to purchase a 40% stake in Maastricht Aachen Airport (MST), becoming the second shareholder in the airport alongside the province of Limburg. Officially signed on the 8th of June, the EUR 4.2 million investment will see Maastricht Aachen Airport join Royal Schiphol Group, securing its future in a strategic partnership committed to the sustainable development of the hub. In addition to collaborating on product development, the Dutch airports will also share resources in the areas of strategy, real-estate, commerce, and maintenance.

#### Go-live of new tower solution at Geneva Airport

Geneva-based air navigation service provider, Skyguide, in partnership with ADB SAFEGATE, went live at Geneva Airport recently with a series of safety upgrades as part of the Advanced Runway Safety Improvement Programme. The implementation is a further step toward the European campaign to reduce runway incursions and create greater situational awareness for air traffic controllers.



Spot air cargo rates to the US and Europe fell 68% and 62% respectively.  
© American Airlines

### Tensions rise as nervous air cargo market suffers lowest rates in May since March 2020

Tension is mounting in the global air cargo market heading into the weaker summer months with general airfreight rates falling in May to their lowest level since March 2020 as restless airlines and freight forwarders went in search of volumes, indicates the latest weekly market analysis by CLIVE Data Services, part of Xeneta.

The global airfreight spot rate fell 40% in May from a year earlier, reaching its lowest level in over three years of USD 2.41 per kg, just days after IATA predicted airline cargo revenues and yields could fall by more than 31% and 29% respectively in 2023.

Softening global air cargo demand saw a less severe year-over-year drop of -1% in chargeable weight in May, the smallest monthly decline in the past 12 months, but the influx of belly capacity for the peak summer leisure travel market applied more downward pressure on rates. Global air cargo capacity in May continued its double-digit

increase, up 14% year-on-year.

Less demand and more capacity led to an inevitable fall in dynamic load factor, CLIVE's measurement of global volume and weight perspectives of cargo flown and capacity available. It was -5% pts lower vs. May 2022 at 55%.

Niall van de Wouw, Xeneta's Chief

rates and benefit from the different conditions from 3-6 months ago. Challengers for their business – not the incumbent freight forwarders – smell a chance to buy volumes and are going in and offering low rates. And, whether they get the business or not, the overall rates drop because shippers

often stick with their current provider but expect them to adjust their rates accordingly to this lower market level," he said.

The year-on-year decline of freight rates on most of the major fronthaul lanes in May outpaced the industry average. In line with deteriorating PMI readings, the outbound Southeast Asia market experienced the largest year-on-year rate fall among top fronthaul corridors. Its spot air cargo rates to the US and Europe fell 68% and 62% respectively over the month. Northeast Asia (excluding mainland China) to the US saw

“Shippers are the dominant players in the market right now, as freight forwarders and airlines are nervous of missing or losing the volumes that are actually offered in the market.”

Niall van de Wouw, Xeneta's Chief Airfreight Officer

Airfreight Officer, said it is not only rising capacity which is causing restlessness. “There are a lot of ambitious forwarders in the market that want to grow – but they cannot grow with their current customer bases because the airfreight demand is not there, so, as we highlighted in April, they are looking to take a bigger share from someone else.

“At the same time, we see a lot of shippers going to market now because they want to refresh their

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cargo rates slump 60% from a year ago. The only exception is the China to the US corridor. It recorded only a 31% decline from a year earlier, which is below the industry average

of -40%. Furthermore, this is the only corridor among these major lanes to experience a price surge from a month ago. "Shippers are the dominant players in the

market right now, as freight forwarders and airlines are nervous of missing or losing the volumes that are actually offered in the market," van de Wouw added.

## AIRCRAFT & ENGINE NEWS

### NAC completes purchase of three B737-800 leased aircraft

Nordic Aviation Capital (NAC) has completed the purchase of three B737-800 aircraft from an undisclosed lessor. Two are leased to American Airlines and one is leased to Transavia France. GECAS was the original owner of all three planes.

Furthermore, NAC has executed a sale agreement for one Embraer E170 aircraft with CommuteAir. CommuteAir is a regional airline headquartered in Cleveland, Ohio, U.S.A. and operates up to 1,600 weekly flights.

### CDB Aviation and T'way Air sign lease agreements

CDB Aviation, an Irish subsidiary wholly owned by China Development Bank Financial Leasing (CDB Leasing), has signed lease agreements with South Korea's T'way Air (T'way) for two brand-new Boeing 737 MAX 8 aircraft. The two aircraft, which will be delivered from CDB Aviation's orderbook with Boeing, are expected to be received by T'way Air between January and November 2024. T'way Air introduced the 737 MAX 8 into service in January 2023, following the induction of its first aircraft of this model in December 2022. The initial aircraft was configured with 189 single-class economy seats. Presently, the carrier operates the MAX on multiple international routes, connecting Incheon with the Philippines, Singapore, and Thailand. T'way Air intends to leverage the extended range capabilities of the MAX to expand its operations to destinations such as Indonesia and Central Asia.



T'way Air has signed lease agreements for two B737 MAX 8 aircraft with CDB Aviation © AirTeamImages

### LATAM selects Pratt & Whitney GTF engines to power up to 146 Airbus aircraft



LATAM has selected additional GTF engines to power its Airbus aircraft

© Airbus

LATAM Airlines Group S.A. (LATAM) has selected GTF engines to power additional A320neo-family aircraft, adding to its initial order selecting GTF engines to power more than 40 aircraft in 2013. Combined with remaining options, the deal will total up to 146 aircraft. Pratt & Whitney will also provide the airline with engine maintenance through a long-term EngineWise® Comprehensive service agreement. Headquartered in Santiago, Chile, LATAM is Latin America's leading airline group, with a presence in Brazil, Chile, Colombia, Ecuador and Peru, along with international operations within Latin America and Europe, Oceania, U.S. and the Caribbean. LATAM was the first airline in the Americas to operate the Airbus A320neo aircraft. LATAM currently operates more than 80 V2500-powered Airbus A320neos and 16 GTF-powered Airbus A320neo-family aircraft. The Pratt & Whitney GTF™ engine, featuring a Collins Aerospace nacelle and accessories, offers the greatest fuel efficiency and lowest greenhouse gas emissions for the Airbus A320neo family. GTF-powered aircraft reduce fuel consumption

and CO2 emissions by 16% to 20%, NOx emissions up to 50% and noise footprint up to 75%.\* Certified for operation on 50% sustainable aviation fuel (SAF) and successfully tested on 100% SAF, GTF engines are ready to enable further reductions in the carbon footprint, which will help the aviation industry meet its goal of net zero emissions by 2050s, the foundation for even more efficient and sustainable propulsion technologies in the decades ahead, with advancements like the Pratt & Whitney GTF Advantage engine and beyond.

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## AIRCRAFT & ENGINE NEWS

### Papua New Guinea's Air Niugini to purchase two new Boeing Dreamliners



Air Niugini has chosen the B787-8 Dreamliner to grow its network

© Boeing

Boeing can now add Papua New Guinea's flag-carrying airline, Air Niugini to its list of over 85 customers for its 787-8 Dreamliner. The Pacific Island carrier has announced it is to purchase two of the long-haul aircraft in a bid to grow its network across Asia and Australasia. Air Niugini will now be able to add new routes from the island which will not only boost capacity, but also help with inbound tourism on which the country is keen to promote. Air Niugini was founded in 1973 and its hub is at Port Moresby International Airport. The carrier currently flies to 39 destinations, including 12 major airports on its domestic network, while its subsidiary airline, Link PNG covers routes to minor airports. The carrier operates a fleet of 20 aircraft, excluding this latest order, of Bombardier, Fokker and Boeing aircraft. Built with

lightweight composite materials and powered by advanced engines, the 787 Dreamliner can fly up to 20% more passengers while reducing fuel use and emissions by 25% compared to the airplanes it replaces. The 787-8's range reaches up to 13,530 km in a typical two-class configuration.

