

Weekly Aviation Headline News

WORLD NEWS

Government and Air New Zealand invest in SAF studies

Air New Zealand and the New Zealand Government have announced a \$2 million plus investment in next phase studies to consider the feasibility of producing sustainable aviation fuel (SAF) in Aotearoa. The announcement, including a commitment of more than \$1.5 million from Air New Zealand and \$765,000 from the Government, was made at the launch of the draft Tourism Environment Action Plan, hosted by Air New Zealand. The airline, along with Government officials, evaluated proposals from multiple international SAF producers to understand what technologies are available globally and how these could be transposed into the New Zealand context.

Vietnam Airlines returns to Terminal T4 at London Heathrow

From 22nd June 2022, Vietnam Airlines will return to Terminal 4 at London Heathrow Airport. The airline has undergone all required logistics activities, installed sufficient equipment to serve its passengers in the most seamless manner at Terminal 4. Following the gradual recovery of the aviation worldwide Vietnam Airlines is fully prepared to meet the growing demand from international markets which will substantially contribute to the country's post pandemic economy growth. Starting from July 5, Vietnam Airlines will add additional frequency between the UK and Vietnam and in line with this, the carrier will operate three flights per week on London – Hanoi route from 5th July to 10th August.

Qantas unveils new A350 cabin

Qantas has just unveiled the entire cabin design of its specially designed Airbus A350s that will fly direct from Sydney to New York and London from late 2025 and is set to conquer the final frontier of long-haul travel. The airline showcased its luxe First and Business cabins in February and has now unveiled the rest of the aircraft interior, including a unique dedicated Wellbeing Zone, Premium Economy and Economy cabins.



Emirates might be looking at twin jets to replace the A380s.

© Emirates

Paris Air Show 2023 predictions

Analysts forecast over 2,000 orders

The aviation industry gathers in Paris, France this week for the much-anticipated Paris Air show and *AviTrader Weekly* has monitored analysts at aviation advisory firm IBA suggesting orders could reach around 2,100 aircraft.

It is anticipated that Emirates will continue placing orders for twin aisles from the pool of options available as the A380 retirement process won't start until 2032. According to IBA, Pegasus in Turkey has hinted at further expansion for aircraft deliveries beyond 2027 with another Airbus single-aisle order. LOT Polish could come through with some regional jet replacement, and airBaltic are rumoured to be expanding its A220 fleet beyond the recent exercising and placement of more options. AirFrance/KLM could potentially announce several orders to cover replacement and growth for themselves and other members of the group. There is still a large 100 aircraft LOI that requires firming on

the A320neo for Air France, whilst KLM needs to address its ageing twin-aisle fleet replacement strategy. Similarly, the Lufthansa Group and IAG still have some areas to address. Ageing fleet populations within their group structure and outstanding LOIs that could be firming up covering regional, single-aisle and twin-aisle operations. Whilst they may or may not be part of groups, IBA expects a few orders from the smaller LCC/leisure space who are maintaining an ageing fleet and/or expanding at a strong rate— such as Transavia, Eurowings, Volotea, Smartwings, etc. Finally, to the far northwest, Icelandair is expected to firm up its XLR order.

Delta could potentially jump in with a twin-aisle order for 50 A330/A350s as they continue to develop their Airbus relationship. Air Canada are rumoured to be firming up a 20 Boeing 787 order to add to their backlog, whilst in Latin America, IBA have heard ru-

mours circling that Aerolineas Argentinas could be ready to place an A330-900/ Boeing 737 MAX order too.

ANA and JAL are rumoured to be expanding their domestic and intraregional capacity to A321neos and more Boeing 787s, but analysts assume Paris might be too early for a major announcement. Air New Zealand might also pull off a sneaky order even though there have been no significant indications of an order.

The other potential announcements that may come in from the Chinese market could be for more COMAC aircraft. The Chinese OEM has cited a large list of undisclosed action for 2022 and even added a substantial order from Hainan Airlines this year that could expand into more detail at the air show. Aside from China itself, IBA suggests potential orders could arise from other regions such as Indonesia although Paris may not be the likely forum for that.

AIRCRAFT & ENGINE NEWS

KlasJet continues ACMI partnership with FlyEgypt

Following a successful short-term agreement, KlasJet, a private and corporate jet charter company, and an ACMI service provider, has entered into a year-long contract with FlyEgypt, an Egyptian low-cost and charter airline, for wet-lease services. This partnership involves the leasing of a Boeing aircraft, which will be based at Hurghada International Airport and will operate flights to multiple destinations across Europe. KlasJet is a family member of Avia Solutions Group — an ACMI (aircraft, crew, maintenance, and insurance) provider with a fleet of 180 aircraft, operating on all continents in the world. The group also provides various aviation services such as MRO (maintenance, repair, and overhaul), pilots and crew training, ground handling and other interconnected solutions.

Avolon forecasts global passenger fleet to almost double by 2042

Avolon, the international aircraft leasing company, has published its World Fleet Forecast — Return to Growth — projecting trends in the commercial passenger aviation fleet out to 2042. It forecasts the global fleet will almost double by 2042, growing 94% to 46,880 aircraft, underpinned by sustained growth in demand for air travel, building on the rapid recovery experienced since the pandemic. Avolon estimates that over US\$4 trillion (£3.2 trillion) will be required to finance the 44,300 new passenger commercial aircraft to be delivered over the next 20 years, providing a considerable opportunity for lessors to partner with airlines globally to finance their growth ambitions. Passenger demand will continue to rise by c.3.5% per annum from a 2019 base, but the pace of expansion will be lower than the 5-6% of the previous 20 years due to reduced potential for further deregulation to drive growth, and higher fares because of aircraft supply shortages and increasing sustainability levies. The biggest growth driver will be new middle-class consumers, particularly in India, South-East Asia and Latin America. Aviation is confronting the challenge of decoupling growth from environmental impact. Trillions of dollars of new investment will be required to fund the required transition to new-technology lower emissions aircraft, to ramp up the supply of sustainable aviation fuel, and to explore new designs that pioneer alternative energy sources. Aircraft lessors will play a key role in accelerating fleet renewal, and a growing industry will attract the capital required to hit aviation's net-zero target by 2050.

