

Weekly Aviation Headline News

WORLD NEWS

British Airways announces new pilot cadet scheme

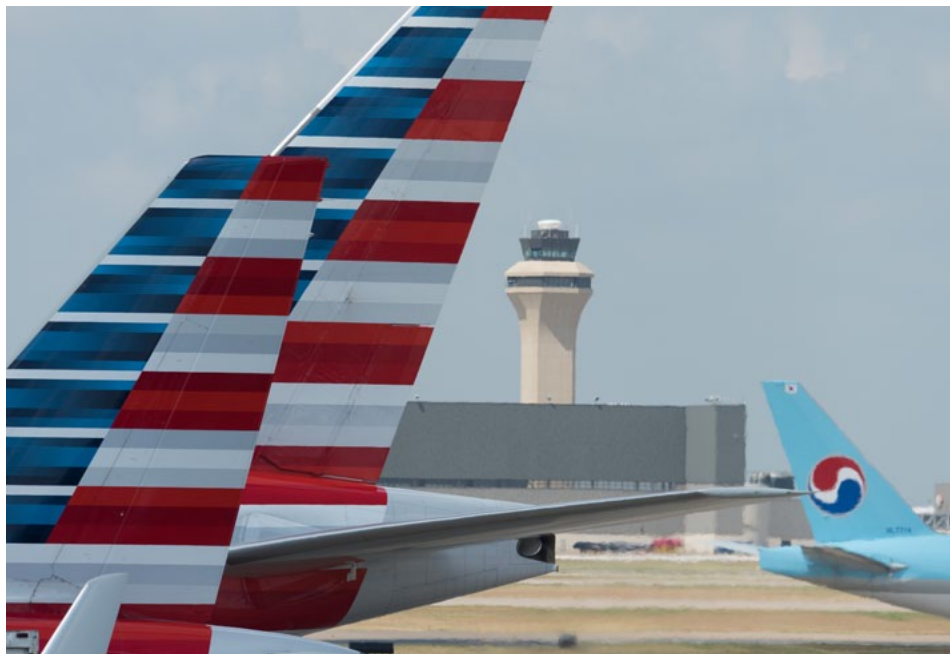
British Airways has announced that it is launching a brand-new pilot cadet programme that will fund training for up to 60 aspiring pilots a year. This cost will now be funded by British Airways – with a multi-million-pound investment from the airline into its next generation of pilots – making it a genuine career path for all aspiring pilots. The creation of the British Airways Speedbird Pilot Academy will see the cost barrier of training to become an airline pilot removed, making the profession much more accessible. The UK flag carrier says it remains committed to further increasing diversity in the aviation industry.

RwandAir signs cargo handling contract with WFS

RwandAir, the flag carrier airline of Rwanda, has appointed Worldwide Flight Services (WFS) as the cargo handling partner for its new direct flights to Paris Charles de Gaulle. The airline is now connecting Paris and Rwanda's capital Kigali with three non-stop Airbus A330 flights a week, its first-ever direct service to France. The new route is RwandAir's 25th destination. RwandAir has also announced the launch of daily direct flights to London Heathrow, starting this winter which marks a significant increase from the airline's current four-weekly operation.

Atlas Air takes delivery of second B777-200F

Atlas Air has taken delivery of a Boeing 777-200 Freighter, which it will operate on behalf of its customer MSC Mediterranean Shipping Company SA, as part of a previously announced long-term ACMI. This is the second of four Boeing 777-200 Freighters that Atlas Air will operate for MSC and the remaining two 777 aircraft to be delivered in the fourth quarter. Jannie Davel, SVP Air Cargo at MSC said the delivery of the second MSC branded aircraft represented another strategic component towards offering that further connects trade lanes for customers.



Some 77% of US ATC facilities are staffed below the FAA threshold according to IATA.
© DFW

IATA calls out North American ATC shortfall

Leading to “unacceptable delays and disruptions.”

While North America has reported the strongest post-pandemic demand for air travel, the region has been hit by significant Air Traffic Control (ATC) shortcomings, according to the latest findings by the International Air Transport Association (IATA).

In the United States, IATA observed that a recent report by the US Department of Transportation (DOT) found inadequacies with the supply of enough controllers. The DOT report, seen by *AviTrader Weekly*, found that the FAA had made limited efforts to ensure adequate controller staffing at critical air traffic control facilities. The report said the Agency had yet to implement a standardised scheduling tool to optimise controller scheduling practices at these facilities, and FAA officials disagreed on how to account for trainees when determining staffing numbers. As a result, the FAA continued to face staffing challenges and lacked a

plan to address them, which in turn posed a risk to the continuity of air traffic operations.

Additionally, according to the DOT, the pandemic led to training pauses over a period of nearly 2 years—significantly increasing controller certification times. The report said the FAA will not know the full impact of the training suspension on

Approach Control and Miami Tower are extreme at 54% and 66%, respectively.

The situation in Canada is no better, with media reports suggesting significant flight delays and cancellations due to ATC staff shortages. Nav Canada has been quoted by local media as having “unplanned absences” by ATC staff and the

Agency was working diligently to boost its workforce.

IATA has recommended appointing a permanent FAA administrator as a first and major step

“Ottawa and Washington, DC need to take ownership of the issues under their direct control and lead in resolving them.”

Willie Walsh, Director General, IATA

certification times for several years because training outcomes vary widely, and it can take more than 3 years to train a controller. Due to these uncertain training outcomes, the DOT observed that the FAA could not ensure it would successfully train enough controllers in the short term.

According to IATA data, 77% of ATC facilities are staffed below the Agency's 85% threshold. The situations in New York Terminal Radar

in urgently addressing the US aviation air traffic control infrastructure constraints. In addition, IATA Director General Willie Walsh, said the US and Canadian authorities should refrain from doubling down on costly and poorly thought-out air travel consumer rights regulations in both countries.

“Ottawa and Washington, DC need to take ownership of the issues under their direct control and lead in resolving them,” said Walsh.

AIRCRAFT & ENGINE NEWS

China Eastern Airlines takes delivery of second C919 aircraft



China Eastern Airlines second C919 aircraft has completed the ferry flight in the morning of July 16
 © COMAC

In the afternoon of July 14, 2023, a second C919 aircraft was officially delivered to China Eastern Airlines. A "three certificate" issuance and delivery ceremony was held for the China Eastern Airlines' B-919C aircraft in the flight test complex building of the Zhuqiao base of the Commercial Aircraft Corporation of China (COMAC). Relevant personnel and appointed representatives of CAAC East China Regional Administration, all members of CEA awaiting team, relevant leaders of the Assembly Manufacturing Centre of COMAC, and the main members of the delivery team attended the ceremony. The final assembly of this aircraft was completed in February 2023 and the production flight test was completed in June 2023. After entering the delivery phase, the CEA awaiting team cooperated closely with the COMAC delivery team to carefully complete all the work such as aircraft appearance inspection, ground test, delivery flight test, CAAC inspection and document handover. China Eastern Airlines B-919C aircraft completed its ferry flight in the morning of July 16 and will be put into route operation in the near future.