### Boeing delivers first 767-300 Freighter to Air Tanzania

Boeing has announced the delivery of one 767-300 Freighter to Air Tanzania. The plane, which arrived at Air Tanzania's Dar es Salaam hub is both the first 767-300 Freighter for the African carrier, while also the first to be delivered to the continent of Africa. The 767-300 Freighter's excellent fuel efficiency, operational flexibility and low noise levels will allow Air Tanzania to support time-critical cargo schedules across Africa and farther. Capable of flying 3,255 nautical miles with a revenue payload of more than 52 tonnes, the 767-300 Freighter is an excellent choice for expanding e-commerce and express cargo markets. This is Air Tanzania's first dedicated freighter as the Tanzania itself looks to expand imports and exports of perishable goods, pharmaceuticals and other products that require prompt delivery. Air Tanzania presently operates commercial service across Africa and to destinations in Asia with a fleet of aircraft including two 787-8 Dreamliners. The airline currently has orders for a further 787-8 and two 737 MAX jets.



Air Tanzania has taken delivery of its first 767-300 Freigher

© Boeing

### Falko takes delivery of fifth next-generation E195-E2



Embraer E195-E2 in Porter Airlines' livery

© Falko

Falko Regional Aircraft (Falko) has released that on behalf of its investors, it has taken delivery of its fifth Embraer E195-E2. The aircraft is the final delivery in a five aircraft sale and leaseback transaction with Porter Airlines. "We are delighted to conclude this transaction with Porter, a new customer to Falko Regional Aircraft, as well as adding these five new Embraer E2 aircraft to our portfolio. We look forward to a long partnership with Porter as they expand their business with new technology aircraft," said Mark Hughes, Chief Commercial Officer at Falko Regional Aircraft. "This deal marks our first investment into Embraer's next-generation aircraft and a further expansion of our business in North America, the world's most significant market for regional and small narrow-body aircraft."



## AIRCRAFT & ENGINE NEWS

### Elbe Flugzeugwerke redelivers 50<sup>th</sup> Airbus P2F converted aircraft



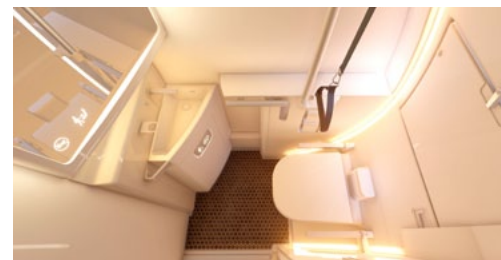
The A330P2F has been redelivered to launch customer DHL © EFW

Elbe Flugzeugwerke GmbH (EFW) has redelivered the 50<sup>th</sup> passenger-to-freighter (P2F) converted aircraft of its new-generation Airbus P2F-family programme. The P2F aircraft, an A330-300P2F, was redelivered from EFW's facility in Dresden to A330P2F launch customer DHL and is scheduled to join the DHL freighter fleet in Asia. EFW is a centre of excellence for Airbus P2F conversions and a joint venture of ST Engineering and Airbus, with EFW holding the Supplemental Type Certificates and leading the overall programme. The programmes include the wide-body platforms – the A330-200P2F and the A330-300P2F – which were first redelivered in 2017 and 2018 respectively; and the narrow-body platforms – the A321P2F and the A320P2F which were first redelivered in 2020 and 2022 respectively. To meet the demand for Airbus freighter conversions, EFW and ST Engineering have set up in total nine conversion sites worldwide, including in the U.S., China and Europe in the past years to ramp-up total conversion capacity for all the Airbus P2F programmes. By May 2023, EFW has re-delivered 13 Airbus conversion freighters (eight A321/A320P2Fs and five A330P2Fs). The Airbus conversion freighter offer several advantages like OEM-supported cockpit commonality. On top, EFWs P2F conversions are equipped with advanced technology that offers airlines additional operational and economic benefits, for example more containerised volume for faster loading and unloading, higher gross payload, more range and further advantages compared to other in-class freighter aircraft.

## MRO & PRODUCTION NEWS

### ST Engineering receives EASA certification for ACCESS on Airbus A320 family

ST Engineering's Commercial Aerospace business has received the Supplemental Type Certificate (STC) from the EASA for its cabin lavatory solution, ACCESS, which is currently designed for installation on the Airbus A320 family. Developed with passengers with reduced mobility (PRMs) in mind, ACCESS is the first lavatory solution that can be expanded to bring about 40% more space to accommodate a passenger in a wheelchair and an accompanying caregiver. Following the successful certification for implementation on the A320 aircraft, ST Engineering is working to make ACCESS available on the Boeing 737 platform. The design of ACCESS for Boeing 737 has already been completed, with certification being targeted for 2024. Ling Meng Geah, Director Programme Office, Cabin Interiors and Engineering Solutions at ST Engineering, said, "The EASA certification marks a significant milestone for us in bringing to market a viable cabin interior solution that makes air travel more inclusive. As we work towards more certifications and extending the solution to more aircraft platforms, we hope that like-minded operators will jump onboard with the adoption of ACCESS so that as many passengers with reduced mobility as possible can benefit from it." To minimise retrofitting costs and barriers to adoption for operators, ACCESS has been designed for easy installation, requiring no reduction in seat count and galley space while accommodating existing structural attachment points as well as electrical and system connections. Once installed, the ACCESS lavatory can also be readily deployed within seconds by individual crew members and easily returned to its original state when not in use. The human-centric design of ACCESS has been developed to fulfil all the proposed requirements by the U.S. Department of Transport to increase accessibility for lavatories on narrow-body aircraft. Earlier this year, ST Engineering entered into an LOI with Vaayu Group (Vaayu) to provide the latter with 20 units of ACCESS for installation on Airbus A320 and Boeing 737 aircraft, making Vaayu a launch customer for the innovative cabin interior solution. ACCESS lavatory.



© ST Engineering

### Panasonic Avionics unveils extension of Astrova IFE portfolio



4K OLED monitors for First and Business Class cabins © Panasonic Avionics

Panasonic Avionics has unveiled an extension of its Astrova IFE portfolio with new 4K OLED monitors for First Class and Business Class cabins. The larger screens will be available to airlines in five sizes: 19, 22, 27, 32, and 42 inches, boosting the appeal of Astrova for the wide-body aircraft market. Each of the new monitors will be 4K OLED, enabling Panasonic Avionics to offer airlines the highest definition and image quality in the skies in every aircraft cabin. The image quality is sharper, clearer, and with infinite contrast ratio to deliver cinema-quality colours and perfect black. Combined, this provides a better viewing experience than has ever been available before on a commercial aircraft. Andy Masson, Vice President of Product Management at Panasonic Avionics, said: "Astrova is transforming the seat back into an easily configured, flexible and personalised digital channel that caters to the individual needs of each passenger, enabling airlines to engage with their customers in flight like never before. "With the introduction of these new 4K OLED screens for premium aircraft cabins, Panasonic Avionics is enabling airlines to enhance engagement with their most high yielding passengers, helping them to not only retain existing customers, but also attract new ones." Astrova is Panasonic Avionics' next-generation IFE seat-end solution. It redefines the role of seatback IFE and reinforces its position as the most valuable opportunity for an airline to engage with its passengers.