Orders and deliveries – Boeing and Airbus

Airbus v Boeing: Orders and Deliveries

May 2023 YTD

Airbus			Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	12	19	737	70	167
A320 Family	89	199	747	0	1
A330	1	12	767	15	5
A350	42	14	777	-6	8
A380	0	0	787	48	25
Total	144	244	Total	127	206

Source: Airbus

Source: Boeing

Airbus generated 17 orders in May and delivered 63 aircraft to 36 operators. Nine A230 neos were ordered by an undisclosed customer with BOC Aviation also ordering seven of the same aircraft. Not surprisingly, the A320/321 neos dominated deliveries in May.

Boeing reported 69 orders in May and 59 of them were for the 737MAX. Interestingly, Papua New Guinea operator Air Niugini has ordered two 787-8s for its fleet expansion. Deliveries totalled 50 aircraft including 11 737 MAX jets for Southwest Airlines and British Airways received an additional 787-10 as the carrier continues to upgrade its long haul fleet. In the cargo sector, Chinese operators received two 777Fs to China Airlines and China Southern Airlines.

Eve Air Mobility and United Airlines plan to bring UAM to San Francisco



Eve and United plan to bring Urban Air Mobility to San Francisco by launching electric commuter flights throughout the Bay Area
© Eve Air Mobility

Eve Air Mobility (Eve) and United Airlines (United) have announced plans to bring Urban Air Mobility (UAM) to San Francisco by launching electric commuter flights throughout the Bay Area. The announcement is an important first step as both companies will be working with local and state officials, infrastructure, energy and technology providers to ensure the appropriate infrastructure is in place to introduce electric vertical take-off and landing (eVTOL) aircraft flights. The companies are also working together to identify origin and destination areas and the future route network for Urban Air Mobility (UAM). In 2022, United announced a US\$15 million (£12 million) investment in Eve Air Mobility and a conditional purchase agreement for 200 eVTOLs plus 200 options, part of its strategy to invest in cutting-edge technologies as the airline stakes out its position as a leader in investing in aviation sustainability and innovation technologies. United's investment in Eve was driven in part by confidence in the potential growth opportunities in the UAM market and Eve's unique relationship with Embraer, a trusted aircraft manufacturer with a proven track record of building and certifying aircraft over the company's 53-year history. A key piece of the relationship includes access to Embraer's global service centres, parts warehouses and field service technicians, paving the way for a reliable operation. Upon entry into service, United could have its entire eVTOL fleet serviced by Eve's service and support network.



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Avolon's key takeaways include:

- The regions showing the biggest increase in travel out to 2042 will be India (4.4%), China (3.7%), Asia (5.0%) and Latin America (4.9%). Mature markets such as North America (2.0%) and Europe (3.1%) will continue to grow, although at a more moderate rate.
- 44,300 new aircraft will be delivered over the period and 21,600 aircraft will exit the passenger fleet through decommissioning at the end of their economic life or as freighter conversions.
- Growth of the narrow-body fleet (112%) will outpace wide-body fleet growth (97%) as single-aisle aircraft are able to accommodate more passengers and trans-continental flight distances. Regional Jet (11%) and Turboprop (36%) growth will be more modest.
- The global fleet will have transitioned to largely (95%) new-technology fuel-efficient aircraft by the end of the forecast period
- Airbus is set to maintain its strong market position in the narrow-body segment accounting for 58% of the global narrow-body fleet in 2042, compared to 53% currently.
- Boeing will maintain its 59% share leadership of the wide-body segment, with the resumption of 787 deliveries a key driver.
- Supply constraints currently being experienced will continue into the second half of the decade, increasing the value of booked production slots and aircraft that have already been delivered. Those airlines that have not secured sufficient capacity will rely on lessors for new and used aircraft.

Ten new aircraft to be added to SpiceJet's fleet from September

Indian budget carrier SpiceJet has announced it is expanding its aircraft fleet with the addition of ten new aircraft. The addition will enable the carrier to better cope with surging post-COVID-19 demand and the peak travel season in India. The new aircraft will include five Boeing 737 MAX aircraft between September and October this year. The low-cost carrier confirmed the fleet expansion was to help cope with increased travel demand. Currently SpiceJet and its logistics operations, SpiceXpress Cargo, operate a fleet of some 71 Boeing and De Havilland aircraft. There are currently 25 grounded aircraft in the fleet which may be subsequent to the Directorate General of Civil Aviation having imposed restrictions in July 2022 on SpiceJet flights following reports of continuous technical glitches. According to Reuters news agency, the low-cost carrier is currently trying to revive the grounded fleet, the latest being a partnership with FTAI Aviation for the

CDB Aviation sells one E190 aircraft to Airlink



Airlink Embraer E190 aircraft

Photo: CDB Aviation

CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing (CDB Leasing), has executed a sale-and-purchase agreement for one Embraer E190 aircraft with South African airline Airlink. The aircraft, previously on lease to BA Cityflyer, was delivered to Airlink in May 2023, coinciding with the airline's celebration of connecting Southern Africa for 31 years. The transaction was the inaugural sale of the aircraft type from CDB Aviation's portfolio. Prior to the sale, the lessor had 20 units of the E190 in its fleet on lease to various carriers globally. "The E190 segment is seeing a rebound amid rising interest rates and robust demand in all areas of the market as airlines recognise the potential of the 100-seat narrow-body-configured aircraft for boosting the capacity of their fleets," stated Peter Goodman, CDB Aviation's Chief Marketing Officer. "We're pleased to have executed this first off-lease sale from our portfolio of E190s and we trust that this aircraft, with its unique operational advantages, is a perfectly suitable aircraft type for such a major player in the South African domestic and regional market as Airlink." Airlink was established in 1992 and is Southern Africa's premier privately-owned, regional airline. Airlink serves cities and other destinations throughout Southern Africa, Madagascar, and St Helena Island. In addition, Airlink offers worldwide connections through its 34 airline partners, which include many of the world's best-known inter-continental carriers.

Uzbekistan Airways takes delivery of first A320neo



Uzbekistan Airways Airbus A320neo

© AirTeamImages

BOC Aviation has delivered the first of a new group of four Airbus A320neo aircraft on lease to Uzbekistan Airways. BOC Aviation previously leased three A320neos to the airline. The aircraft are all powered by CFM LEAP-1A engines. Uzbekistan Airways was established 31 years ago and operates the A320/321, Boeing 767 and 787-8 Dreamliner aircraft to more than 50 destinations in Europe, Asia and North America. Uzbekistan Airways obtained its first Airbus A310 30 years ago, on June 16, 1993, which marked the beginning of a glorious tradition of opening new destinations.