Rex signs leases for additional two Boeing 737-800NGs



Rex will add two B737-800NGs to its fleet

© Rex

Rex has recently finalised lease agreements for two more Boeing 737-800NGs, bringing its current fleet of 737 aircraft to nine. These additions are part of Rex's strategic plan to enhance its domestic network and facilitate expansion. The new planes are expected to arrive in the country by the end of July and mid-September, respectively. The first of the two arrivals will commence service in mid-August, with Rex commencing daily flights between Melbourne and Hobart starting on August 17. This expansion follows the commencement of flights between Sydney and Adelaide, which took place seven weeks prior. The Deputy Chairman of Rex, the Hon. John Sharp AM, expressed his enthusiasm, stating that the new aircraft signify another milestone in their goal of connecting all capital cities in Australia. Furthermore, Rex remains open to future growth opportunities. Sharp revealed that the airline might incorporate two more 737-800NGs into its fleet before the end of the current financial year. The company aims to balance measured growth with meeting customer demand, acknowledging the dynamic nature of the aviation industry. Presently, Rex operates flights to major Australian cities, including Melbourne, Sydney, Brisbane, Adelaide, and Canberra. Additionally, the carrier serves the Gold Coast and is inviting expressions of interest from other cities that wish to experience Rex's renowned reliability, country hospitality and affordable fares. As Australia's largest independent regional and domestic airline, Rex operates an impressive fleet, consisting of 58 Saab 340s and 7 Boeing 737-800NGs, serving 57 destinations across all states in the country. Apart from the airline operations, the Rex Group encompasses subsidiaries such as Pel-Air Aviation, Australian Airline Pilot Academy with campuses in Wagga Wagga and Ballarat, and Australian Aerospace Propeller Maintenance. Rex is also a 50% shareholder of National Jet Express (NJE), a reputable Fly-In-Fly-Out (FIFO), charter, and freight operator.

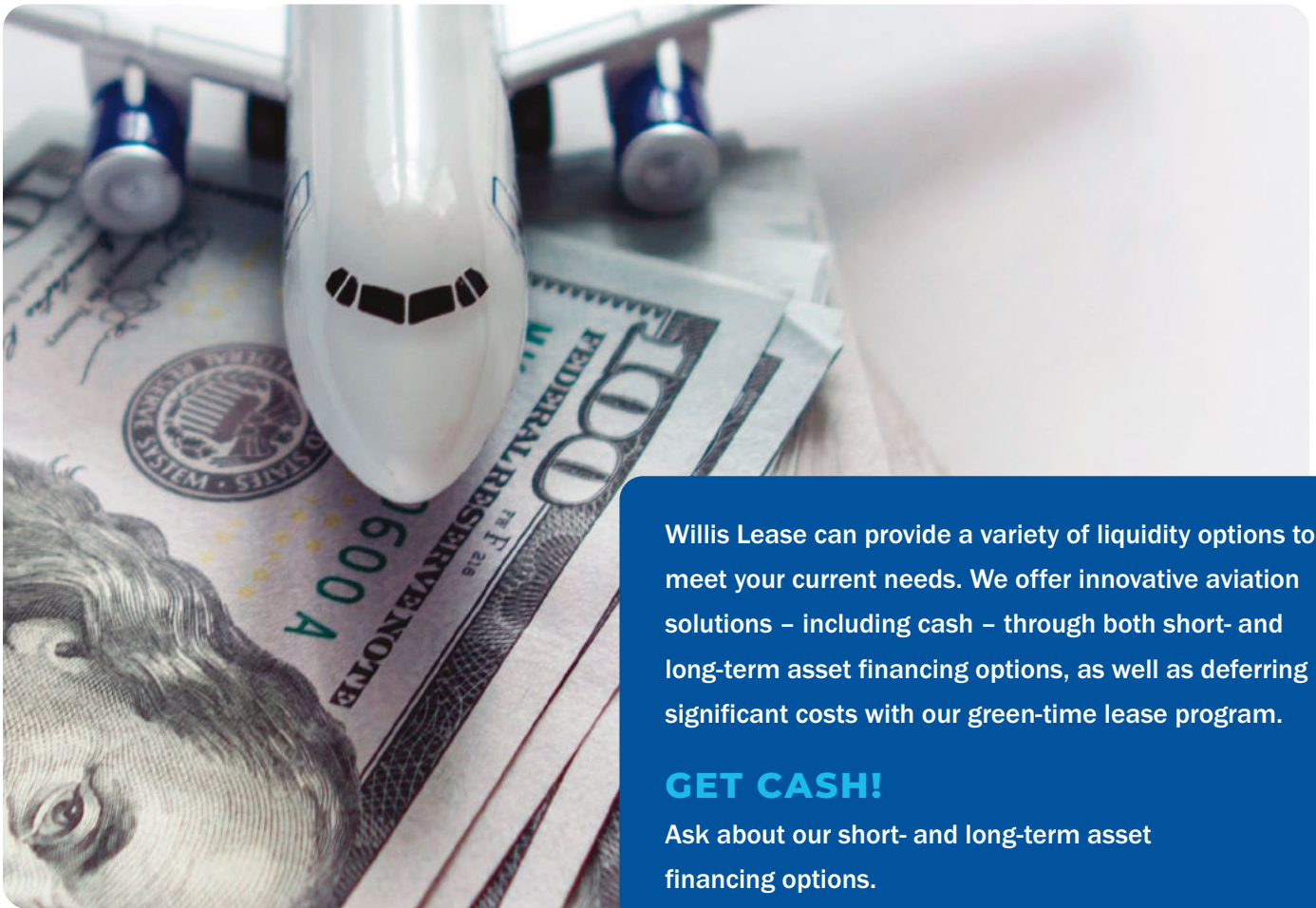
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AIRCRAFT & ENGINE NEWS

Second Gulfstream G800 completes first flight



The second G800 jet completed its first flight on July 15

© Gulfstream

Gulfstream Aerospace has announced the first flight of its second Gulfstream G800 flight test aircraft. The aircraft flew out of Gulfstream's Savannah headquarters on a 30/70 blend of sustainable aviation fuel and marks a new phase in the G800's path to certification and customer deliveries. The G800 took off on Saturday, July 15, at 9:27 a.m., flew for 3 hours and 26 minutes and reached a top speed of Mach 0.935. The second G800 flight test aircraft is dedicated to environmental control systems, avionics and flight controls and builds on the more than 1,600 test points already accomplished by the first G800 flight test article. The G800 can fly 8,000 nautical miles/14,816 kilometres at Mach 0.85 and 7,000 nm/12,964 km at Mach 0.90 and features class-leading fuel efficiency with its combination of the Gulfstream-designed advanced high-speed wing and winglet and all-new, high-thrust Rolls-Royce Pearl 700 engines. Designed to seat up to 19 passengers, the G800 offers up to four living areas or three living areas with a crew compartment.

CAAC grants certification to Airbus Helicopters H175

Airbus Helicopters has achieved certification from the Civil Aviation Administration of China (CAAC) for its H175 helicopter, marking a significant milestone in the partnership between Airbus Helicopters and the Chinese helicopter industry. With this certification in place, the company is now authorised to commence H175 deliveries in China, a highly demanding market for civil helicopters and one with a growing demand for super-medium segment aircraft. In 2023, four H175 helicopters are slated for delivery to Chinese customers. Bruno Even, CEO of Airbus Helicopters, expressed his satisfaction with this achievement, emphasizing the value of the H175's state-of-the-art features and reliability. This advanced aircraft will empower the people of China to execute critical life-saving missions, even under the most challenging conditions. To further foster the expansion of the helicopter market in China, Airbus Helicopters is dedicated to collaborating with the Chinese industry, aiming to develop the local civil market with cutting-edge products like the H175. By doing so, the company seeks to contribute to the welfare of the Chinese people and the nation's economy. Since its introduction in 2015, Airbus' H175 has belonged to the super-medium class of helicopters, boasting exceptional long-range capabilities and advanced flight quality. Its versatility makes it an ideal solution for various missions, including offshore crew change, search and rescue (SAR) operations, public services, and both private and business aviation. The H175's impressive track record speaks for itself, with 53 units currently in service across 13 countries, accumulating over 185,000 flight hours.