## MRO & PRODUCTION NEWS

### Azerbaijan Airlines selects SkyLeather® for Airbus fleet

Azerbaijan Airlines has made the decision to install SkyLeather®, a revolutionary, eco-friendly, durable and lightweight 100% water-based material, on three of its A319 and six of its A320 aircraft. The decision marks a significant milestone for AJW Technique Interiors, part of the AJW Group, in its long-standing relationship with Azerbaijan Airlines. Developed in collaboration with manufacturing partner Autostop Aviation, SkyLeather® offers significant advantages over natural leather. This innovative man-made material not only delivers enhanced durability and easy cleanability but also offers substantial weight savings, reducing the aircraft's overall weight. By adopting SkyLeather®, Azerbaijan Airlines will achieve a notable reduction in fuel consumption, contributing to a more sustainable and eco-friendly operation. The implementation of SkyLeather® also translates into significant cost savings for the airline. Its exceptional durability and easy-to-clean surface contribute to a reduction in Direct Maintenance Costs (DMC), allowing for efficient seat maintenance and a superior cabin appearance. These benefits extend to passengers, who will enjoy an enhanced flying experience with comfortable and visually appealing seating. In addition to the introduction of SkyLeather® and as part of Azerbaijan Airlines' strategic development plan, AJW Technique Interiors is also refurbishing the interiors of one B757 and two B767 aircraft using its own in-house cut, sew and engineering capability.



Azerbaijan Airlines will introduce SkyLeather® seats on its Airbus aircraft  
© AirTeamImages

### Magnetic MRO tears down Boeing 737-400



"A massive undertaking" tear down of a B737-400

© Magnetic MRO

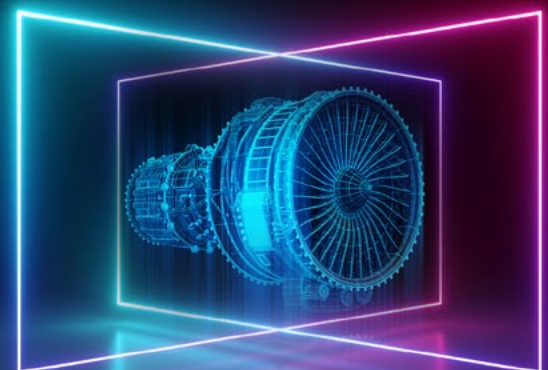
Magnetic MRO has successfully torn down a Boeing 737-400 that had previously been idle for seven years. This was a rare opportunity to procure an entire aircraft. However, before starting any activities, there was a strict customs clearance and auction procedures to follow, which was successfully navigated by Magnetic MRO's legal and customs teams. The aircraft's parts would later be sold to an open market and to be retrofitted into a flight simulator for pilot training. Thanks to the efforts of the Magnetic Group's logistics team, shipping challenges were surmounted in a cost-effective manner for the client. When it was time to tear-down the aircraft, the entire process took only four days because of the team's expertise and choice of tools such as a large wire cutter, making the work clean and fast. It took a cross-functional approach and nearly every department within the organisation executed this project with teams spanning logistics to legal coming together to get the job done. "This project was a massive undertaking for us, and I am most proud about

how the whole organisation rallied together to make the entire process go smoothly" said Jan Kotka, COO at Magnetic Group. "More than 50-plus employees contributed to this first-of-its kind opportunity. This is the Magnetic way — we never shy away from challenges and new experiences." The packing and distribution of the aircraft parts continue to take place with hundreds of parts, ranging from small components to bulky items which must be transported by sea, gradually being shipped to customers, including those faced with AOGs.

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## MRO & PRODUCTION NEWS

### Soisa Aircraft Interiors secures contract with Avolon

Soisa Aircraft Interiors, the cabin interiors' specialist, has secured a contract with leasing giant Avolon to supply seat covers. The company has also confirmed an ESG initiative which it has set up with the lessor to support the local community in the Chihuahua region. Soisa currently provides upholstery and assembly services for over 100 airlines worldwide and partners with all major seat OEMs. The initial order will be for Spectrum model seats on Boeing's B787-900 Dreamliner, with the potential for further future orders. Jacobo Mesta, CEO of Soisa, says: "We're delighted to secure this order with Avolon and hope that we can continue to grow and develop this relationship with future orders. Our nearshoring strategy offers global flexibility with facilities spanning Mexico and the UAE. We are confident that this will directly benefit Avolon with improved logistics, minimal lead times for materials, as well as reduced turn-around-times and cost efficiencies." Outside of this collaboration, Soisa and Avolon have been working closely together on an initiative to support the local community in Mexico. Soisa first identified an opportunity to work with the artisan cooperative of the Tarahumara tribe in Chihuahua. Using seat covers and curtains from old Avolon aircraft, the materials are transformed into traditional, saleable goods like handmade wallets and bags. The goods are then sold in the local markets. Mesta continues: "This is a fantastic initiative designed to not only recycle used serviceable material from the interior of the aircraft, but also to upskill the local community and boost the economy. We are not just focused on the E, but also the S and the G. Our partnership with Avolon has made this possible and together we are committed to improving supply chain sustainability within the aviation industry." Soisa specialises in cabin upholstery, offering dress covers, cushions, curtains, carpets, insulation panels, acoustic panels, and VIP Seats. Its services also include hydrographic printing and repairs of interior parts for Airlines and OEMs in the Middle East, North Africa, India, Europe and Asia. Soisa continues to evolve its manufacturing capabilities to support its clients' needs for fast and efficient service, supporting airlines and OEMs to speed their cabin interior products to market.

### Astronics to supply PSUs for A220 programme

Astronics Corporation has been selected by Airbus to supply Passenger Service Units (PSUs) for the A220 family of aircraft. This award marks the first PSU collaboration between

### United Airlines and Panasonic Avionics sign deal at Aircraft Interiors Expo



Mark Muren (l), Managing Director- Identity, Product and Loyalty at United and Ken Sain (r), CEO of Panasonic Avionics Corporation  
© Panasonic Avionics

United Airlines (United) and Panasonic Avionics have signed a deal at the Aircraft Interiors Expo in Hamburg, for Panasonic's new Astrova in-flight engagement (IFE) solution. United plans to install Astrova on select new Boeing 787 and Airbus A321XLR aircraft beginning in 2025. This agreement builds upon the airline's previous commitment in 2021 to install Panasonic Avionics' X Series and NEXT IFE systems on both wide-body and narrow-body aircraft. With this latest agreement around Astrova, United's program represents the largest ever investment in Panasonic Avionics' IFE by any airline. Collectively, these agreements cover both line-fit and retrofit installations across United's fleet and are part of United Next, which is enhancing the passenger experience on narrowbody aircraft flown in domestic and short-haul international markets. The United Next programme includes seat-back entertainment screens at every seat — first class has 13-inch monitors, while economy has ten-inch monitors, larger overhead bins, high-speed Wi-Fi, USB outlets at every seat, Bluetooth audio connections for in-flight entertainment, and LED lighting throughout the cabin. Astrova is the first IFE solution to offer 4K OLED technology. The image quality is sharper, clearer, with an infinite contrast ratio, which delivers cinema-grade colours and a perfect black. It also creates a fully immersive experience for passengers with high-fidelity 3-D spatial audio delivered by Panasonic Avionics' latest Bluetooth technology -- together creating the pinnacle of IFE experiences, unmatched in the industry.