AIRCRAFT & ENGINE NEWS

lease of 20 engines. SpiceJet said the grounded planes will resume services soon. "The induction of these planes, which coincides with the peak travel season in India, will help us launch new routes and strengthen our presence on existing ones," SpiceJet said in a statement. A strong travel rebound post-COVID has helped airline operators to book profits, spurring rival IndiGo's Interglobe Aviation to plan capacity additions and dial up orders to keep up with surging air travel demand. SpiceJet is an Indian budget airline headquartered in Gurgaon, Haryana. It is the second largest airline in India by number of domestic passengers carried and serves 64 Indian and international destinations. 1994, the company was acquired by Indian entrepreneur Ajay Singh in 2004 and renamed to SpiceJet. The airline operated its first flight in May 2005. Indian media baron Kalanidhi Maran acquired a controlling stake in SpiceJet in June 2010 through Sun Group which was sold back to Ajay Singh in January 2015.

Stratos delivers two wide-body aircraft



One of two Stratos wide-body aircraft, a Boeing 777-300ER

© Stratos

Aircraft investment specialist Stratos has delivered two wide-body aircraft in the past week, continuing a deal-flow involving over ten wide-body aircraft to different buyers and lessees over the past 12 months. Stratos completed the sale of one A330-300, MSN1338, to an affiliate of DHL - the aircraft was originally operated by Thai International and was acquired speculatively last year without lease on behalf of one of Stratos' leading European investors. The aircraft spent the past few months in maintenance works and was flown to Dresden, Germany, for conversion to a freighter. The second aircraft delivered was a Boeing 777-300ER, MSN39232, to a major carrier in the Middle East in a transition from Cathay Pacific. The aircraft has been operated since new by the Hong Kong flag carrier and was returned as part of a normal lease expiry before transitioning on lease.

Elfly Group presents all-electric seaplane design 'NoEmi'



NoEmi' the all-electric commercial seaplane

© Elfly

Norway's Elfly Group has presented its new design of its pure, all-electric commercial seaplane, dubbed NoEmi (for No Emission) in Oslo on June 14, 2023. A 100-strong audience, comprising international industry guests, stakeholders; members of the Innovation Research Group SINTEF, municipalities and media, experienced a full-scale cabin virtual reality (VR) tour of this innovative amphibious aircraft (EG1A). Noemi is being designed for flexible mobility in Norway with a design inspired by a boat, whose hull will enable the aircraft to take off using little power. The prototype (non-passenger version) of NoEmi is being readied for flight in 2025. Elfly is being designed for 200km air journeys, flying at up to 250kmh speed, from year 2030. The seaplane, with a non-pressurised cabin, will be powered by two electric motors with

up to 1MW combined output. Elfly's design is part of a research project, funded by private investors and the Research Council of Norway (RCN). The group is working to obtain certification for its EG1A test vehicle to CS23 Level 4, which will enable the aircraft to evolve up to a 19-seat seaplane. Noemi, however, is being offered in three cabin layouts. First and foremost, as a business/executive cabin with nine seats, plus luggage; complemented by a VIP layout with six seats, wherein the whole aircraft could be chartered. A tourist pleasure flight model with 13 seats, minus baggage, will also be offered. In a nod to its flexible functionality, a cargo version is also planned, plus a medevac version. Unlike other electric aircraft developers, Elfly intends to pursue an operator's certificate and bring the first aircraft into service, initially connecting the fjords of Norway. The desire is to have the first 15 seaplanes flying along the west coast of Norway by 2030. "Thereafter, we could expand into other short hop markets, considering that 80% of the world's population live by the sea," said Eric Lithun, CEO of Elfly.

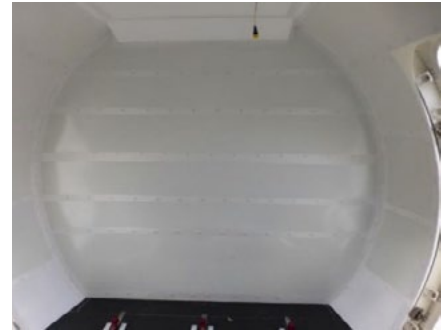
MRO & PRODUCTION NEWS

Vallair completes sale of two aircraft engines to TrueAero

Vallair, the mature asset specialist, has completed the sale of one V2527-A5 and one CFM56-5B3 engine. Both engines were sold to U.S. asset specialist and parts provider, TrueAero, for teardown. TrueAero is a diversified mid/end of life asset manager with a portfolio of 50 aircraft and 20+ engines under or available for lease. Furthermore, TrueAero provides customers with an extensive inventory of repaired and ready-to-ship replacement parts. They maintain a reliable inventory of GE, CFMI, Pratt & Whitney, and IAE certified engine components, as well as Airbus, Boeing and Embraer airframe material. According to Patrick Leopold, Director of Trading at Vallair, USM for engines is in high demand globally, especially for the CFM56-5B engine model. "This is linked to the large number of -5Bs which will go through planned shop visits over the next few years. In anticipation of this increased parts demand, many significant businesses in the market are acquiring tear-down assets for the type. Considering the on-going reliability issues with the A320-family NEO-engine types, we see

AEI redelivers first B737-800SF with flat aft pressure bulkhead

Aeronautical Engineers, (AEI) has completed its first B737-800SF freighter conversion with a flat aft pressure bulkhead. "737-800s with flat aft pressure bulkheads represent a small percentage of the entire feedstock, yet AEI's ability to convert all 737-800-line number aircraft is a huge convenience for our customers, especially leasing customers looking to place their aircraft around the world," stated Robert T. Convey, AEI's senior vice president of sales and marketing." The 737-800 aircraft, MSN 30146, was modified by Commercial Jet's Miami facility and has since been redelivered to the customer. AEI can convert all 737-800-line number aircraft, including those with Split Scimitar winglets and also has ETOPS 180 approval on the 737-800 aircraft. The AEI converted B737-800SF freighter offers a main deck payload of up to 52,700 lbs. (23,904 kg) and incorporates eleven full height 88" x 125" container positions, plus an additional position for an AEP/AEH. The conversion also incorporates new floor beams aft of the wing box, a large 86" x 137" Main Cargo Door with a single vent door system. AEI's forward-thinking design allows for containers to be loaded into the aircraft a full 16.5" aft of the forward door jamb, ensuring ground operators have sufficient manoeuvring room which minimises potential door and aircraft strikes. Additionally, the AEI B737-800SF includes a flexible Ancra Cargo Loading System, a rigid 9g barrier, five supernumerary seats as standard, a galley, and full lavatory.