The Airbus Helicopters H175 has been granted CAAC certification
© Eric Raz / Airbus Helicopters

North Carolina receives first Kodiak 100 multi-mission aircraft



Daher's first Kodiak 100 delivered with a five-blade composite propeller is shown at the North Carolina Forest Service's Aviation Division
© Daher

Daher has delivered a turboprop-powered Kodiak 100 to the North Carolina Forest Service's Aviation Division, which becomes a new customer as well as the initial operator of this multi-mission aircraft equipped with a composite five-blade propeller. The North Carolina Forest Service will utilise its Kodiak 100 as a "load aircraft," which carries equipment and supplies to operational locations in support of aerial tankers in the wildfire suppression role. This is Daher's first new-production Kodiak 100 to be delivered with the composite five-blade propeller configuration from Hartzell Propeller, enhancing the aircraft's performance and further improving its sustainability. Tailored specifically for use on the Kodiak 100, the new five-blade propeller incorporates Hartzell's lightweight Raptor propeller hub technology. The entire unit weighs 13 lbs. less than the Kodiak 100's current four-blade metal propeller and reduces the aircraft's take-off roll by six percent at maximum gross weight. The propeller is durable by design, with a TBO (time between overhaul) of 4,000 hours/six years, and an industry-leading warranty of six years or up to 4,000 hours. New-production Kodiak 100 Series III aircraft are now available with the five-blade composite propeller as an option. The retrofit for all in-service Kodiak 100s is offered via the Hartzell Top Prop programme.

AIRCRAFT & ENGINE NEWS

Virgin Atlantic consortium sets date for first 100% SAF transatlantic flight

In conjunction with Virgin Atlantic, Rolls-Royce has announced that November 28, 2023, has been set as the date for the first-ever transatlantic flight using a 100% blend of sustainable aviation fuel (SAF), subject to additional regulatory approval. The aircraft in question will be a Boeing 787 with Rolls-Royce Trent 1000 engines and the flight will be between London Heathrow and New York JFK Airport. Air BP and Virent have been named as the fuel suppliers, the blend comprising 88% hydro processed esters and fatty acids (HEFA) and 12% synthetic aromatic kerosene (SAK). SAF typically delivers CO2 life cycle emission savings of more than 70% when compared to traditional jet fuel. SAF has a fundamental role to play in aviation's decarbonisation and pathway to Net-Zero 2050. Today, SAF represents less than 0.1% of jet fuel volumes and fuel standards allow for just a 50% SAF blend in commercial jet engines. The one-off Virgin Atlantic flight in November will demonstrate the potential of SAF as a 100% drop-in replacement for fossil fuel. Virgin Atlantic and the consortium will leverage the 100% SAF transatlantic flight to further SAF use, as well as addressing other environmental impacts of the sector. Any residual CO2 emissions from the flight will be mitigated using innovative carbon removals from biochar projects. Shai Weiss, CEO, Virgin Atlantic, commented: "The 100% Sustainable Aviation Fuel transatlantic flight will be a historic moment in aviation's roadmap to decarbonisation. Alongside fleet transformation, SAF is the most readily available way for our industry to decarbonise, but currently there's not enough supply and without it and the radical collaboration required to produce it, we can't meet our 2030 targets.



A Virgin Atlantic 787 with Rolls-Royce Trent 1000 engines is to fly the first transatlantic flight with 100% SAF © AirTeamImages

Dale Vince launches electric airline Ecojet



Dale Vince has launched Ecojet, the world's first Electric airline, powered by renewable energy

© Ecotricity

In a ground-breaking move towards sustainable aviation, Dale Vince, the founder of Ecotricity, has announced the launch of Ecojet, the world's first electric airline, powered entirely by renewable energy. This revolutionary initiative is set to transform the aviation industry by making emission-free air travel a reality for the first time. Ecojet's fleet will consist of retrofitted conventional planes equipped with hydrogen-electric powertrains. Through this conversion, the aircraft will retain their original power output but achieve a remarkable 100% reduction in CO2 emissions. Unlike building new aircraft from scratch, Ecojet's decision to repurpose existing planes will save an impressive 90,000 tonnes of carbon annually. The only byproduct generated during flight will be water, which can be captured and released into the lower atmosphere, avoiding the harmful effects of contrails.

Working alongside experienced pilot Brent Smith and a team of aviation specialists, Dale Vince is driving the establishment of Ecojet. The airline is scheduled to commence flights within the UK in early 2024, starting with the Edinburgh to Southampton route and rapidly expanding to mainland Europe, with plans for long-haul flights in the future. Ecojet is also taking radical steps on board to minimise the aviation industry's impact on the environment. This includes serving plant-based meals, eliminating single-use plastic, and outfitting staff with environmentally friendly uniforms. Currently, aviation accounts for approximately 3% of global CO2 emissions, but the overall contribution to the climate crisis is estimated to be three times higher due to pollution released at high altitudes. Ecojet's ambitious vision aims to permanently eliminate this colossal negative impact by proving the viability of electric air travel and encouraging the widespread adoption of electric planes throughout the aviation industry. The creation of Ecojet marks the first step in this process, estimated to be a decade ahead of the rest of the industry in the development of what Dale Vince describes as "the biggest revolution in the aviation industry since the invention of the jet engine." In the short term, Ecojet plans to secure routes and obtain a license from the Civil Aviation Authority (CAA). Initially, the airline will launch using conventionally fuelled planes. Ecojet's fleet will initially comprise two different sizes of turboprop aircraft, a 19-seat aircraft, and a 70-seat aircraft. These planes will be retrofitted with the hydrogen-electric powertrains as they receive approval for service by the CAA. The first retrofits are scheduled to take place in 2025, one year after the commencement of flights.

AIRCRAFT & ENGINE NEWS

Air India finalises order for more than 800 LEAP engines



The LEAP engine order has been finalised and signed by (from left): Gaël Méheust, CFM International; Russell Stokes, GE Aerospace; Campbell Wilson, Air India and Jean-Paul Alary, Safran Aircraft Engines © CFM International

Air India and CFM International have finalised the order of LEAP engines that will power the airline's new fleet of 210 Airbus A320/A321neo and 190 Boeing 737 MAX-family aircraft, which was first announced in February. Both companies also signed a multi-year services agreement that will cover the airline's entire fleet of LEAP engines. Air India has been a CFM customer since 2002, when the airline began operating Airbus A320neo aircraft powered by CFM56-5B engines. In 2017, Air India began operating A320neos, becoming the first LEAP-1A-powered operator in India. The airline currently has 27 LEAP-1A-powered A320neo-family aircraft in its fleet. "We are delighted to celebrate with CFM a major deal that will play a key role in our future development," said Campbell Wilson, CEO and Managing Director of Air India. "The introduction on a greater scale of the LEAP engine as well as our services agreement will help us to optimise our operations in terms of environmental footprint and operational cost, while benefiting our customers." The LEAP-engine family has achieved one of the fastest accumulations of flight hours in commercial aviation history, amassing more than 33

million engine flight hours and 15 million flight cycles. LEAP engines provide 15 to 20% better fuel consumption and lower CO2 emissions, as well as a significant reduction in noise compared to previous-generation engines. Since its entry into service in 2016, the LEAP engine has allowed its customers to save more than 20 million tonnes of CO2 compared to the same flights operated using aircraft powered by previous-generation engines.

Cabo Verde Airlines takes delivery of first 737 MAX aircraft

Cabo Verde Airlines has taken delivery of its first fuel-efficient 737 MAX aircraft. As part of its new "take-off" rebranding, the airline's 737-8 will reconnect the Cape Verdean diaspora and boost tourism for the island nation from Africa, Europe, North America and South America. Cabo Verde Airlines connects four continents with non-stop flights from its hubs in Praia and Sal. It aims to renew its fleet and expand its network to previously operated routes following the pandemic. The 737 MAX airplane family delivers enhanced efficiency, improved environmental performance and increased passenger comfort to the single-aisle market. Powered by CFM International LEAP-1B engines and advanced technology winglets, the 737 MAX reduces fuel use and emissions by 20% compared to airplanes it replaces.