### FSG selects Aviation Glass as partner for 'RealGlass' lenses

Fokker Services Group (FSG), a global leader in maintenance, modifications, completions and conversions, has selected Aviation Glass as the partner of choice to replace standard inner polycarbonate window lenses with 'RealGlass' technology on the Airbus ACJ330 aircraft, a project that is positioning FSG as a real front-runner in the European wide-body completion



FSG will replace standard lenses on the Airbus ACJ330 aircraft with 'RealGlass' lenses  
© FSG

market. Upon obtaining an EASA STC certification for this innovative solution, this project will incorporate certified heat-release real glass in commercially operated aircraft with more than 20 passengers. This announcement, made during the last edition of the Aircraft Interior Expo (AIX) in Hamburg, Germany, will enable FSG to replace standard lenses on the Airbus ACJ330 aircraft with 'RealGlass' lenses. Compared to traditional polycarbonate windows, this cutting-edge solution caters to the most stringent demands of VIP clients, offering lighter, brighter and more scratch-resistant windows that enhance the cabin's ambiance. In parallel, this technology complies with V60, heat-release and smoke-density requirements, paving the way for obtaining an EASA STC for this completion. The project will take place in FSG's facilities in Woensdrecht, The Netherlands, where the company has recently inaugurated a new wide-body hangar as part of a larger expansion plan throughout which it aims to secure an undisputed position within the completion and conversion services market in the region.



## MRO & PRODUCTION NEWS

Astronics and Airbus. Leveraging many decades of Astronics expertise developing cabin interiors, the new Astronics PSU will feature the latest materials and technology to enhance the Airbus passenger experience. These enhancements include a modern and updated industrial design, optimized passenger air outlets, latest LED lighting solutions and other design improvements to reduce weight and meet program objectives. Nick Stevenson, President of Astronics PECO, commented "We have an extensive history of providing creative interior solutions to our commercial aircraft manufacturer customers. Astronics has a long relationship with Airbus, and we are excited to be working in collaboration with the Airbus teams to deliver advanced products for the A220 programme. We appreciate the confidence Airbus has expressed in us and look forward to a long-standing relationship on the programme."

### AJW Group launches new division

AJW Group has launched its new engineering division, AJW Technique Engineering. This division will provide comprehensive support for a range of Part 21J Design, Part 21G Production and Part 145 maintenance services. AJW Technique Engineering is set to commence operations in the fourth quarter of 2023 and aims to leverage AJW Group's extensive expertise and experience in the aerospace sector. With its headquarters strategically located in the United Kingdom, the new division will cater to global clients and operate worldwide. The envisioned scope of work includes a diverse range of services such as cabin interiors design, engineering, modification, repair, and manufacturing for both commercial and VIP sectors, P2F cargo conversions, composite repair and engine structural repair. The Part 21J Design services offered will encompass the development and approval of modifications and repairs, ensuring compliance with industry regulations and safety standards (UK CAA, EASA, GCAA & FAA). The division's skilled Design Organisation Approval (DOA) and Production Organisation Approval (POA) team will work closely with customers to provide tailored design solutions that optimise aircraft performance and enhance passenger experience. The new division's Part 21G Production services will focus on manufacturing and certifying aircraft parts, adhering to rigorous quality control processes and industry-leading manufacturing practices, for example EASA European Part Approval (EPA) and FAA Parts Manufacturer Approval (PMA) parts. This capability will further bolster AJW's ability to provide integrated solutions and improve operational efficiency for its customers. In addition, AJW Technique Engineering's

### Adams Rite Aerospace extends channel partnership with Wencor



Adams Rite Aerospace touchless waste flap

© Adams Rite Aerospace

Adams Rite Aerospace has extended its exclusive partnership with Wencor as its distributor supporting the commercial aftermarket in Europe, Middle East, the Americas, and Japan through a multi-year agreement. The agreement includes the full range of Adams Rite solutions for the commercial aftermarket

including cockpit security, lavatory products, and hardware. Customers will continue buying Adams Rite products through Wencor's reliable global distribution network. The agreement includes expanded support of the full innovative suite of Adams Rite Touchfree™ lavatory products. Wencor's customised retrofit solutions enable seamless installation and support for operators seeking to improve fleet performance and reliability. Ali Dadvar, Vice President of Sales for Adams Rite Aerospace, noted, "Wencor shares our commitment to quality, innovation, and customer satisfaction. Together, we will continue to offer the best solutions for hardware, cockpit security, and lavatory products to the commercial aviation industry."

### Vallair completes teardown of two Airbus A320 aircraft on behalf of SETNA iO



Vallair has completed the teardown of two A320s for SETNA iO

© Vallair

Vallair, the mature asset specialist, has completed the full teardown of two A320s (MSN 2372 and MSN 2393) on behalf of SETNA iO, a global aftermarket aircraft part supplier. The dismantlement process has been co-ordinated at Vallair's MRO facility in Montpellier, France. Vallair's intelligent repair management is combined with an integrated supply chain and global network of audited MRO facilities to provide a streamlined service. This is closely aligned to the comprehensive teardown function, and Vallair's AFRA-accredited facilities have pioneered the sustainable processes of scrapping/recycling within its teardown management package. Vallair's technical support teams oversee the return to service of all components requiring repair or overhaul with the objective of minimising costs and streamlining the return to service of critical parts. Armando Filho, Material Management Director - Vallair, explained that all parts from the recent teardown are now being shipped to SETNA iO's warehouse in the UK. "We work closely with SETNA iO and build business together in a mutually sustainable way. Vallair processes high volumes of aircraft parts every month, working with our in-house aerostructures repair shop based in Châteauroux. Our team will receive the nacelles for inspection and/or repair, and we have also bought back the thrust reversers from MSN2372 to be repaired and be part of Vallair's own stock." David Chaimovitz, CEO of SETNA iO, added: "Our business is centred on providing rotatable spares for commercial, regional and business aircraft looking to exchange, loan or purchase. We have been buying and selling parts together with Vallair for several years and working with their specialist team to manage a range of repairs for key components like nacelles for the past two years. This significant amount of high-quality A320 stock will boost USM availability of these core parts throughout our global stock hubs." Vallair has further narrow-bodies in the pipeline for teardown in 2023 and to complement its new A330 wide-body MRO capabilities in Châteauroux, the company is analysing return potential on wide-body teardowns too.

## MRO & PRODUCTION NEWS

Part 145 services will deliver comprehensive aircraft maintenance, repair, and overhaul (MRO) solutions. The division's experienced technicians and engineers will leverage cutting-edge technology and industry best practices to ensure the highest standards of safety and reliability for aircraft operators worldwide.

