

Weekly Aviation Headline News

WORLD NEWS

Emirates extends Inflight meal preordering across Europe

After the successful launch of the Emirates inflight meal preordering initiative on UK routes and the positive feedback received from passengers, the service is now being extended across routes to and from European cities including Warsaw, Venice, Rome, Bologna, Prague, Vienna, Moscow, Istanbul, Dublin, Hamburg, St. Petersburg, Brussels and Madrid, as well as to and from Seychelles and Mauritius. The initiative will be rolled out across more global routes in the coming months.

South Korea and Airbus collaboration will be win-win situation, say experts

Following the discussions between South Korea and Airbus to enhance cooperation for the development advanced aerospace technologies; Tushar Mangure, Defense Analyst at GlobalData, a data and analytics company, offers his view: "Through the discussions with Airbus Defence and Space, the South Korean government wants to set up a facility for the joint development of critical aviation and space-related technologies. The proposed facility, named Airbus Korea International Technology Center (AKITC), will bring together the leading defence players and contribute to future defence programmes. The partnership will be a win-win situation for both entities, where Airbus will benefit from the existing supply-chain structure and South Korea's expertise in the fields of lithium-ion batteries, semiconductors, software, and other associated areas. According to GlobalData estimates, South Korea is expected to spend \$16.8 billion between 2023 and 2033 on procuring various categories of military fixed-wing aircraft, which can provide lucrative opportunities for leading manufacturers like Airbus. With the move, Airbus will also strengthen its presence in the growing East and Southeast Asian defence markets.



Air Peace is buying new Ejets for expansion and aircraft renewal.

© Embraer

Connectivity is key for African Aviation

As growth potential boosts aircraft demand

It was a busy week for African Aviation with several new initiatives and deals signed at the recently concluded Aviation Africa Summit and conference in Abuja, Nigeria - reportedly the biggest edition yet attracting 1500 delegates from 75 countries.

While in Nigeria, Boeing released its aircraft demand forecast and projects that intra-African passenger traffic will more than quadruple in the next twenty years, placing the continent's growth among the highest globally. To support this, Boeing says

1,025 new aircraft will be needed over the next two decades. Overall African air traffic growth is forecast at 7.4%, the third highest among global regions and above the global average growth of 6.1%. Boeing included the data as part of its 2023 Commercial Market Outlook (CMO), the company's long-term assessment of global demand for commercial aircraft and services.

It was also a momentous occasion for Embraer. Nigerian operator Air Peace announced an order for five new E175s as part of its aircraft ex-

pansion and renewal strategy. Show insiders suggested the deal was literally negotiated and agreed the night before and into the early hours on the morning of the show. The Chairman and CEO of Air Peace, Mr Allen Onyema, said the acquisition would enable the airline to continue delivering on its 'no-city-left-behind' initiative - he said connectivity is what

turboprop fleet.

The event witnessed Nigeria and South Africa officially joining forces, signing a groundbreaking agreement to accelerate the operations of the Single African Air Transport Market (SAATM). Its main role is connecting Africa more efficiently, but the process has been slow and painful. The exact details of the agreement

remain sketchy but it's believed this collaboration is set to unleash immense potential in the aviation industry, fostering increased connec-

“This deal also paves the way to establish local maintenance capabilities in Nigeria, with direct support from Embraer.”

Air Peace CEO, Mr Allen Onyema

passengers, and Africa, demand. "This deal also paves the way to establish local maintenance capabilities in Nigeria, with direct support from Embraer."

Overland Airways of Nigeria also announced that it had just received the first of three new E175 E-Jets. The carrier, which operates both scheduled and charter flights, plans to use the dual-class 88-seat E175s to increase capacity on domestic routes and expand services to regional cities. The new aircraft will supplement the airline's current all-

tivity and opportunities across the African continent.

In the spirit of connectivity, Brussels Airlines says it is adding a tenth aircraft to its long-haul fleet and reaffirming its commitment to growth in Sub-Saharan Africa, its most important market, according to the airline. With the extra capacity, the airline reopens the route to Nairobi and increases its connections between Brussels and Kigali to a daily service. This brings the number of Brussels Airlines' destinations in Sub-Saharan Africa to 18.