B737 MAX in Cabo Verde Airlines livery

© Boeing

ZeroAvia's Dornier 228 with hydrogen-electric engine completes first test flights



ZeroAvia successfully completed initial Dornier 228 flight test campaign

© ZeroAvia

British/American aircraft developer ZeroAvia has announced the successful completion of its first flight test campaign. The series of ten flights which involved a Dornier 228 fitted with the prototype ZA600 engine took place at Cotswold Airport in the UK. The next stage of flight tests will involve cross-country journeys. Currently the aircraft has successfully flown at 5,000 feet, performed a 23-minute endurance test, successfully operated at a temperature range between just above freezing to 30 degrees Celsius, and also reached the maximum allowable speed under the Permit to Fly issued by the CAA. Most important, throughout all test phases, the fuel cell power generation and electric propulsion system that are the core components of the novel zero-emission engine, performed at or above expectations. The hydrogen-electric engine successfully matched the power of the conventional, fossil fuel engine on the opposite wing, with the pilots able to fly with thrust generated only from the experimental clean propulsion system in certain tests.

MRO & PRODUCTION NEWS

Willis Lease Finance to develop and produce power-to-liquid SAF

Willis Lease Finance Corporation, a major aircraft engine leasing company, has unveiled an innovative endeavour to develop and produce Sustainable Aviation Fuel (SAF) using Power-to-Liquid (PtL) technology. In collaboration with its subsidiary, Willis Sustainable Fuels (UK) Limited, as well as financial and strategic partners, the company is making significant strides towards establishing a new SAF refinery in north-eastern England. Decarbonizing air travel presents unique challenges compared to other modes of transportation like automotive and rail. "Our ground-breaking PtL SAF project aims to directly support the global aviation industry's ambitious objective of achieving net-zero emissions by 2050. This represents a significant step in the ongoing effort to decarbonise aviation," stated Austin C. Willis, CEO of WLFC. "As one of the pioneering aviation leasing companies spearheading such a large-scale SAF initiative, we are thrilled to continue our legacy as leaders and innovators in the aviation industry. The SAF project is just one aspect of our broader strategy to contribute to the decarbonisation of aviation. Over the past few years, WLFC has committed to and invested approximately US\$1.5 billion (£1.15 billion) in modern technology and lower fuel consumption engines, and we will continue to do so to support this strategy."

Leveraging Stakeholder Relationships

Recognising the importance of involving stakeholders beyond the traditional supply chain, Willis believes that its engagement will be crucial in achieving the aviation industry's envisioned goals. In 2019, WLFC expanded its presence in the United Kingdom (UK) by establishing an aircraft technical services business at Teesside International Airport, Darlington, UK, and forging significant partnerships in the local region and throughout the UK.

"Building upon our valued relationship with Teesside International Airport, we are excited to collaborate with local stakeholders to advance our plans for the first PtL SAF refinery in Teesside," added Mr. Willis. WLFC's initial focus in the UK is largely driven by its existing partnership with Tees Valley, where the company has developed Willis Aviation Services Limited and Jet Centre by Willis at Teesside International Airport over the past 36 months.

This project aligns with and supports not only the Tees Valley Net-Zero strategy but also the UK government's Ten-Point Plan, Build Back Greener and Jet-Zero strategies. With Tees Valley establishing a National Hydrogen Hub, Tees Valley Mayor Ben Houchen believes that this decarbonization project holds immense potential to enhance the region's prominence, create new job opportunities, and showcase the collaborative efforts of Teesside International Airport and WLFC in benefiting Teesside, Darlington, and Hartlepool as a whole. Mayor Houchen emphasised that WLFC is already an excellent partner for the airport, and the SAF project will further support the airport's goal of becoming the UK's first net-zero airport. WLFC's existing commercial relationships with over 120 global airlines, as well as regional UK airlines, position the company well to facilitate participation and secure SAF off-take commitments from airlines and large-scale fuel distributors.

A Future of Decarbonised Aviation

The new SAF refinery project has recently completed feasibility studies in late 2022. Collaborating closely with Teesside International Airport and partners with expertise in sustainable energy and infrastructure development, WLFC firmly believes that SAF is the most viable short-term solution to contribute to a decarbonised future in aviation. The project is currently in the front-end engineering design stage. The PtL SAF process is being designed to utilize feedstocks derived from CO2 and green hydrogen produced from renewable electricity, thereby leading to substantial reductions in greenhouse gas emissions.



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IAG Cargo partners with Kuehne+Nagel to advance sustainable aviation fuel

IAG Cargo, the cargo division of International Airlines Group (IAG), will reduce cargo customers' supply chain Scope 3 emissions by partnering with Kuehne+Nagel, who will part-fund IAG's purchase of six million litres of Sustainable Aviation Fuel (SAF) in 2023. The SAF, which will be certified by ISCC (International Sustainability & Carbon Certification) and produced from used cooking oil and food waste, will have at least 80% lower lifecycle emissions than conventional jet fuel and will reduce over 15,000 tonnes of CO₂ on a lifecycle basis. IAG was the first European airline group to make a commitment that 10% of its fuel needs would be fulfilled by SAF by 2030, and this purchase supports IAG's acceleration towards this goal. IAG has committed \$865m (£660m) in future SAF investments and purchases to date, with agreements in place with a number of suppliers in the UK, US and Spain. David Shepherd, Chief Executive Officer at IAG Cargo said: "We are delighted to be partnering with Kuehne+Nagel once again to address Scope 3 CO₂ emissions for their supply chain. We are committed to reducing our environmental impact and contributing to the wider sustainability goals of the aviation industry. This purchase is a key step in achieving these objectives and is a great example of how IAG can help its customers decarbonise." IAG Cargo first partnered with Kuehne+Nagel in 2021 to power a charter chain of 16 flights from Stuttgart to Atlanta, and this latest deal builds on the long-standing partnership between the two companies.

*Scope 3 encompasses emissions that are not produced by the company itself, but by those that it is indirectly responsible for, up and down its value chain. As businesses advance towards a carbon-neutral future, they are increasingly partnering across their value chain to achieve further emissions' reductions. SAF is the single-largest decarbonisation lever for airlines, but SAF has a significantly higher price and lower availability than conventional jet fuel. By partnering with its corporate customers, IAG airlines is able to purchase more SAF and reduce its Scope 1 (direct) greenhouse gas emissions; corporate customers also benefit by lowering their Scope 3 (supply chain) greenhouse gas emissions from flying.

AAR and United Airlines extend MRO relationship

AAR CORP. (AAR) has signed an agreement with United Airlines to extend its existing airframe MRO services relationship through 2030 and expand its heavy maintenance commitments. Under this agreement, AAR has committed to

MTU Maintenance Zhuhai marks 4000th shop visit

MTU Maintenance, a global market leader in customised MRO solutions for aero engines, has completed its 4000th shop visit at its Zhuhai location. This sets yet another milestone for 2023, after the official opening of a brand-new test cell last month. MTU Maintenance redelivered a LEAP-1A engine, a product of CFM International, a 50/50 joint company between GE Aerospace and Safran Aircraft Engines, to Peach Aviation, a subsidiary of All Nippon Airways, Japan's largest airline. MTU Maintenance and Peach Aviation have been working together for almost a decade, dating back to the initial CFM56-5B contract in 2014. Last year, they signed a five-year contract extension that included the new generation of CFM International engines. Gert Wagner, President and CEO at MTU Maintenance Zhuhai, said he was proud of the location's progress over the years and that it was now able to cut down the intervals between 1,000 additional shop visits by a year each time. Driven by China's rapidly growing market demand and MTU's success in attracting customers from all over the world, it took the MRO facility less than three years to get from 3,000 to 4,000 shop visits, despite the pandemic. In comparison, reaching the previous mark took four years. "This steady acceleration from one milestone to the next shows how our drive to continually grow the business pays off," Wagner said, adding that the engine induction volume in Zhuhai is well ahead of pre-COVID levels. "It acts as a great motivating factor to the team here in China to reach the maximum capacity of 450 shop visits this year and I want to thank our employees for driving us forward." MTU Maintenance Zhuhai services CFM56, LEAP, PW1100G-JM and V2500 engines and performs MRO for over 90 customers from China, Asia and around the world. The Chinese location is situated in the Zhuhai Free Trade Zone and well on its way to become the world's largest engine MRO facility, with a secondary site under construction. The planned start to operations is in 2025, increasing MRO capacity by another 260 shop visits a year.