### Deutsche Aircraft chooses Series 9 economy-class seats from Acro

Acro Aircraft Seating (Acro) – a leading passenger seat manufacturer for commercial airlines – has been selected to supply Deutsche Aircraft with Series 9 economy-class seats for the D328-family of aircraft, which includes the new D328eco and a retrofit option for the proven D328 turboprop and D328 jet. The new Acro Series 9 seats will provide a comfortable on-board experience for passengers flying with the D328eco as well as the D328. Ideal for airlines travelling regional and short-haul routes, these seats have a wider seat pitch, a robust yet lightweight design, require less maintenance and are more reliable. Nico Neumann, Chief Operations Officer at Deutsche Aircraft, spoke about the choice of the Series 9 economy class seats from Acro for the D328 family: "Acro Aircraft Seating has been selected based on a multifunctional assessment of innovation, sustainability, quality and economic factors. Besides serving our D328eco in a baseline 40 PAX configuration, the selected seats will be available as a retrofit option for our D328 Turboprop and D328 Jet, enhancing the passenger experience of our operating aircraft. This selection is a significant step within the D328eco development schedule, as we are now completing the interior selection for the cabin, cargo and cockpit. I look forward to a long-term relationship and many happy customers."

### MTU Maintenance Zhuhai's opens second test cell

MTU Maintenance Zhuhai has opened its second test cell, located in Jinwan, at a ceremony with CAAC representatives, local government and representatives from China Southern and MTU Maintenance. Having received CAAC, EASA and FAA approval for PW1100G-JM engines at the beginning of June, the 60,000 lb thrust test cell is now up and running and will ramp-up to an annual capacity of 260 tests. The PW1100G-JM engine is the Pratt & Whitney GTF™ engine for the Airbus A320neo-family aircraft. "The new test cell will both increase our MRO capacity, in particular for the PW1100G-JM engine, as well as improve our throughput and speed of execution," said Michael Schreyögg, Chief

### Diehl Aviation and HAECO Cabin Solutions display new innovative cabin concept at AIX 2023

Diehl Aviation and HEICO Cabin Solutions have come up with a new premium cabin concept for single-aisle aircraft which is being showcased at the Aircraft Interiors Expo in Hamburg, Germany. This new cabin will allow for an additional seat per row in the same space as a traditional recliner premium cabin, while also improving passenger comfort and privacy. The concept



New innovative cabin solutions: sitting in line is a thing of the past  
© Diehl Aviation

focuses on an asymmetric cabin configuration with the Eclipse Staggered Seats, a new and innovative premium seat which will provide optimal comfort in either a four-abreast or five-abreast configuration. In a five-abreast configuration, passengers do not sit exactly behind each other as usual, but are slightly staggered. The solution is extremely effective in either application. With staggered seats passengers' shoulders are not in line with their immediate neighbour. Additionally, the seats are enclosed at the rear by a fixed backrest. If the backrest is reclined, this is done through a cradling incline motion without any interference for the passenger in the next row. In combination with high-end cabin components from Diehl Aviation, a unique cabin concept for premium economy class is created with a high level of travel comfort for passengers. Besides state-of-the-art cabin lighting and ECO lightweight partitions, Diehl Aviation's Enlarged Bin is another key element for passenger comfort in the 5-abreast configuration. It is easy to install as a retrofit, reduces maintenance times through a quick-snap system and provides additional overhead space. Despite the asymmetric aisle and bigger bins, the cabin still provides the same passenger living space as in the rear section of the cabin. By moving the bin above the triple seat inboard, the 5-abreast cabin retains easy accessibility and maximum passenger convenience. Conversion of existing cabins can be achieved with a standard modification kit offered by HAECO Cabin Solutions and Diehl Aviation available with either FAA or EASA certification, respectively. The kit is designed to facilitate modification during an aircraft maintenance visit or as part of a dedicated modification line.

### Jet Aviation completes new hangar in Scottsdale



Jet Aviation's new hangar in Scottsdale, Arizona

© Jet Aviation

Jet Aviation has completed construction of a new 18,000 ft<sup>2</sup> hangar at its FBO in Scottsdale, Arizona, U.S.A. The company continues to invest in infrastructure across its U.S. FBO network. The completion of Jet Aviation's Scottsdale hangar brings the total hangar capacity to 88,000 ft<sup>2</sup>. "Scottsdale has grown to be a key location in our FBO network, and we are pleased to open the doors on another new hangar there," said David Best, Jet Aviation's SVP of Regional Operation and General Manager of the Americas. "We are seeing high demand

for business aviation hangar space, and we look forward to the opportunities this build will provide for our customers. Investing into this key location is a priority for us and will enable us to continue offering a seamless experience for all who use Jet Aviation Scottsdale." The company continues to execute multiple build projects in the U.S. to grow its base tenant capacity and offer modern facilities and amenities for customers. Jet Aviation entered Scottsdale in 2020 as part of its U.S. expansion strategy. In addition to this investment, the company is on track to complete a 40,000 ft<sup>2</sup> hangar at its Bozeman facility in July of 2023. In Houston, the company is in the process of rebuilding its 30,000 ft<sup>2</sup> hangar and renovating its FBO lobby space. The FBO is set to be finished in June 2023 and the hangar in the fourth quarter of 2023. Additionally, the company recently completed the refurbishment of its Teterboro FBO lobby.



## MRO & PRODUCTION NEWS

Programme Officer, MTU Aero Engines. “We are excited to support the growing GTF fleet and in particular, cater to and exceed our customers’ requirements in the Asian region. Furthermore, a training centre is currently being built at MTU Maintenance Zhuhai that will train up to 100 engine mechanics each year for both facilities and ensure the availability of highly qualified personnel to support the ramp-up”. The MTU Maintenance Zhuhai and Jinwan facilities will benefit from their proximity to Hong Kong, Guangzhou, Shenzhen and Macao. Service teams can be dispatched to the customers in the region in no-time. The current MTU Maintenance Zhuhai shop has an advanced machinery and performs 80% of parts repairs in-house. In addition to China Southern, MTU Maintenance Zhuhai serves over 90 customers from China, Asia and around the world, including International Aero Engines, Saudia Airlines and All Nippon Airways, as well as Chinese Shenzhen Airlines, Xiamen Airlines and Hainan Airlines. The new shop will also provide MRO to third-party customers.

### Satair and CTT Systems sign multi-year agreement



Representatives from CTT Systems and Satair at Aircraft Interiors Expo in Hamburg © Satair

Satair, an Airbus Services company, has signed a multi-year agreement with CTT Systems at the Aircraft Interiors Expo in Hamburg, extending their global exclusive distribution rights for CTT Systems’ A350 humidifier pads and the Cabin Active Humidity Control System for commercial and VIP aircraft. Under the new agreement, Satair becomes the authorised distributor for the complete range of CTT products across all applicable aircraft programmes. This strategic partnership reinforces Satair’s commitment to providing comprehensive support to its global customer base through an extensive distribution network and regional parts availability to meet its customers’ needs. CTT is a leading supplier of active humidity control systems in aircraft. The company solves the aircraft humidity paradox – with far too dry cabin air – and too much moisture in the fuselage – causing dehydration for people onboard and excess weight in the aircraft inducing a larger environmental footprint. CTT offers humidifiers and dehumidifiers, available for retrofit and line-fit on commercial aircraft as well as private jets.