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Boeing forecasts that intra-African passenger traffic will more than quadruple in next twenty years

Boeing has projected that intra-African passenger traffic will more than quadruple in the next twenty years, placing the continent's growth among the highest globally. To support this, 1,025 new airplanes will be needed over the next two decades. Overall African air traffic growth is forecast at 7.4%, the third highest among global regions and above the global average growth of 6.1%. Boeing included the data as part of its 2023 Commercial Market Outlook (CMO), the company's long-term assessment of global demand for commercial airplanes and services. "African carriers are well-positioned to support intra-regional traffic growth and capture market share by offering services that efficiently connect passengers and enable commerce within the continent," said Randy Heisey, Boeing managing director of Commercial Marketing for Middle East and Africa. "We forecast an increase in the average aircraft size and seats per aircraft for the African fleet, as single aisles, like the Boeing 737 MAX, will be the most in demand for the continent." African aviation traffic has recovered at a strong pace in 2023 led by pent-up demand and economic growth driven by higher global commodity prices. African airline flights are currently 8% above pre-pandemic levels. Africa's above global average, long-term annual economic growth of 3.4%, combined with increasing rates of urbanization and a growing middle-class population, will continue to drive Africa's long-term traffic demand, according to Boeing. Economic and growth Initiatives such as the African Continental Free Trade Area and Single African Air Transport Market are expected to further stimulate trade and intra-regional connectivity. With Europe remaining the most prominent origin/destination for travellers to and from Africa, airlines in the region will grow their fleets by 4.5% per year to accommodate passenger traffic growth. Single-aisle jets are expected to account for more than 70% of commercial deliveries, with 730 new planes mainly supporting domestic

Orders and deliveries – Boeing and Airbus

Airbus v Boeing: Orders and Deliveries

August 2023 YTD

Airbus			Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	33	37	737	331	271
A320 Family	1039	347	747	0	1
A330	35	18	767	15	17
A350	111	31	777	9	15
A380	0	0	787	155	40
Total	1218	433	Total	510	344

Source: Airbus

Source: Boeing

Airbus generated 117 orders in August including 75 A321 Neos for Wizz Air and 20 A330-900s to lessor Avolon. Airbus delivered 52 aircraft during the month to 34 predominantly A320 Neo customers.

Boeing recorded 45 orders in August mostly from the lessor community. SMBC and Aviation Capital ordered 25 and 13 737 MAXs respectively. Boeing delivered 35 jets during the month with Southwest taking seven 737 MAX for their continuing fleet modernisation.

JSA delivers A320neo to IndiGo

Global commercial aircraft lessor Jackson Square Aviation (JSA) has delivered one Airbus A320neo aircraft to IndiGo. This delivery completes the final part of a six-aircraft sale-and-leaseback transaction with IndiGo. Since the founding of JSA in 2010, the company's portfolio has steadily expanded with young and efficient Airbus and Boeing fleets. Today JSA's owned, committed and managed fleet stands at 259 aircraft with 61 leading airlines in 29 countries. JSA is part of the Mitsubishi HC Capital Inc. group, a global leasing company based in Japan and publicly listed on the Tokyo and Nagoya Stock Exchanges.



JSA has completed the final part of a six-aircraft sale-and-leaseback transaction with IndiGo. © JSA

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and intra-regional demand. In addition, African carriers are estimated to need 275 new wide-bodies, including passenger and cargo models, to support long-haul routes and air freight growth. Approximately 90% of African jet deliveries are expected to serve fleet growth with more fuel-efficient models such as the 737 MAX, 777X and 787 Dreamliner, with nearly one in five deliveries replacing older airplanes. Estimated demand for aviation personnel will rise to 69,000 new professionals, including 21,000 pilots, 22,000 technicians and 26,000 cabin crew members. Commercial services opportunities such as supply chain, manufacturing, repair and overhaul are valued at US\$105 billion (£84 billion).