MTU Zhuhai celebrated the completion of its 4000th shop visit © MTU

US-Bangla Airlines and ATR sign global maintenance agreement



ATR and US-Bangla Airlines have signed a GMA for the carrier's fleet of ATR 72-600s © ATR

US-Bangla Airlines, the prominent Bangladeshi carrier, and ATR, the regional aircraft manufacturer, have jointly announced the signing of a global maintenance agreement (GMA) aimed at enhancing the airline's maintenance efficiency and bolstering the reliability of its fleet, which consists of eight ATR 72-600s. This comprehensive pay-by-the-hour contract spans five years and covers repair, overhaul and pooling services for line replaceable units. Additionally, it encompasses the availability and maintenance of propellers and leading edges. Speaking about the agreement, Mohammed Abdullah Al Mamun, the Managing Director of US-Bangla Airlines, emphasised the airline's commitment to reliability, on-time performance, customer experience and safety. As US-Bangla celebrates its ninth anniversary, the strengthening of its cooperation with ATR through this global maintenance agreement is seen as a pivotal step to optimise the reliability of its ATR fleet while simultaneously reducing operational costs. The partnership is envisioned to be a win-win arrangement and both teams have dedicated significant efforts to innovate a commercial model that they believe will set a new benchmark in the aviation industry. The ATR GMA has a remarkable track record of over 25 years in significantly boosting the operations of regional airlines while reducing maintenance costs. This achievement is primarily attributed to improved parts availability, expert advice on maintenance practices, effective troubleshooting, and insightful engineering analysis.

growing its dedicated airframe narrow-body capacity to provide United Airlines a minimum of ten lines of maintenance support across AAR's Miami, Florida and Rockford, Illinois, MRO facilities. To support the additional lines of maintenance, AAR will add a new three-bay hangar adjacent to its existing nine-bay facility. On July 19, AAR has received approval from the Miami-Dade County Board of County Commissioners to proceed with the construction

of a 114,000 ft² facility adjacent to the company's existing hangar at Miami International Airport. AAR plans to break ground on the new facility in Q2 of its FY2024 and complete construction within 24 months. Over time, Miami-Dade County is expected to reimburse the anticipated US\$50 million cost to construct the hangar. This will increase capacity at AAR's Miami Airframe MRO by 33%. United's increased maintenance commitment is projected to create more than

MRO & PRODUCTION NEWS

250 AAR careers in the Miami and Rockford communities and grow revenue for Miami International Airport. AAR looks to leverage its well-established approach to workforce development to enhance its efforts to build a best-in-class workforce by hiring a diverse, highly skilled team to support the additional workload.

Aero Star Aviation adds Embraer Praetor 500 and 600 product line to capabilities

Aero Star Aviation has added the Embraer Praetor 500 and 600 to its capabilities and product services. Aero Star is already well established in the industry for its specialised services on Embraer 100 and 300 aircraft. The added services for the Praetor line will provide customers with a one-stop shop for their additional Embraer needs. Aero Star prides itself on the expertise of Embraer maintenance and intends to service their customers for the life of their aircraft, with the benefit of personalised and superior service. Aero Star Aviation is an approved FAA repair facility and aircraft maintenance company that specialises in

Etihad Engineering delivers Etihad Airways' A380 after heavy maintenance check

Etihad Engineering, one of the world's leading aviation maintenance, repair and overhaul (MRO) solutions providers, has completed a six-year heavy maintenance check on the first in a series of Airbus A380 aircraft for its return-to-service after a period of secure ground storage. Preparing the A380 for its return-to-service at its state-of-the-art aviation MRO facility in Abu Dhabi, Etihad Engineering carried out removal, inspection and installation of the full aircraft cabin which features The Residence, nine First Apartments and 70 Business Studios on the upper deck as well as 405 economy smart seats. The scope of the comprehensive check included rear spar modifications, frame modifications, removal, inspection and installation of all four engines, and the inspection and servicing of a wide range of sophisticated components at the facility's dedicated workshops onsite. The Etihad Engineering team worked collaboratively with Etihad, Airbus and other key suppliers to ensure that the aircraft was delivered to the highest standards. The Etihad Engineering facility, located adjacent to Abu Dhabi International Airport, is the largest commercial aviation MRO facility in the Middle East spread across a total site area of 550,000 m². It can currently accommodate up to 40 wide-body and narrow-body aircraft and two additional wide-body hangars are being built onsite to serve the company's expanding portfolio of airlines, lessors and aircraft owners from around the world.



Members of the Etihad Engineering team that carried out the A380 heavy maintenance check
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Embraer Phenom 100 and 300, Praetor 500 and 600 jets. Founded in 2013, with two locations in Dallas, Texas and Ft. Lauderdale, Florida, Aero Star Aviation offers aircraft maintenance including: scheduled maintenance, pre-purchase and ten-year inspections, engine change, line maintenance, wheel assembly exchange and AOG support. In addition, Aero Star Aviation offers in-house Aircraft Consulting and Management, providing customers with accurate and detailed information on the acquisition process while providing daily aircraft management of operations and regulatory requirements.

FINANCIAL NEWS

Lilium announces US\$192 million financing

Lilium, developer of the first all-electric vertical take-off and landing jet, has announced a US\$192 million financing, including the pricing of an upsized US\$75 million underwritten public offering of 57,692,308 of the company's Class A ordinary shares (the shares), as well as a concurrent US\$42 million private placement of 32,146,147 shares and warrants to purchase 8,036,528 shares led by Earlybird Venture Capital and including BIT Capital, UVC Partners, and Frank Thelen, as well as multiple Lilium board members and senior executives (the PIPE). Additionally, pursuant to the purchase agreement dated May 1, 2023, between the company and Aceville Pte. Limited, an affiliate of Tencent Holdings Limited (Aceville), Aceville will fund an additional US\$75 million to partially prepay against the total exercise price of the warrants issued under such agreement, assuming that the underwritten public offering and the concurrent PIPE generate at least US\$75 million of gross proceeds. In connection with the underwritten public offering, the price of the 57,692,308 shares being sold to the public is US\$1.30 per share. The company has granted to the underwriter an option to purchase up to 8,653,846 additional shares for the next 30 days, solely to cover over-allotments. B. Riley Securities is serving as the sole bookrunner and underwriter for the offering. The company intends to use the net proceeds from the offering for general corporate purposes. The shares in the underwritten public offering are being offered pursuant to a shelf registration statement on Form F-3 (File No. 333-267719) previously filed with the U.S. Securities and Exchange Commission (the "SEC"), which the SEC declared effective on October 12, 2022. A preliminary prospectus supplement related to the underwritten offering was filed with the SEC on July 13, 2023, and a final prospectus supplement will be filed with the SEC. (£1.00 = US\$1.31 at time of publication).