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### SJI to establish aircraft industrial facility in Al Ain, Abu Dhabi

Abu Dhabi Investment Office (ADIO) is leading the collaboration with Mark AB Capital Investment, a UAE-based private equity company, and SuperJet International (SJI), an Italian aviation company based in Venice, Italy, to support the development of the civil aviation industry in the UAE by establishing a state-of-the-art facility in Al Ain, Abu Dhabi and transferring specific know-how and technologies. With the support of the UAE Government and the acquisition of 49% of SJI shares by Mark AB Capital, SJI will become the key enabler for the development of the aircraft manufacturing industry domestically. The three parties signed an MoU, on May 31, in Abu Dhabi, where the terms of the collaboration were defined. In the first phase, in Al Ain, SJI will establish a new Final Assembly Line for regional aircraft to be completed by mid-2025. In parallel, SJI will set-up a new supply chain for all aero structure work packages in Italy and the UAE, with the aim to be completed by 2026. In the first phase, the investment is evaluated at €200 million (£172 million), with the creation of 450 highly skilled jobs. “This collaboration,” stated Camillo Perfido, CEO of SuperJet International, “is of great value for us and represents a further step in the building of strong relationships between Italy and the UAE, finalised at the execution of aeronautical programmes. We are grateful for the support received by the Abu Dhabi government through ADIO, as well as for Mark AB’s choice to invest in this project.” Abu Dhabi Investment Office (ADIO) supports and helps investors and companies to establish, grow and develop their business in Abu Dhabi. As the central government hub supporting investment in Abu Dhabi, ADIO is committed to growing the Emirates’ private sector and diversifying its economy. SJI is a long-standing Italian company in the field of aeronautical systems, holding relevant European aviation certifications. Mark AB Capital is a multi-family office and Proprietary Investment Fund of several large Middle Eastern family groups.



MoU signing in May 2023

© SuperJet International



## MILITARY AND DEFENCE

### GE Aerospace to supply engines for LMXT strategic tanker

Lockheed Martin and Airbus leaders have selected GE Aerospace's CF6-80E1 propulsion system for the LMXT strategic tanker. The LMXT is Lockheed Martin's solution for the U.S. Air Force's KC-135 recapitalisation plan and is built on the combat-proven design of the A330 Multi Role Tanker Transport (MRTT). Production of GE's CF6 engine for the LMXT is anticipated to support more than 3,000 direct and indirect American jobs, including in highly skilled advanced manufacturing, engineering and testing. In total, the LMXT's engine production alone will incorporate work in more than 25 states. "America's tanker fleet will play a critical role in meeting future mission requirements. This means the LMXT must use capable and proven technologies, such as the MRTT strategic tanker and GE Aerospace's CF6 engine," said Greg Ulmer, Executive Vice President, Lockheed Martin Aeronautics. "This partnership with GE further demonstrates how the LMXT will strengthen and diversify the critical U.S. tanker industrial base." Powering nearly 70% of the world's wide-body aircraft, GE's CF6-engine family encompasses more than 50 years of aircraft propulsion history. The CF6 engine first entered service in 1971, with a history of service on major commercial and military platforms such as the Lockheed Martin C-5M Super Galaxy. GE has delivered more than 8,500 CF6 engines to date, powering 10 unique commercial and military aircraft with 25 variants. GE's CF6 engine is selected for the LMXT due to its proven durability, reliability and performance. Designed specifically for the A330, the CF6-80E1 variant offers strong technological advancements over previous CF6 engines, including nearly 70,000 pounds of thrust and 15% greater fuel efficiency.



GE Aerospace has been selected to provide CF6-80E1 propulsion systems for the LMXT strategic tanker © Lockheed Martin

### Honeywell, Lockheed Martin to grow presence in Czech Republic



Representatives from Honeywell and Lockheed Martin at IDET in Brno, Czech Republic © Honeywell

Honeywell and Lockheed Martin have signed a Memorandum of Understanding (MOU) at the recently concluded International Defence and Security Technologies Fair (IDET) in Brno, Czech Republic. The agreement outlines collaboration to identify growth opportunities in the Czech Republic, marking an important expansion milestone for Honeywell on the F-35 Lightning II platform. The agreement provides Honeywell the opportunity to participate in development projects in the Czech Republic using high-end manufacturing technologies to create growth in the country and in the region. The agreement outlines the intention for work to be performed out of Honeywell Aerospace's operations in Olomouc, Czech Republic, extending advancements in aerospace technology, mentorship of small, medium enterprises and participation with local universities. The intent is to provide localisation of support which reduces turnaround time, lowers the spares pool, provides operational

flexibility and increased aircraft availability, while also providing access to new technological jobs and local investment to the Czech Republic. Honeywell Aerospace products and services are found on virtually every commercial, defence and space aircraft. The Aerospace Business unit builds aircraft engines, cockpit and cabin electronics, wireless connectivity systems, mechanical components and more. Its hardware and software solutions create more fuel-efficient aircraft, more direct and on-time flights and safer skies and airports. Honeywell is already a proud collaborator with Lockheed Martin and continues to look forward to supporting advancements of its products worldwide.



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## FINANCIAL NEWS

### AIP Capital announces US\$230 million acquisition facility

AIP Capital (AIP), a global aviation asset management and investment firm, announced the closing of a US\$230 million acquisition facility. The non-recourse facility provides financing for the purchase of seven Boeing 737 MAX 8 aircraft, that have been delivered or are scheduled to be newly delivered between 2021 and 2023, and are on long-term leases to three airlines. Citi acted as Sole Structuring Agent, Global Coordinator and Lead Arranger for the facility, and will also act as the Administrative Agent and Security Trustee for the Facility. Jared Ailstock, Managing Partner of AIP commented, "This facility facilitates an early milestone for our platform and diversified strategy. These aircraft will be both owned and managed by AIP and are a foundation for the growth of our business." Gibson Dunn acted as legal advisor to AIP, and Clifford Chance acted as legal advisor to Citi. McCann Fitzgerald acted as legal advisor to AIP in Ireland, and PwC provided tax advice. AIP Capital is a differentiated global aviation asset management and investment firm. The company was founded by an established team with nearly three decades of combined experience and ~US\$10 billion of capital deployed across debt and equity in the aviation sector. AIP Capital is collaborative, agile and innovative in providing solutions to complex situations for its partners and stakeholders. (£1.00 = US\$1.25 at time of publication).

### VoltAero receives €5.6 million government grant for Cassio electric-hybrid aircraft development

VoltAero's Cassio 330 electric-hybrid aircraft development programme has received a financial boost from the French government in the form of a €5.6 million grant via BPI France. The financing was made available through the "France 2030" investment plan, which had previously been established by the French government to assist with sustainably transforming key sectors of the



© VoltAero Cassio 330

country's economy – including aeronautics. "This grant is another important vote of confidence in VoltAero and our vision to develop the unique family of Cassio electric-hybrid general aviation airplanes for safe, quiet, efficient and eco-friendly flight," stated Jean Botti, VoltAero's CEO and Chief Technical Officer. "It contributes to the Cassio 330's development, certification and production." The Cassio 330 is the first of three different versions in VoltAero's electric-hybrid aircraft family which all enjoy a high degree of modularity and commonality. The Cassio family's design is based on VoltAero's clean-sheet configuration with a sleek, aerodynamically optimized aircraft and will be an extremely capable and reliable product line for regional commercial operators, air taxi/charter companies, private owners, plus in the utility-category service for cargo, postal delivery and medical evacuation (Medevac) applications. Through the integration of VoltAero's patented electric-hybrid propulsion system into the purpose-designed airplane, Cassio aims to deliver an order of magnitude higher performance when compared to current competition and provide significantly reduced operational costs. The initial version will be the Cassio 330, the five-seat model with power delivered by the 330-kilowatt electric-hybrid propulsion system. VoltAero's follow-on six-seat Cassio 480 will have an electric-hybrid propulsion power of 480 kilowatts, while the Cassio 600 is sized at a 12-seat capacity with electric-hybrid propulsion power of 600 kilowatts. VoltAero is headquartered at the Aéroport de Royan-Médis in southwest France. The Cassio aircraft are to undergo final assembly in a purpose-built facility at the Rochefort Charente-Maritime Airport in France's Nouvelle-Aquitaine region.