Flat aft pressure bulkhead on B737-800SF

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current engines being operated for longer and the requirement for parts to continue to ramp up." Both engines were sold in 'as is' condition and tear-down will be managed by TrueAero. Vallair is seeing year-on-year growth of more than 20% for USM attributed to its clear focus on extending the life and maximising the value of key parts through its in-house repair shop for aerostructures and its network of audited repair vendors worldwide.

FINANCIAL NEWS

Amadeus takes minority stake in CAPHENIA

Amadeus, a leading travel technology company, has acquired a minority stake in CAPHENIA, a future producer of synthesis gas, the feedstock of sustainable aviation fuel (SAF). The German-based company has developed an innovative approach to produce SAF in a more affordable and scalable way. The decision is part of a wider commitment on behalf of Amadeus to support the industry on its journey toward sustainable travel. The investment will offer Amadeus enhanced visibility into the challenges of the SAF sector, allowing the company to further explore the role it can play in this key element of the industry's journey to net-zero by 2050. CAPHENIA, currently in an advanced stage of development, has established an innovative approach to produce synthesis gas from a mixture of biogas, CO₂, water and electricity. This can be used to produce a variety of renewable fuels, with up to a 92% reduction of CO₂ emissions compared to the fossil reference value. The company has secured patent protection for its Power-and-Biogas-to-Liquid (PbTL) process in all relevant core markets worldwide, with a total of 203 granted patents. Dr. Mark Misselhorn, Chief Executive of CAPHENIA, said: "Our process is affordable – using one-sixth of the electricity needed for alternative SAF production methods – and scalable. We have an ambition to offer large scale production by 2028, aiming to fill the gap between anticipated SAF demand and current supply." According to the IATA Net Zero Emission initiative, SAF has the potential to account for 65% of the reduction in greenhouse gas (GHG) emissions required for the aviation industry to reach net-zero by 2050. New technology is also a key component in contributing to the journey ahead, including electric and hydrogen-powered aircraft (13%), carbon offset and capture (19%) and operational efficiencies (3%).

Finnair raises guidance for full year 2023

Finnair has raised its guidance for comparable operating results for the full-year 2023. This is partly as it expects travel demand to continue stronger than previously anticipated, while fuel

Britten-Norman reveals plans to repatriate aircraft production to UK

UK aircraft manufacturer Britten-Norman has revealed plans to increase production rates and to repatriate aircraft production to its historic home in Bembridge on the Isle of Wight. The move is a major change for the British SME which has been manufacturing its aircraft in Eastern Europe since the late 1960s. Britten-Norman will invest in new jigs and tooling to create two additional production lines as well as modernising production and decarbonising the site with new sustainable energy initiatives. The investment is in preparation for intensified interest in the Islander following the planned launch of an OEM, zero-emissions Islander aircraft in 2026 as well as wider interest that has resulted from the introduction of finance and leasing options for the resurgent sub-regional aircraft market. In the coming months the company will be embarking on a recruitment campaign, further boosting job creation in the UK's Solent Local Enterprise Partnership area. The focus will include aircraft fitters and technicians, production engineering and supply chain roles. The expansion will also create new traineeship and apprenticeship opportunities on the Isle of Wight and in South Hampshire. In addition to the ramp-up in production, the company will be investing in its supply chain and spare parts stock holdings to support its existing operators. "The project is a great success story for the British aircraft manufacturing industry. I am very proud to be involved in this next chapter at Britten-Norman" commented Chief Executive, William Hynett OBE. Britten-Norman will retain its 34,000 ft² stronghold at Solent Airport Daedalus, home of the final assembly line for the Islander. The site also provides OEM aircraft refurbishment, EASA Part 145 MRO services, international field servicing, and specialist avionics and mission systems integration. As a Garmin-approved dealer, the company offers services to the wider General Aviation community.



New manufacturing jigs are in place at Britten-Norman's Bembridge facility in preparation for production output increase © Britten-Norman

Airbus H125 helicopter becomes first to fly in China using SAF



First SAF flight in China with an Airbus H125 helicopter © Airbus

State Grid Space Technology (SGST) has successfully completed a flight demonstration at Hefei Shiwan Airport in China, with an Airbus H125 helicopter using sustainable aviation fuel (SAF). This is the first helicopter flight using SAF in China. The Safran ARRIEL 2D-powered H125 flew at a hybrid ratio of 40% of SAF provided by CNAF (China National Aviation Fuel). "The success of this flight is of great significance to stimulate SAF promotion and its application," said Du Guihe, Board Chairman of SGST. "It makes a positive

impact on the enterprises which are proactive on low-carbon general aviation development. It is also a breakthrough for China's general aviation industry to better implement carbon emission reduction in the post-pandemic era." "I am proud that our customer, SGST, launched this noteworthy SAF flight with the H125, marking Airbus Helicopters as the first helicopter manufacturer to perform a SAF flight in China," said Colin James, Managing Director of Airbus Helicopters in China. "The take-off of SAF-powered helicopters in China once again illustrates the achievements of Safran Helicopter Engines in terms of innovation and SAF application. We have a full engine portfolio certified to operate on up to 50% of SAF," said Marc Delort, General Manager of Safran Helicopter Engines China. The event took place a few weeks after Airbus and the CNAF signed a Memorandum of Understanding (MoU) to intensify Chinese-European cooperation on the production, competitive application and common standards formulation for SAF during the French state visit to China. This cooperation agreement between Airbus and CNAF aims to optimise the SAF supply chain by diversifying the sources and enhancing SAF production towards the ambition of using 10% SAF by 2030. The use of SAF is one of Airbus Helicopters' levers to contribute to ATAG's Scenario 3 outlook to net-zero in 2050.