MFFD - thermoplastics instead of aluminium in aircraft construction



Outer shell of aircraft fuselage

© DLR

Aluminium has been the go-to material for aircraft construction for many years, with continuous improvements in production. However, with the focus now on sustainability and climate-friendly aviation, new solutions are needed. To showcase the revolutionary possibilities in materials and production, the German Aerospace Centre (DLR) has collaborated with Premium AEROTEC, Airbus, and Aernnova to develop a fuselage component made entirely of carbon fibre reinforced thermoplastic. This special plastic, LM_PAEEK, not only makes the component more damage-tolerant but also reduces its weight by approximately one tonne compared to the aluminium counterpart. The development involved ground-breaking technologies for cost-efficient, resource-saving processes with minimal energy consumption. As part of the European research programme Clean Sky-2, a "Multifunctional Fuselage Demonstrator" (MFFD) was created at DLR in Augsburg. This demonstrator, an eight-meter-long fuselage outer shell, aims to achieve a 10% reduction in aircraft fuselage weight and a 20% reduction in aircraft running costs. The ultimate objective is to achieve a production rate of 60-100 aircraft per month. On July 18, 2023, the MFFD project partners successfully delivered the outer shell. The thermoplastic carbon fibre reinforced plastics (CFRPs) used in the outer shell have unique properties, retaining their stable shape when cold but becoming reshaped when heat is applied within a certain temperature range. This characteristic facilitates better repair and recycling of components, enhancing sustainability. The collaborative effort between DLR, Premium AEROTEC and project partners has resulted in the successful development of three essential technologies: laser-based in-situ fibre deposition, continuous ultrasonic welding and electrical resistance welding. These innovations were significantly advanced at the DLR Centre for Lightweight Production Technology (ZLP) in Augsburg. DLR has achieved a remarkable feat with the MFFD, producing the world's largest aircraft component made of fibre-reinforced thermoplastics. These technologies hold great promise for the future of aviation, as lightweight construction becomes increasingly crucial for sustainable flight. After finalising finishing touches and door frame installation at Premium Aerotec's facility in Augsburg, the fuselage shell is currently en route to the Fraunhofer Institute for Manufacturing Technology and Applied Materials Research (IFAM) in Stade. There, it will be joined with the lower shell from the Netherlands as part of the STUNNING project to create the complete fuselage barrel by year-end. Airbus will carry out the final validation and verification of these innovative technologies at the centre for Applied Aeronautics Research (ZAL) in Hamburg. The project is a significant step towards climate-friendly flying and reinforces the region's, the nation's and Europe's competitiveness in aircraft development.

About the programme:

The "Multifunctional Fuselage Demonstrator" (MFFD) is a project that falls under the Large Passenger Aircraft initiative and is funded by the European Clean Sky-2 programme. Clean Sky-2 is a collaborative aviation partnership between public and private entities in Europe, dedicated to enhancing the sustainability of air travel. By the year 2050, the programme aims to achieve a remarkable 75% reduction in CO2 emissions from air traffic compared to the levels recorded in 2000. Additionally, it seeks to decrease noise emissions around airports by 65%, contributing to a more environmentally friendly and sustainable aviation industry.

FINANCIAL NEWS

Air France-KLM and Apollo Global Management sign agreement for €500 million quasi-equity financing

Air France-KLM and Apollo Global Management have signed a definitive agreement for Apollo-managed funds and entities (Apollo) to raise a €500 million (£431 million) financing into an operating affiliate of Air France that will own a pool of components dedicated to Air France's Engineering and Maintenance activities. Under this agreement and subject to customary closing conditions, Apollo will subscribe to perpetual bonds issued by this ad hoc operating affiliate and this financing will be accounted as equity under IFRS. The financing's proceeds will be allocated to general corporate purposes and support future components expenditures related to the maintenance activity. The perpetual bonds will bear an interest rate of 6.9% for the first three years and gradual step ups and caps will be applied thereafter. Air France will have the ability to redeem them at any time after three years. This transaction will incur no change of ownership, operational and social aspects of Air France Engineering and Maintenance activity. There will be no change in the way Air France uses the components and executes the maintenance contracts, and no impact on Air France or Air France-KLM employees' contracts. The transaction is part of the Group's overall IFRS equity restoration plan, as announced in February 2023 during the full-year 2022 financial results.

Finnair reports strong second quarter, raises guidance

Finnair has reported a strong second quarter, carrying 2.8 million customers and a passenger load factor of 76%, ending the quarter with an operating profit of €66.2 million. The strong

MRO & PRODUCTION NEWS

Eve and Embraer announce first eVTOL production facility in Brazil



Aerial view of the eVTOL production site in Taubaté, Brazil

© Embraer

Eve Air Mobility (Eve) and Embraer have made a joint announcement regarding the establishment of Brazil's inaugural electric vertical take-off and landing aircraft (eVTOL) production facility. The chosen location for this cutting-edge manufacturing plant is the city of Taubaté, situated in the state of São Paulo, Brazil. The plan is contingent upon final approval from the appropriate authorities and will involve expanding a designated section within Embraer's existing unit in Taubaté. Strategically selected, the site enjoys excellent logistical advantages with easy access via two major highways and close proximity to a railroad. Additionally, it benefits from its proximity to Embraer's headquarters in São José dos Campos and Eve's engineering and human resources team. This proximity will foster collaboration and innovation, optimizing production processes and further boosting Eve's competitiveness and agility. Andre Stein, co-CEO of Eve, expressed their vision for the facility: "As we embarked on the search for the perfect manufacturing location for our eVTOL, our goal was to revolutionize the aircraft's production using the latest technologies and manufacturing techniques, in addition to focusing on supply chain and logistics. Our ultimate objective is to deliver safe and reliable products and services to the market while maintaining high manufacturing efficiency. Our team is excited to develop an optimized assembly line that prioritizes safety, quality, efficiency, productivity, and sustainability."



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- LLP's
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- LPT Shafts and Cases
- Air Seals
- HPT Shafts
- Nozzles
- HPT Blades
- HPT Nozzles
- Combustion Chamber
- Moule
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STARTING: AUG 16 - AT 7:00am EDT
ENDING: AUG 17 - AT 10:00am EDT

Asset Location: 2036 Stout Field W Dr. Indianapolis, IN 46241
Contact: Craig Thompson 858-210-8785 cthompson@hginc.com

FINANCIAL NEWS

quarter was driven by continued strong travel demand and successful implementation of Finnair's strategy. The company captured demand with its balanced network and was successful in its pricing and sales efforts. Also, its cost control measures are bearing fruit. The net result for the period increased to €138.6 million, supported by the re-recognition of previously written-down deferred tax assets due to clearly improved profitability and an improved longer-term outlook of the company's business. Finnair has raised its guidance for comparable operating results for the full year 2023, as it expects the travel demand to continue stronger than previously anticipated, fuel price development has been more favourable than expected and as 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, Finnair's strategic comparable operating profit margin target of at least five per cent 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 in sight. In addition, the extent of the impacts of inflation and rising interest rates on demand and costs remains uncertain. Finnair estimated in its guidance published on 27 April 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 estimated that revenue and comparable operating result would not yet reach the level of 2019. (€1.00 = €1.15 at time of publication).