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## OTHER NEWS

The **International Air Transport Association** (IATA) has unveiled a series of roadmaps aimed at providing step-by-step detailing of critical actions and dependencies for aviation to achieve net-zero carbon emissions by 2050. These roadmaps address aircraft technology, energy infrastructure, operations, finance, and policy considerations leading to net zero. With the adoption of a Long-Term Aspirational Goal (LTAG) at ICAO's 41st Assembly, governments and industry are aligned to reach the same net-zero CO2 emissions goal by 2050. As policy initiatives lay the foundation on which many of the needed innovations and actions will rest, these roadmaps will be a critical reference point for policy makers. "The roadmaps are the first detailed assessment of the key steps necessary to accelerate the transition to net-zero by 2050. Together, they show a clear direction and will evolve as we dig deeper to set interim milestones on the way to net zero. I must emphasize that the roadmaps are not just for airlines. Governments, suppliers, and financiers cannot be spectators in aviation's decarbonisation journey. They have skin in the game. The roadmaps are a call to action for all aviation's stakeholders to deliver the tools needed to make this fundamental transformation of aviation a success with policies and products fit for a net-zero world," said Willie Walsh, IATA's Director General. The roadmaps were not developed in isolation. A peer-to-peer review, complemented by a modelling tool provided by the Air Transportation Systems Laboratory at University College London (UCL), was conducted to calculate emission reductions for each technology. Highlights of each roadmap include:

**Aircraft Technology:** the development of more efficient aircraft and engines. Particularly important are the steps needed to enable aircraft powered by 100% sustainable aviation fuel (SAF), hydrogen or batteries. All development milestones are backed up by announced investment and demonstrator programmes. Also included are new engines, aerodynamics, aircraft structures, and flight systems.

**Energy and New Fuels Infrastructure:** the focus is on the fuels and new energy carrier infrastructure upstream from airports needed to facilitate the use of aircraft powered by SAF or hydrogen. Renewable energy plays a vital role in meeting the aviation sector's energy demand, and the roadmap outlines milestones to enable the necessary infrastructure developments.

**Operations:** the opportunities for reducing emissions and improving energy efficiency by improving the way existing aircraft are operated. Automation, big data management, and the integration of new technologies are key enablers for optimizing air traffic management and enhancing the overall efficiency of the air transportation system.

**Policy:** the need for globally aligned strategic policies to provide incentives and support for the

## INFORMATION TECHNOLOGY

**Challenge Group** has chosen to work together with AMOS to anticipate, support and deliver on future market developments. Challenge Technic has now embarked on the full implementation of **Swiss-AviationSoftware's** AMOS Airlines Edition and AMOSmobile/EXEC, in line with Challenge Group's strategic decision in January 2023 to adopt a uniform, high-quality, and future-proof aircraft maintenance software system across its three airlines, Challenge Airlines IL, Challenge Airlines BE and Challenge Airlines MT, and maintenance subsidiaries. "We are transitioning from our current Wings maintenance software to AMOS in two stages. The first stage, which focuses on Part 145 organisation, began this month, and the second, which will tackle the Continuing Airworthiness Management Organisation (CAMO), will follow in August 2023," said Magnus Johansson, Technical Director at Challenge Technic. "Similar to our stringent maintenance check lists, we have carefully planned this staggered IT implementation so as to ensure minimum disruption to our international line business." AMOS was chosen because of its user-friendly interface and its high integrational flexibility enabling the complete overview of every aspect of the Group's operations in a single software. As one of the leading aircraft maintenance software systems on the market, AMOS can not only optimise maintenance, maintenance planning logistics, engineering, and group interface efficiency, but is also scalable to suit airlines and MRO providers of all sizes. "Once AMOS is fully installed at all of our Challenge Technic line stations around the globe, we can look forward to improved efficiency and transparency across the many entities of our group. With all group members being able to access the same live and complete technical data of our fleet and respective maintenance plans, we will be in a position to better streamline our activities and further improve our operational efficiency. AMOS's digital support will also enable us to largely go paperless, so not only will this lead to an overall reduction in costs, but we will be more sustainable in the way we work, too. These are all advantages that will also benefit our many customers," Magnus Johansson summarised.



Challenge Technic is digitally powered by AMOS  
© Swiss-AS

aviation industry's transition to a net-zero future. As with all other successful energy transitions, collaboration between governments and industry stakeholders is crucial in creating the necessary framework to achieve the decarbonisation goals.

**Finance:** how to finance the cumulative US\$5 trillion needed for aviation to achieve net-zero by 2050. This includes technological advancements, infrastructure developments, and operational improvements.

The challenges to ramp up SAF production are a good illustration of the importance of these roadmaps. As a drop-in solution, SAF is expected to deliver about 62% of carbon mitigation needed to achieve net-zero by 2050. But even though SAF is expected to be fully implementable with future aircraft fleet, it still has major interdependencies on policy, aircraft technology, energy infrastructure, financing, and operations for which these roadmaps are critical.

The downward trend in air global cargo tonnages has continued into early June, with average rates also continuing the year-long pattern of slow year-on-year (YoY) decline, according to the latest weekly figures from **WorldACD** Market Data. Figures for week 22 (29 May to 4 June) show a

decrease of -6% in tonnages and -1% in average global air cargo prices, week on week (WoW), after tonnages showed an increase of +3% in the last full week of May – based on the more than 400,000 weekly transactions covered by WorldACD's data. As WorldACD reported last week, data on global tonnages for the full month of May show a decrease of -6% compared to the previous year, an improvement compared to the first quarter (-11%, year on year) and April (-10%, year on year). Comparing weeks 21 and 22 with the preceding two weeks (2Wo2W), overall tonnages decreased by -1% versus their combined total in weeks 19 and 20, with slight changes in capacity (+1%) and average worldwide rates (-1%). At a regional level, all origin regions showed a downward trend in tonnages on a 2Wo2W basis, except for ex-Middle East & South Asia (+6%) and ex-Asia Pacific (flat). Region to region, notable increases can be observed outbound Middle East & South Asia to Europe (+13%) and outbound Asia Pacific to Middle East & South Asia (+8%). Significant drops in air cargo tonnages can be reported on the flows outbound North America to Asia Pacific (-7%) and Europe (-6%), and outbound Central & South America to Europe (-8%) and North America (-7%). Meanwhile, average pricing decreased slightly, on a 2Wo2W basis, from all of the main origin regions,



## OTHER NEWS

with rates outbound Europe to Asia Pacific showing the most notable change (-4%). Comparing the overall global market with this time last year, chargeable weight in weeks 21 and 22 was down -8% compared with the equivalent period last year. The most-notable changes include a double-digit percent decrease in year-on-year (YoY) tonnages ex-North America (-18%), ex-Europe (-9%) and ex-Asia Pacific (-6%), while traffic ex-Middle East & South Asia is up +6%, YoY. Overall capacity has increased by +11% compared with the previous year, with double-digit percentage increases from all regions except North America (+8%) and Central & South America (-12%). The most-notable increase was ex-Asia Pacific (+29%). Worldwide average rates are currently -38% below their levels this time last year, at an average of US\$2.43 (£1.94) per kilo in week 22, although they remain significantly above pre-Covid levels.