FINANCIAL NEWS

price development has been more favourable than expected and the company's strategy implementation has progressed better than anticipated. Contrary to the previous guidance, the company estimates that the comparable operating result will probably reach or even exceed the 2019 level (€162.8 million). In terms of 2023 revenue, Finnair still estimates that it will not yet reach the 2019 level (€3,097.7 million). As a result of the improved profit outlook, the Scandinavian carrier's strategic comparable operating profit margin target of at least 5% from mid-2024 onwards would be reached 12–18 months earlier than anticipated. However, uncertainty in Finnair's operating environment continues as the fuel price is still high and also since the end of the closure of Russian airspace is not yet in sight. In addition, the extent of the impacts of inflation and rising interest rates on demand and costs is uncertain. Finnair estimated in its guidance published on April 27, 2023, that its 2023 revenue will significantly increase, and comparable operating result will significantly improve year-on-year, especially as the first half of 2022 was heavily burdened by both the pandemic and the closed Russian airspace. However, the company has estimated that revenue and comparable operating result would not yet reach the level of 2019. (£1.00 = €1.17 at time of publication).

Flybondi receives government approval to access foreign currency

Flybondi has reported that it is now operating at 100% after receiving government approval to access foreign currency. Due to current restrictions that exist in Argentina to make payments abroad in foreign currency, Flybondi needs to file requests to access foreign currency through a system called SIRASE (System for Imports of the Argentine Republic and Payment of Services Abroad). This system requires that, for each payment the company needs to make in USD to a foreign provider, an approval by the Secretary of Commerce needs to be issued. The delays to granting such approval caused the airline to be late on certain payments for its fleet, as well as payments for other specialised services that must be provided by companies abroad. Last week, a small portion of the airline's operations was affected for two days due to such delays in payment approvals. After partial approval by the Secretary of Commerce, Flybondi was able to normalise its payment obligations to lessors and its operation fully resumed on Friday, June 9. The airline continues requesting the remaining approvals to comply with its other specialized services that must contract abroad and are essential to its operation. It is important to highlight that the airline industry needs a more agile approval methodology to be able to comply with passengers and suppliers and avoid a situation like the one that occurred in the

MRO & PRODUCTION NEWS

Turkish Technic and Emirates expand partnership in aircraft maintenance



Emirates Boeing 777

© Turkish Technic

Turkish Technic has signed another base maintenance agreement with Emirates, one of the largest Boeing 777 fleet operators. This agreement will serve as an extension to the initial base maintenance annex signed in April 2023, which covered five Emirates Boeing 777s. Under the terms of the new agreement, Turkish Technic will perform base maintenance services for further 17 Boeing 777 aircraft in Emirates' fleet. The base maintenance operations for the first aircraft under scope of this agreement will commence in July 2023.

Spirit AeroSystems to produce new HondaJet composite fuselage



HondaJet 2600 Concept

© HondaJet

Wichita, Kansas-based Spirit AeroSystems (Spirit) has announced it is to manufacture the composite fuselage and a composite bonded frame for the Honda Aircraft Company's HondaJet 2600 Concept that was first unveiled at the 2021 NBAA-BACE. Spirit provides cutting-edge solutions that are designed to both improve performance and safety, while reducing costs, making it one of the most innovative and reliable supplier of regional and business jet aero structures. Spirit covers the full lifecycle from design through to aftermarket support. The new HondaJet 2600 light jet designed by the Honda Aircraft Company aims to offer greater performance, comfort, and efficiency of typical light jets through the provision of a medium-sized jet experience. It has been designed to be the world's first light jet capable of nonstop transcontinental flight across the United States, with a quiet and spacious cabin suited for long-range travel and the ability to accommodate up to 11 occupants. The new light jet will deliver exceptional fuel efficiency, with up to 20% better fuel efficiency compared to typical light jets, and over 40% better fuel efficiency than medium-sized jets during typical operations. Spirit was formed when Boeing Commercial Airplanes sold its Wichita division to investment firm Onex Corporation in 2005. The company builds several important pieces of Boeing aircraft, including the fuselage of the 737, portions of the 787 fuselage, and the cockpit section of the fuselage of nearly all of its airliners. Spirit also produces fuselage sections and front wing spars for the Airbus A350.

last months. Flybondi not only contributes directly to the record-setting tourism indicators that Argentina is obtaining. Also, it is mainly a social and economic player that drives the development of regional economies, generates direct and indirect employment and expands the transportation network at a federal level, boosting economic activity. In addition, Flybondi democratizes access to air travel, generating inclusion and opportunities. Flybondi currently has 12 aircraft, 1,300 direct

employees and generates more than 21,000 indirect jobs. It currently has a 21% share of the domestic market, a 13% share of the Argentina-Brazil market through its routes connecting both countries and transports more than 300,000 passengers per month. According to its growth and investment plan, it aims to reach a fleet of up to 20 aircraft by 2023, add at least six new domestic and international routes and generate more than 600 new jobs.

INFORMATION TECHNOLOGY

At the Airline & Aerospace MRO & Flight Operations IT Conference in Amsterdam, aircraft maintenance software provider **Rusada** and mobile solutions specialist **Conduce** have agreed to a strategic partnership. The partnership will see the two companies join forces on projects requiring both a maintenance software solution and an eTechLog solution. Rusada and Conduce have previously worked together on a number of projects, including their current joint deployment at cargo operator **Texel Air**. The partnership agreement, which includes the signing of an 'e-contract' on a mobile device, formalises the company's working relationship and sets targets for future joint projects. "A key aim of this partnership is to make the transition to paperless processes more accessible and affordable for aircraft operators around the globe" states Richard Landsbury, Sales Director at Rusada. "The combination of our two systems allows users to conduct much of their operations without using a single sheet of paper." The paperless processes in question are achieved by connecting Rusada's

FINANCIAL NEWS

Schiphol acquires 40% stake in MAA

A strategic cooperation between Maastricht Aachen Airport (MAA) and Royal Schiphol Group has commenced. On June 8, 2023, the province of Limburg and Schiphol signed the cooperation agreement. Schiphol is acquiring a 40% stake in MAA and the province of Limburg is keeping a 60% stake. The parties are committed to further developing MAA into a sustainable, environment-conscious and future-proof airport for both passengers and cargo. Schiphol and MAA are joining forces to make MAA more sustainable, with innovation and electric flight as main priorities. The collaboration will also focus on cargo handling and innovations in that area. MAA is the second and only regional cargo airport in the Netherlands and therefore makes a significant economic contribution. Both airports recognise the importance of cargo and of good connectivity with the world. With the cargo capacity at MAA and the expertise available at both airports, the cooperation offers opportunities for further development and efficiency, with added value for cargo partners at both airports. Furthermore, the airports will share knowledge of other areas, including strategy, real estate, commerce and maintenance. In October 2022, Royal Schiphol Group, the province of Limburg and MAA reached an agreement in principle for the cooperation. In December 2022, the Provincial States of Limburg agreed to the cooperation and therefore accepted Schiphol as shareholder of MAA. "We are pleased to officially welcome Maastricht Aachen Airport to Royal Schiphol Group. Together, we connect the Netherlands with the rest of the world and create value for society and the economy. At the same time, it must be in balance with the living environment. That is why, also in Maastricht, we are committed to sustainable aviation with less impact on the environment and our surroundings," commented Robert Carsouw, CFO Royal Schiphol Group.