American posts second-quarter revenues of US\$14.1 billion

American Airlines (American) has produced record quarterly revenues of US\$14.1 billion in the second quarter. The strong revenue performance was driven by continued broad-based demand strength and American's completion factor performance in the quarter. Demand was particularly strong in the month of June driven by an increase in close-in bookings. Domestic and short-haul international revenue continue to perform well, and the airline has seen noticeable strength in long-haul

Avia Solutions Group acquires UK airline

Avia Solutions Group has acquired UK-based airline operator Synergy Aviation, later to be rebranded to Ascend Airways. The newly purchased business, which has an Air Operator Certificate (AOC) and Type B Operating License from the UK CAA, will enable the Group to strengthen its position in the UK aviation market. Jonas Janukenas, CEO of Avia Solutions Group, said: "We have been present in the UK aviation market for over ten years, managing MRO



Avia Solutions Group is expanding in the UK by acquiring Synergy Aviation
© Avia Solutions Group

and Charter Brokerage businesses. Having a UK AOC will create new opportunities for the Group in the UK and will enable us to expand the geographic reach of our ACMI and Charter services." According to Alastair Willson, who will take over the company's management and development of Avia Solutions Group's Charter and ACMI business in the UK, establishing a local AOC will benefit UK airlines, charter customers and consumers. "Our immediate focus is on working with the UK CAA to obtain a Type A Operating License, which shall enable us to offer ACMI and Charter services with 180- to 200-seat capacity aircraft by the end of the year. Our aim is then to offer UK customers locally based aircraft and crews to provide a more flexible and reliable service, minimising operational disruptions," he said. The Irish-based Avia Solutions Group with a fleet of 180 aircraft, is the parent company to SmartLynx Airlines, Avion Express, Bluebird Nordic, KlasJet, and Magma Aviation. The Group holds ten AOCs and has ambitious plans for further expansion in Latin America, Southeast Asia, and Australia. The company plans to obtain an AOC in Indonesia during July 2023, expanding its current presence to surpass 68 countries worldwide.

Ampaire acquires Talyn Air



With the acquisition of Talyn Air Ampaire will be able to deploy its industry-leading technology into a range of new platforms
© Ampaire

Ampaire, a renowned leader in hybrid-electric aircraft systems, and Talyn Air, a pioneering developer of innovative electric vertical take-off and landing (eVTOL) aircraft systems, have jointly announced that Ampaire has completed the acquisition of a significant portion of Talyn's assets. This strategic transaction marks a crucial milestone in Ampaire's mission to spearhead the electrification of aviation. By integrating Talyn's capabilities, Ampaire is poised to achieve accelerated growth and expansion into promising adjacent markets, including defence, drones, and eVTOL. The acquisition also bolsters Ampaire's intellectual property and contracts portfolio with an impressive addition of eight patents and seven government contracts, which include sole-source follow-on rights. The incorporation of Talyn Air's expertise allows Ampaire to diversify its hybrid-electric propulsion systems' applications even further. These systems have already made history by accumulating over 18,000 miles of hybrid-electric flight time, making them the industry's leader and successfully implemented in general aviation and regional turboprop commercial aircraft.

FINANCIAL NEWS

international demand and yield performance. In the second quarter, the company produced an operating margin of 15.4% and net income of US\$1.3 billion on a GAAP basis. Excluding net special items, American produced net income of US\$1.4 billion in the second quarter. American generated operating cash flow and free cash flow of nearly US\$1.8 billion and US\$1.2 billion, respectively, in the second quarter. The company reduced total debt by US\$387 million in the quarter. Strengthening the balance sheet continues to be a top priority and American is nearly two-thirds of the way to its goal of reducing total debt by US\$15 billion by the end of 2025. As of June 30, 2023, American had reduced its total debt by approximately US\$9.4 billion from peak levels in mid-2021. The company's commitment to strengthening its balance sheet is being recognised, as evidenced by Fitch upgrading the company's rating two notches, to B+. The company ended the quarter with approximately US\$14.9 billion of total available liquidity, comprised of cash and short-term investments plus undrawn capacity under revolving and other short-term credit facilities. Based on demand trends and the current fuel price forecast and excluding the impact of special items, the company expects its third-quarter 2023 adjusted earnings per diluted share to be between US\$0.85 and US\$0.95. American now expects its full-year 2023 adjusted earnings per diluted share to be between US\$3.00 and US\$3.75. The company's forecasts include the estimated impact of anticipated new labour agreements. (£1.00 = US\$1.29 at time of publication).

OTHER NEWS

Bombardier Defense delivers sixth Global 6000 aircraft to Saab

Bombardier Defense recently marked a significant milestone by delivering the sixth Global 6000 aircraft to Saab, the Swedish defense supplier. Saab will now undertake the task of transforming this aircraft into its cutting-edge Airborne Early Warning and Control solution known as GlobalEye, destined to serve in the Swedish Air Force. This collaboration between Bombardier and Saab exemplifies their ex-



Saab will transform the Global 600 jet into its cutting-edge Airborne Early Warning and Control solution known as GlobalEye
© Saab

ceptional capabilities in providing advanced solutions to nations worldwide. The GlobalEye programme, a result of Canadian and Swedish innovation synergy, combines Saab's renowned radar, command, control, and communication systems with the exceptional Global 6000 aircraft from Bombardier. This integration creates a highly efficient and agile multi-domain airborne surveillance solution. The Global family of aircraft is widely valued for its unmatched combination of speed, range, and endurance, making it the preferred choice for various government defense requirements globally. Jean-Christopher Gallagher, the Executive Vice-President of Aircraft Sales and Bombardier Defense, expressed pride in the company's internationally recognised jets, which have become go-to platforms for major defense contractors like Saab. The Global-aircraft family continues to prove its worth in multi-mission, surveillance and VIP transport scenarios, consistently meeting customers' expectations for its most demanding mission needs. Gallagher also emphasised the collaboration with strong partners, like Saab, in creating next-generation defense solutions worldwide. This latest addition to the Swedish Air Force fleet showcases Bombardier's long-standing expertise in customizing platforms to suit the unique requirements of various military services. Their adaptability and experience continue to make them a trusted choice for military forces with specific mission characteristics.

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INFORMATION TECHNOLOGY

Japanese aircraft engine manufacturer and maintenance provider **IHI**, has completed its deployment of **Rusada's** ENVISION software, transitioning to paperless MRO in the process. IHI's Life Cycle Solution Division, Aero Engine, Space & Defence Business Area, headquartered

in Tokyo, focuses on the maintenance of V2500, GENx, CF34, and PW1100G-JM engine components. Previously its maintenance teams used an array of spreadsheets and paper records to manage their library of task cards which caused numerous issues. This included

the continuous updating of task card data upon OEM maintenance manual revisions, as well as the inability to record inspection results on the cards themselves. To address these issues IHI selected, and has now implemented, ENVISION's Digital Task Card functionality.

OTHER NEWS



Representatives from SAF+ Consortium and Air France-KLM Group
© SAF+ Consortium

SAF+ Consortium, a renowned global leader in the production and promotion of e-SAF (electro sustainable aviation fuel), has signed a memorandum of understanding with the **Air France-KLM Group**. The agreement was made during the Paris Air Show and pertains to the supply of second-generation e-SAF. The initial shipments of this eco-friendly fuel are planned for 2030. This collaboration solidifies SAF+ Consortium's expertise, which has been developed at its Montreal, Canada plant since 2021. Jean Paquin, the President and CEO of SAF+ Consortium, expressed great enthusiasm about the partnership, stating that it reinforces its leadership position and drives international expansion. The consortium is proud to support Air France-KLM's visionary strategy, which surpasses European mandates through the integration of e-SAF. Furthermore, they are thrilled to contribute to the growth of the sustainable aviation fuel industry in France as part of this agreement. The e-SAF produced aligns with the roadmap set by the French government, aimed at achieving substantial production volumes by 2030 to meet the aviation sector's growing demands. The Canadian government also commended the efforts of SAF+ Consortium in driving sustainable aviation in the country. The Honourable François-Philippe Champagne, Canada's Minister of Innovation, Science, and Industry, emphasised Canada's commitment to becoming a leader and strategic partner in sustainable aviation. He expressed pride in seeing SAF+ Consortium form a strate-

gic alliance with Air France-KLM, which will not only accelerate the adoption of green practices in the Canadian aerospace sector but also support the transition towards a carbon-neutral economy. Synthetic fuel plays a pivotal role in the decarbonization and reduction of the aviation industry's CO2 footprint. By utilizing available raw materials and renewable energies, it complies with international and European regulations, including CORSIA and RefuelEU. This approach contributes significantly to achieving a more sustainable and environmentally friendly aviation sector.