The United States aviation regulator, the **FAA**, has announced that it will be rolling out a raft of rules relating directly to comprehensive training and pilot certification for electric vertical take-off and landing (eVTOL) air taxis which are seen as the solution to urban air mobility. Recently a multitude of eVTOL-focused companies have gone public, and the FAA sees the need for new aircraft-type regulation. This is primarily because while eVTOL aircraft take off and land like a helicopter, en route to their destination, they fly like an airplane. The FAA has confirmed that its proposal is in line with International Civil Aviation Organization requirements and therefore this will allow certified pilots to operate in other countries. In May, the FAA issued an "updated blueprint" for airspace and other changes to accommodate future air taxis. In 2022, it issued a proposal to update its air carrier definition to add "powered-lift" operations to regulations covering other commercial operations such as airlines, charters and air tours. The FAA stated that under the blueprint, it anticipates air taxi operations will begin at a low rate, similar to helicopters, using both existing routes and infrastructure such as helipads and vertiports. The FAA has confirmed it anticipates first eVTOL will begin commercial operations either in late 2024 or early 2025.

**VPorts**, a leader in the design, construction and operation of advanced air mobility (AAM) infrastructure, has initiated the certification process for its vertiports as part of the world's first AAM integrator centre at the Mohammed bin Rashid Aerospace Hub (MBRAH) in Dubai South. Construction of the vertiports will start in 2024. The certification process, developed by the GCAA, aligns with regulation CAR IX-HVD Part III, which outlines the requirements and guidelines for the certification and operation of onshore vertiports within the UAE. The process will start

with the design approval phase; VPorts plans to obtain design approval for the world centre within six months – a key step in the construction phase. The certification of the Ras Al Khaimah (RAK) vertiport will follow shortly. The need for private and public investors to deliver advanced infrastructure, development, and operations is crucial for the success of AAM. Multiple revenue streams and opportunities will be pursued and leveraged at all stages of development, from project conception to design, development, and long-term implementation. VPorts' vertiports are designed as cutting-edge transportation hubs that facilitate the seamless integration of eVTOLs into urban environments and existing transportation ecosystems. They incorporate advanced technologies, such as automated landing systems, smart charging infrastructure and robust safety procedures, to ensure optimal functionality and passenger comfort. Moreover, VPorts' infrastructures will contribute to reducing traffic congestion, improving accessibility, and promoting sustainable transportation solutions in the bustling city of Dubai.

## INDUSTRY PEOPLE



Theo Panagiotoulas

- Star Alliance, the global airline alliance, has chosen **Theo Panagiotoulas** to become its next CEO. Panagiotoulas has more than 25 years' international experience in the airline and aviation industry. He joins Star Alliance from Hawaiian Airlines, where he had been Senior VP for Global Sales and Alliances since 2014. Previously, Panagiotoulas was VP and GM (Asia Pacific) at travel technology provider Sabre Corporation, as well as a 15-year veteran of American Airlines, where he held several commercial, operational and management positions. Panagiotoulas will succeed **Charlotta Wieland**, who has been seconded from SAS – Scandinavian Airlines to serve as Star Alliance's interim CEO since January 2023. With Panagiotoulas coming on board, Wieland will return to SAS, and also rejoin Star Alliance's Alliance Management Board as the representative for SAS. Panagiotoulas' appointment is expected to take effect within the coming months, upon the completion of certain administrative processes and clearances.

- The WestJet Group has named **Michael Scott** as the Group's Executive Vice-President and Chief Financial Officer. The 30-year aviation industry veteran will start with the airline's executive team on June 13, 2023. Scott's long-established career with Standar-



Michael Scott

dAero, included more than 13 years as Chief Financial Officer and Treasurer. He led tremendous growth with revenue increases of more than 300%, while delivering a 400% increase in profitability through a combination of organic growth, cost management and synergistic mergers and acquisitions (M&A). Prior to this position, he held a variety of senior level roles across the organisation. In addition, throughout his tenure as CFO, Scott successfully worked with three different private equity sponsors. With expertise in asset and capital management, investor relations and M&A realisation, Scott will oversee all financial management of the WestJet Group. This includes Accounting and Financial Reporting, Planning and Analysis, Treasury, Tax, Procurement, Supply Chain, Real Estate and Payment Services teams.

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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
A320-200	ALTAVAIR	V2527-A5	6093	2014	May 2024	Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
A320-200	ALTAVAIR	V2527-A5	6098	2014	May 2024	Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
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	Now	Sale / Lease	David Byrne	aircraft@gatelesis.com	+353 86 780 8974
A330-200	Doric	Trent 772B-60	1310	2012	Q2/2024	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 69 247559-931
A330-200 EFW	ALTAVAIR	Trent 772B-60			Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
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
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
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

## 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) CF34-3A	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(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
(1) CF34-10E7	Now - Lease				
(1) CF34-8C5A1	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717



# THE AIRCRAFT AND ENGINE MARKETPLACE

## Commercial Engines

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5B3/3	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiaaviation.com	+1 786-785-0777
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B3/P	Now - Lease				
(1) CFM56-5B1/P	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(1) CFM56-5B4/P	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-7B24/E	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(1)CFM56-7B24/3	Now - Lease				
(2) CFM56-5C4/P	Now - Lease				
(2) CFM56-5C4	Now - Lease				
(1) CFM56-7B27/3	Now - Lease				
(1) CFM56-5B4/P	Now - Sale/Lease/Exch.	AeroDirect	Sean Miller	SMiller@aerodirect.com	+1.404.229.3723
(1) CFM56-5B2/P	Now - Sale/Lease/Exch.				
(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) CFM56-7B24/3	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) CFM56-7B27/B	Now - Lease				
(2) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(2) CFM56-5B4/3	Now - Sale / Lease				
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
(4) 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
(1) PW1521G-3	Now - Lease				
PW 2000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW2040	Now - Sale	Pratt & Whitney CSA	Jim Obrzut	james.obrzut@prattwhitney.com	+1 (860) 280-7665
PW 4000 Engines	Sale / Lease	Company	Contact	Email	Phone
(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



# 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				
(2) PW127M	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW150A	Now - Sale/Lease/Exch.				
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.				
(1) V2527-A5	Now - Sale/Lease/Exch.	AeroDirect	Sean Miller	SMiller@aerodirect.com	+1.404.229.3723
(2) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2527-A5	Now - Lease				
(2) V2527-S2	Now - Sale	Pratt & Whitney CSA	Jim Obrzut	james.obrzut@prattwhitney.com	+1 (860) 280-7665
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiair.com	+1 786-785-0777
(1) 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				
(2) 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,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCP131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
(1) GTCP36-150	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(2) A320 LG Shipsets, (1) A320 NLG, (1) A340 LG Shipset		GA Telesis		landinggearsales@gatelesis.com	
(1) 777-200 LG Shipset, (1) A330 LG Shipset, (2) 737 LG-Shipset					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) GTCP331-500B	Now - Sale/Lease/Exch.	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(2) APS2300, (1) APS3200	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(2) GTCP131-9A, (1) GTCP131-9B, (1) GTCP331-350		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(2) APS3200B, (1) APS3200C, (1) GTCP331-500					
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000			Ricky Torres	stands@gatelesis.com	+1-954-676-3111
(3) APU GTC131-9B	Now - Sale / Lease	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease				
(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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