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INFORMATION TECHNOLOGY

ENVISION solution to Conduce's eTechlog8 through a Representational State Transfer (REST) application programming interface, which allows for the seamless transmission of data between the two, in real time. A typical scenario would see ENVISION scheduling the flight and assigning it to an aircraft. This information would then be transmitted to eTechlog8, where the line maintenance team would perform pre-flight checks using a mobile device, before transferring responsibility of the aircraft to the pilot. The aircraft would then fly the sector, with the pilot completing the journey log and recording any defects before handing back to the line maintenance team. Journey logs would then be transmitted to ENVISION to be recorded against the aircraft and its components, along with any defects. Corrective maintenance could then be planned, executed, and signed-off using ENVISION and its apps.

MILITARY AND DEFENCE

Embraer inaugurates first flight simulator for the KC-390 Millennium



The first flight simulator for the KC-390 Millennium multi-mission jet
© Embraer

Embraer has inaugurated its first flight simulator (Full-Flight Simulator - FFS) for the KC-390 Millennium multi-mission jet at the Embraer Academy, located at the Eugênio de Mello unit in São José dos Campos. "The new KC-390 flight simulator will meet the demand of current and future customers for basic and advanced pilot training, thus contributing to the safe and effective operation of the aircraft," said Johann Bordais, President & CEO of Embraer Services & Support. "Brazil, Portugal, and Hungary will be the first countries to use this equipment, which allows the safe practice of manoeuvres and emergency procedures, as well as other adverse flight conditions, with reduced costs and without risks to the operation." The KC-390 flight simulator, with D-level qualification, includes operation under normal and emergency conditions, a package to support military operations and more than 350 failure simulations. In addition, the simulator is easy to maintain and comfortable for training pilots. The C-390 is the new-generation's most modern military tactical transport aircraft. Its multi-mission platform offers incomparable

mobility, combining high productivity and operating flexibility with low operating costs, which is an unbeatable combination. The C-390 can carry more payload (26 tonnes) compared to other medium-sized military cargo aircraft and flies faster (470 knots) and farther, being capable of performing a wide range of missions such as transporting and dropping cargo and troops, medical evacuation, search and rescue, firefighting, and humanitarian missions, operating on temporary or unpaved runways (i.e., including packed earth, soil, and gravel). In its refuelling version, the aircraft has already proven its aerial refuelling capacity, as well as an aircraft receiving fuel from another KC-390 using pods installed under the wings. It is the only aircraft in the world in the segment to carry out such an operations.

OTHER NEWS

On June 9, the second collective bargaining agreement between **WestJet** and **ALPA**, the certified union representing pilots from both WestJet and **Swoop**, has been ratified. WestJet Group's CEO, Alexis von Hoensbroech, expressed satisfaction with the agreement, emphasizing its recognition of the value and contributions of its pilots. The agreement will be effective from January 1, 2023, until December 31, 2026. As per the negotiated collective agreement, the WestJet Group will initiate the integration of its ultra-low-cost airline, Swoop. The process aims to fully integrate Swoop into WestJet's mainline operations by the end of October, using an expedited approach. To minimise any impact on travellers, Swoop will continue operating its existing network until October 28, as scheduled. Employees of Swoop will transition to WestJet. Von Hoensbroech expressed confidence in the decision and the future integration of Swoop into WestJet's operations. The company's strategy is focused on delivering reliable and affordable travel across the WestJet Group, drawing from the valuable experiences and knowledge gained from the Swoop business model. This integration will enable the airline to cater to a wider range of guests, as each aircraft in its fleet of 180 will offer ultra-affordable travel options and a premium in-flight experience. The WestJet Group remains dedicated to engaging with communities and stakeholders to ensure the provision of crucial and affordable air travel throughout Canada.

Boeing has entered into an agreement with **AirNav Indonesia** to explore initiatives aimed at further improving the safety and efficiency of Indonesia's national air traffic management system. Enhancing airport and flight operations can contribute to the safety and long-term viability of Indonesia's aviation system by enabling more efficient aircraft movement and reducing fuel consumption. The Memorandum of Understanding (MOU) brings together Boeing's engineering expertise with the Indonesian

government's key initiatives in airspace management, training, and strategic planning for air traffic management. Boeing and AirNav will collaborate closely with Indonesia's Directorate General of Civil Aviation, local airlines, airport operators, and other stakeholders in the aviation industry. "AirNav Indonesia is dedicated to ensuring that our airspace system adopts and maintains the highest levels of safety while supporting the growth of Indonesia's civil aviation industry," said Mdm. Polana B. Pramesti, President Director of AirNav Indonesia. "Airspace capacity and air traffic management are areas of mutual interest for Boeing and AirNav, and a natural domain for cooperation. We are eager to collaborate with Boeing in this endeavor." "Indonesia, with its emerging market economy, is home to one of the largest aviation markets in Asia," stated Mike Sinnett, Senior Vice President and General Manager of Product Development for Boeing Commercial Airplanes. "We are committed to supporting Indonesia's civil aviation industry and are excited to partner with AirNav to explore sustainable solutions that enhance the country's air traffic management system, prioritising safety." Boeing and Indonesia have enjoyed a partnership spanning over 74 years, working together to foster the development of aerospace and defence capabilities in the country through training, supply chain support, and collaborations. Presently, Boeing's presence in Indonesia encompasses commercial aviation, defence, space, supply chain, and academic partnerships.