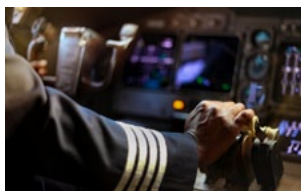
The **International Air Transport Association** (IATA), in conjunction with **Atkins**, a member of the **SNC-Lavalin Group**, has created the first suite of innovative digital tools for airports that can estimate the embodied carbon associated with the construction of terminal buildings and aviation assets. Presented in the form of a digital toolkit, the software will allow airports to gain a better understanding of the impact of construction-related activities that contribute to the airport's carbon footprint, and thus be able to take mitigating action. There is a current need to reduce embodied carbon in new buildings such as terminals and runways as the global aviation industry continues its post-pandemic growth, modernising and adapting infrastructure to meet Net-Zero targets and the requirements to achieve sustainable aviation. Developed by IATA and Atkins, the new tools are believed to be the first early stage embodied carbon assessment tools specifically focused on airport terminal buildings. While most of today's tools measure carbon in general buildings, and at a later stage in the design, this new digital toolkit is specific to Aviation and to be applied at very early stage in the design – adding the most value. "Decarbonising aviation is the industry's greatest challenge, and the industry is fully committed and making progress. However, reaching net-zero by 2050 will require collective efforts from the entire industry supply chain and from policymakers," said Nick Careen, IATA Senior Vice President Operations, Safety and Security "Our embodied carbon advisory team have worked with IATA to develop a set of innovative industry tools, leading a mature aviation market into a challenging and previously unexplored area of embodied carbon assessment. These tools allow clients to confidently explore the vital conversations around embodied carbon reduction as airports respond to the complex challenges that surround the sector's net-zero goals," said Andy Yates, technical director aviation infrastructure for Atkins.



The first carbon capture tool for airport terminals has been developed by IATA and Atkins
© Shutterstock

OTHER NEWS

Pilots of America's **United Airlines** are in line for a pay raise of up to 40% after the culmination of pay negotiations that have extended over the last four years. The Air Line Pilots association confirmed details of the agreement on Saturday, July 15. The agreement will now have to be ratified by the approximately 16,000 pilots. According to the union, the deal has an approximate US\$10 billion (£7.63 billion) value over the life of the contract, with improvements to "quality of work-life, compensation, job security, work rules, retirement, benefits." As the post-pandemic travel boom ramps up, more pilot union groups are demanding improved benefits. Delta pilots approved a contract in March, which included about a 34% increase in pay. American Airlines pilots will also be voting on a contract. The new United deal has cumulative pay increases that ranges from 34.5% to 40.2% based on the type of aircraft a pilot flies, the union said. "We promised our world-class pilots the industry-leading contract they deserve, and we're pleased to have reached an agreement with ALPA on it," United Airlines said in a statement. "The four-year agreement, once ratified, will deliver a meaningful pay raise and quality of life improvements for our pilots while putting the airline on track to achieve the incredible potential of our United Next strategy." Headquartered in Chicago, Illinois, after its merger with Continental Airways in 2010, United Airlines became the world's third-largest carrier by fleet size and number of routes. As of July this year, United Airlines operates a fleet of 911 aircraft and has a combination of 64 additional Boeing and Airbus jets on order.



Pilots of United Airlines are in line for a pay raise of up to 40%
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INDUSTRY PEOPLE



John W. Dietrich

• FedEx Corp. has named **John W. Dietrich** as the new Executive Vice President (EVP) and Chief Financial Officer (CFO), effective from August 1, 2023. Dietrich previously served as the CFO of Atlas Air Worldwide. This appointment comes as part of the company's ongoing transformation, with strategic shifts in the finance organisation. **Michael C. Lenz**, the current EVP and CFO, will be stepping down from his role on July 31, 2023. However, he will continue to support the company as a senior advisor until December 31, 2023, to ensure a seamless transition. In addition to these changes, the finance organisation will see further developments: **Jennifer L. Johnson**, the CVP and Principal Accounting Officer, will take on an expanded role. She will oversee the consolidation of the company's international accounting teams into a single global organization under her purview. Furthermore, Johnson will be responsible for all controllership functions, including the consolidations process, SEC reporting, statutory reporting, and Sarbanes-Oxley compliance. **Leslie M. Benner**, the SVP of Finance and former CFO of FedEx Office and FedEx Services, will now lead the company's sourcing and procurement efforts. She will head a consolidated

global team with a focus on driving efficiencies to reduce costs across the enterprise. **Claude F. Russ**, currently the COO of FedEx Dataworks and former CFO of FedEx Freight, will join the corporate finance team as the CVP of Finance Transformation. His role will involve overseeing and ensuring the execution and measurement of the company's financial objectives. Russ will draw on his experience in financial planning and analysis and revenue management from his previous roles at FedEx. Notably, he played a key leadership role in the DRIVE transformation framework, which will enable this work.



Andrew Schmidt

to drive the expansion of the Trax business. His key responsibilities will involve growing the customer base, improving customer support, and introducing new digital innovations to enhance product offerings. Schmidt's extensive experience of over 30 years in aviation, finance and digital solutions make him well-suited for this position. Notably, he previously served as AAR's SVP of Intelligent Solutions from 2011 to 2018.

• AAR Corp. has appointed **Andrew Schmidt** as the Senior Vice President (SVP) of AAR Digital Services and Trax. In this role, Schmidt will collaborate closely with the Trax founders and leadership team

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During his tenure, Schmidt played a crucial role in the successful integration of Airinmar® and the launch of PAARTSTM Store, which proved instrumental in increasing revenue and reaching out to new customers through online parts sales. In addition to his contributions at AAR, Schmidt has held significant senior-level positions with other reputable companies, such as Seabury Capital, Macquarie Capital's Aviation and Aerospace Investments and Oliver Wyman. Moving forward, Schmidt will spearhead the execution of Trax's strategic initiatives, including the establishment of a new parts ecosystem in collaboration with AAR and parts suppliers. Furthermore, he will drive the integration of AI technology into Trax's offerings to broaden their scope and enhance their value proposition. With Schmidt's expertise and leadership, AAR Digital Services and Trax are poised to achieve remarkable growth and success in the industry.

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
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	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
B737-800 SSF	GA Telesis		29884	2002	Now	Sale / Lease		aircraft@gatelesis.com	
B737-900	BBAM	CFM56-7B26/3	34953	2007	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
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

AE3007Engines	Sale / Lease	Company	Contact	Email	Phone
(2) AE3007A1E	Now - Sale	Aircraft and Engine Lease Corp.		fleetmanager@aelc.aero	
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



THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines

CF6-80 Engines	Sale / Lease	Company	Contact	Email	Phone
(4) x CF6-80E1A4B	Q4/2023 - Sale	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
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				
(2) CFM56-5C4/P	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(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.				
(4) CFM56-5B5/P	Now - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7040
(1) CFM56-5B4/P	Now - Sale / Lease				
(5) CFM56-5B6/P					
(2) CFM56-7B26/3	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	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
(2) GE90-94B	Now - Sale/Lease/Exch.	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(5) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1A26	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
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 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

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
PW121	Now - Sale	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
PW127F	Now - Sale				
PW150A	Now - Sale / Lease				
PW127M	Now - Lease				
(1) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
Trent Engines					
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.				
(3) TRENT-772B-60	Q4/2023 - Sale / Lease	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
(1) Trent 772B-60	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
V2500 Engines					
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				
(1) V2533-A5	Now - Sale/Lease/Exch.	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(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) V2527-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
(1) GTCP331-350		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(2) APS3200B, (1) APS3200C					
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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