Boeing and NavAir Indonesia partner to explore air traffic management improvements
© Shutterstock

OTHER NEWS

Jazz Aviation, a subsidiary of **Chorus Aviation**, is expanding its Jazz Aviation Pilot Pathway Program (Jazz APP) to include **Airmedic**, based in Saint-Hubert, Quebec, Canada. **Airmedic** is the 21st participating industry organisation in the Jazz APP. There are two pillars of this agreement. First, Jazz will refer to Airmedic top-performing graduates who have progressed through the Jazz APP at its affiliated aviation colleges, universities and flight schools. These graduates will have the opportunity to transition to first officer positions at Airmedic. Second, the agreement will provide a direct career path opportunity for qualifying Airmedic pilots to transition to first officer positions at Jazz. The career pathway could then continue for those Airmedic pilots interested in future opportunities to fly for Air Canada through Jazz's pathway with the mainline carrier. Since 2007, Jazz has been actively involved in shaping the curriculum and training of Canada's future professional pilots through active engagement with aviation colleges, flight schools, and universities. To date, the Jazz APP has announced agreements with 21 participating industry organisations.

American Airlines (American) and **JetBlue Airways** (JetBlue) are appealing to a U.S. judge to allow them to continue their mutual frequent flyer recognition and codeshare agreements, according to a Reuters report. The airlines are arguing that these arrangements are legal and necessary to ensure proper compensation for services provided to customers. On May 19,

Texel Air, a Bahraini cargo airline, has launched a new airline, **Texel Air Australasia**, located at Auckland International Airport New Zealand. This cargo airline is a sister airline to Texel Air Bahrain in the Middle East, formed by Founder and Chairman John Chisholm. Texel Air Australasia was officially launched on Saturday June 10, 2023, from Auckland International



Texel Air Australasia's B737-800BCF

© Texel Air

Airport as New Zealand's newest airline operating the B737- 800BCF. The airline will be adding two additional B737-800BCFs to the fleet by December 2023. Texel Air Bahrain operates Boeing 737 freighter aircraft from Bahrain International Airport with two B737-700FC aircraft, two B737-800BCF aircraft and one B737-300F aircraft. Texel Air was established in Bahrain in 2013 by Chisholm Enterprises WLL. The New Zealand operations increase the group fleet to six aircraft with further aircraft on order for delivery to New Zealand during 2023. Texel Air Bahrain has been operating the B737-300F (A9C – APC) in New Zealand since April 3, 2023, under contract to NZ Post/Parceline Express in preparation for the arrival of the B737-800 (MSN 29985) ZK-TXE. The New Zealand operations have been supported by flight crew and engineers from Bahrain. The venture into Australasia initially commenced with domestic operations in New Zealand under contract for launch customers Parceline Express and NZ Post. The Texel Air group plans to expand its fleet to ten aircraft by 2026 primarily flying in Australia and New Zealand and between the two countries supporting clients through ACMI services for the express, post and general cargo markets. Texel Air Australasia will benefit from a proven ten years of operational experience from Texel Air Bahrain to establish an enduring and stable bond between the two distant island nations of New Zealand and Bahrain.

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OTHER NEWS

U.S. District Judge Leo Sorokin ruled that the airlines must terminate their Northeast Alliance (NEA), which facilitated flight coordination and revenue pooling. Judge Sorokin found that this arrangement led to higher prices for consumers and ordered the companies to separate within 30 days. The Justice Department opposed the airlines' request to create a new, modified version of the NEA, stating that the court should not hastily endorse a different partnership, just because it lacks some of the most egregious features of the NEA. In 2021, the Justice Department and six states filed a lawsuit to dismantle the NEA, which was announced in 2020. It argued that the NEA created a de facto merger of American and JetBlue's Boston and New York operations, eliminating incentives for competition. The Justice Department insisted that the airlines should sever their connections and return to being independent competitors to rectify the unlawful distortion of airline competition in the Northeast and beyond. The airlines oppose certain disclosure and monitoring conditions proposed by the U.S. authorities, considering them burdensome and unnecessary. They also object to a two-year ban on forming any new alliance with another U.S. air carrier similar to the NEA. They argue that Judge Sorokin should aim to minimise disruption for consumers and avoid becoming the central planner in the unwinding of a long-standing joint venture, which would violate fundamental principles of antitrust law.



Members of the US House Committee on Transportation voted to raise the mandatory retirement age for pilots from 65 to 67 © Shutterstock

On Wednesday of last week Members of the **US House Committee on Transportation** voted 32-31 to raise the mandatory retirement age for pilots from 65 to 67 in proposed legislation to re-authorise **Federal Aviation Administration** programmes for five years. "It's a modest increase but that gives us some time for long-term solutions to take shape," said Faye Malarkey Black, President of the Regional Airline Association, which represents smaller carriers which supply major airlines. The association had promoted the bill to stop the loss of pilots as airlines ramp up schedules and increase the hiring of pilots after their reduction during the COVID-19 pandemic by persuading aviators to take buyouts. Airlines have used a shortage of pilots to explain service reductions, especially for small cities. Congress previously raised the mandatory pilot retirement age in 2007, raising it from 60 to 65. The committee voted 63-0 on the proposed FAA reauthorisation bill on Wednesday, though it now faces a vote in the full House. It is unclear if the new retirement age provision would be in a final version of the bill or make it through a vote in either chamber. The Air Line Pilots Association (ALPA), the country's biggest pilot labour union, which represents aviators at major carriers such as Delta and United, is against the measure. "The rash decision to move an amendment on changing the statutory pilot retirement age, without consulting agencies responsible for safety, or studying potential impacts of such a change as has been done elsewhere, is a politically driven choice that betrays a fundamental understanding of airline industry operations, the pilot profession, and safety," the ALPA said in a statement.

INDUSTRY PEOPLE



JoAnn Tan becomes Senior Vice President Finance and Chief Financial Officer for SIA, as of September 10 © SIA

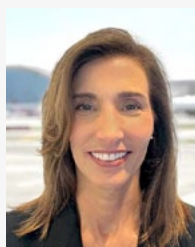
Operations and Chief Operations Officer. In his new role, he will be responsible for SIA's Cabin Crew, Customer Services and Operations, Engineering, and Flight Operations divisions. Ping spearheaded the SIA Group's successful fundraising efforts during the COVID-19 pandemic. He led a multi-year initiative to strengthen the Group's financial resilience, optimise working capital, and

- Singapore Airlines (SIA) has announced several senior management appointments effective September 10, 2023. **Tan Kai Ping**, who is currently the Executive Vice President Finance and Strategy and Chief Financial Officer, will be appointed Executive Vice President

build the capacity and capability of SIA's Finance Division to meet the future needs of the business. **JoAnn Tan** will be appointed Senior Vice President Finance and Chief Financial Officer. She is currently the Senior Vice President Marketing Planning at SIA. In her current role, she led the company's efforts to restore SIA's network connectivity and capacity after borders re-opened. This was critical in helping the group to capture the significant pent-up demand for air travel and deliver its record passenger revenue in FY2022/23. Tan also drove synergies between SIA and Scoot with respect to network coverage, cross-sales, and customer loyalty. She has overseen SIA's adjacent business engines such as KrisFlyer, Kris+, and Pelago through the pandemic, ensuring they grew their business footprint during this time and increased their contribution to the Group's revenue streams. **Mak Swee Wah**, Executive Vice President Operations and Chief Operations Officer, will retire on September 9, 2023, after 40 years with Singapore Airlines. During his tenure,

Mak has held a number of senior management roles in Singapore as well as overseas. Following his promotion to Executive Vice President in 2008, he has helmed both the Operations and Commercial portfolios, and was also the Chairman of SilkAir. **Dai Hao Yu**, Divisional Vice President Digital, will be promoted to Acting Senior Vice President Marketing Planning. He joined SIA in 1998 and held overseas positions in several key markets (Manager Eastern Japan, 2007 to 2008; Vice President North West USA and Canada, 2008 to 2011; and General Manager Germany, 2011 to 2013). Upon his return to Singapore, Dai was appointed Vice President Application Services, Operations (2014 to 2017) and Vice President Application Services, Customer Service (2017 to 2018), before being promoted to Divisional Vice President in 2019. He has led the SIA Group's digital transformation in his current role, enabling the Group's nimble and adaptive response to the dynamic operating environment, especially during the pandemic.

INDUSTRY PEOPLE



Eleanor Rodrigues-Smith

• Azorra, the commercial aircraft lessor based in Fort Lauderdale, FL., has welcomed **Eleanor Rodrigues-Smith** to its team. She joined Azorra this month as Vice President – Commercial Transac-

tions with a focus on leading a cross-functional-deal team to negotiate and manage all aircraft lease or purchase/sale agreements from LOI to final lease agreement. Rodrigues-Smith brings over 25 years of industry experience where she has held roles in Contracts, Marketing, Customer Support, Asset Management and Commercial. Prior to joining Azorra, She was the Vice President, Commercial at Nordic Aviation Capital, having started her career at Bombardier and participated in numerous development projects including the DHC-8-400 firefighter, CRJ and EMB 120 freighter conversion programmes and A220 sales to lessors.



Kim Kinsley

• International Aero Engines AG (IAE), a multinational consortium comprised of shareholders including Raytheon Technologies' business Pratt & Whitney, Pratt & Whitney Aero Engines Inter-

national GmbH, Japanese Aero Engines Corporation and MTU Aero Engines, has named **Kim Kinsley** as its President. She succeeds Earl Exum, who held the position since 2020. Exum will become Chair of the IAE AG Board of Directors and continue serving in his role as Vice President, Mature Commercial Engines at Pratt & Whitney, a position he has held since October 2022, developing strategies and execution to support customers, optimise product life and maximise value realised from Pratt & Whitney's mature engines portfolio. Kinsley, IAE's first female President, has concurrently been named Vice President, V2500 Programmes at Pratt & Whitney. She will assume both roles effective immediately and report to Exum. As president, Kinsley will lead the integrated programme structure to support the continuous improvement of Pratt & Whitney's V2500 programme, positioning the joint venture partners to best serve

customers with more flexible offerings to the narrow-body segment. She will exercise leadership to ensure financial, business, technical, customer and partner commitments are achieved.



Matthias Düllmann

• SR Technics has appointed **Matthias Düllmann** CEO of SR Technics. Düllmann will succeed **Jean-Marc Lenz** as of July 1, 2023. Lenz will remain working for SR Technics in a part-time senior advisory

function. Düllmann joined SR Technics in 2017, serving as Global Head of Controlling for two years before assuming the CFO position in 2019. In this role, he is also responsible for SR Technics' strategy development and has played a major role in the transformation process of SR Technics towards an engine-focused MRO company. Prior to SR Technics, Düllmann worked for several years at a leading consulting firm. Before that he held various leadership positions, among others as Managing Director and CFO. Düllmann's position as CFO will be taken over by **Remo Voehringer**, currently Vice President Controlling at SR Technics. He has been with SR Technics since 2009 in various finance leadership positions. **Owen McClave**, currently SVP Operations, will be nominated COO. He joined SR Technics more than four years ago, with several decades of experience in Aerospace. These nominations also take effect on July 1, 2023.



Jordan Kohlbeck

• IAG Cargo, the cargo division of International Airlines Group (IAG), has announced the appointment of **Jordan Kohlbeck** as Head of Pharmaceutical. In his new role, Kohlbeck will assume the responsibility of

overseeing IAG Cargo's temperature control pharmaceutical product. He will set the vision and strategic direction of its pharmaceutical and life sciences division. He will ensure the delivery of outstanding solutions and continuous advancement of the product experience for customers. Cultivating robust network connections and supplier relationships, he will manage IAG Cargo's Constant Climate product. Constant Climate is a state-of-the-art

cold chain solution that caters specifically to the transportation of pharmaceuticals, such as vaccines, biotech products, diagnostics samples, or any other temperature sensitive pharmaceutical material. Since joining IAG Cargo over three years ago, Kohlbeck has held roles relating to Constant Climate and Transformation, where he helped deliver and drive change within IAG Cargo's Operations and wider business. His expertise in developing innovative solutions, coupled with his customer-centric approach, will be instrumental in driving and delivering an exceptional offering for customers to meet the unique needs of the industry. He assumes his new position as IAG Cargo opens its new cargo handling facility, New Premia, which features a cutting-edge Constant Climate Quality Centre (CCQC) with 27 dedicated cool cells for pharmaceuticals to guarantee temperature sensitive shipments are held in the right conditions.

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Publisher
Peter Jorssen
Tel: +1 604 318 5207

Editor
Heike Tamm
editor@avitrader.com
Tel: +34 (0) 971 612 130

Advertising Inquiries
Tamar Jorssen
VP Sales & Business Development
tamar.jorssen@avitrader.com
Phone: +1 (778) 213 8543

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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	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+44 (0)1357 521144 +353 61 291717
(1) CFM56-7B24/3	Now - Lease				
(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	GA Telesis		engines@gatelesis.com	
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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