ATR shares forecast at Korea's inaugural GADLEX Aviation Show

ATR plans to further contribute to Korea's domestic and short-haul international air transportation market, with the aim of having an in-country fleet of 25-30 highly efficient ATR 72 aircraft within the next seven years. ATR provided its forecast during a media briefing on the first day of the inaugural Gyeongbuk Aerospace, Defence and Logistics Exhibition (GADLEX) held in Gumi city (6-8 September) in the eastern province of Gyeongsangbuk-do. Jean-Pierre Clercin, ATR's Head of Commercial for Asia Pacific says: "We are thrilled to see the Gyeongsangbuk-do provincial government promoting domestic regional aviation by hosting the GADLEX aviation show. Korea has many underutilised domestic airports and scheduled domestic flights are mainly north south. ATR sees opportunity to develop east-west routes, linking communities living along the east coast to places in Korea's western part, and the ATR is the ideal platform to create these links, in terms of considering the passenger volume, the geography and the distance. Besides, our 78-seat ATR 72 aircraft can take-off and land from a 1,200m runway in dry and wet conditions as per Korean rules, such as the one being developed on Ulleungdo Island. Our aircraft can therefore contribute to offer more responsible, affordable and convenient travel options, remaining profitable while serving the smallest communities, which also makes it an inclusive and resilient proposition." Burning 45% less fuel and emitting 45% less CO2 than a comparable size jet aircraft, ATR 72-600 turboprops also have an external noise footprint that is three times lower, making them the best-in-class regional aircraft. ATR also sees opportunities for its aircraft to open new short-haul passenger routes linking Korea to Northeast China and Southern Japan, as

Bristow and Volocopter partner to bring UAM services to US and UK

Bristow Group and Volocopter have signed an agreement to explore and develop passenger and cargo services for electric vertical take-off and landing (eVTOL) aircraft in the US and UK. As part of this collaboration, Bristow has placed a firm order for two VoloCity aircraft to be delivered after certification with an option to purchase a further 78 vehicles in the future. Both parties will begin immediate cooperation to build a UAM ecosystem that includes regulatory discussions, infrastructure exploration, and local partnership building. The joint development agreement covers the exploration of commercial, operational, and eVTOL aircraft maintenance services, including adaptation of the VoloIQ, Volocopter's proprietary digital platform, to ensure Bristow's efficient future operations. This collaboration brings forth a wealth of aviation expertise – Bristow's reliable vertical flight operations and an existing global service network, as well as Volocopter's dedicated development and certification of a safe, quiet, and sustainable eVTOL aircraft. The eVTOL is a rapidly growing segment of electric aviation. With no emissions in flight and an ultra-low noise signature, the addition of the VoloCity to Bristow's operational fleet opens doors to new routes and service opportunities within urban environments. Volocopter expects to receive final certification from the European Union Aviation Safety Agency (EASA) in 2024, while concurrent certification from the Federal Aviation Administration (FAA) could enable the company to start commercial services in the U.S. shortly thereafter. "Launching this collaborative effort with Volocopter marks a major milestone in Bristow's effort to usher in a new era of vertical transportation solutions. Volocopter has taken a pragmatic approach to certification with a simple and elegant initial aircraft design and is leading the pack in its efforts to bring their aircraft to market. We are looking forward to lending our 75+ years of innovation and expertise in bringing new aircraft into service and developing new markets side-by-side Volocopter," comments Dave Stepanek, Executive Vice President and Chief Transformation Officer for Bristow.



Bristow and Volocopter partner to bring UAM services to the U.S. and the U.K.
© Volocopter

Falck purchases option for first JA1 Pulse aircraft from Jump Aero



Jump Aero's eVTOL JA1 Pulse aircraft
© Jump Aero

Falck has purchased an option for the first commercial delivery of Jump Aero's eVTOL JA1 Pulse aircraft - designed to help pilot-paramedics to a heart attack or stroke victim within the first few crucial minutes. The electric vertical take-off and landing (eVTOL) aircraft technology has the potential to transform the way healthcare and emergency services are delivered. By leveraging the future capabilities of these advanced aerial vehicles, Falck aims to improve response times, reach remote and hard-to-access areas, and provide critical medical assistance in a more sustainable and timely manner. This is beneficial in situations where time is critical, such as natural disasters or medical emergencies. Falck's purchase of the first JA1 Pulse aircraft and Jump Aero partnership is part of Falck's different collaborations which aims to revolutionise healthcare and emergency services by harnessing the potential of advanced air mobility technology. The new eVTOL design, JA1 Pulse, is designed to help medical professionals arrive at the scene of a rural emergency as fast as possible with critical life-saving equipment. It will be capable of dash speeds of 250 knots making it the fastest form of sustainable personal transportation with the goal of providing the largest coverage radius within the critical eight-minute emergency response window. "For years, we have actively been exploring the potential and integration of sustainable health drones, and now, with the introduction of transporting health professionals via aircraft, we will be taking another step. This partnership focuses on our ability to provide life-saving interventions, but it also contributes to reducing the carbon footprint in our operations," comments Jakob Riis, CEO and president of Falck. "Together, we will push the boundaries of what is possible in the industry, leveraging eVTOL aircraft technology to enhance the speed, efficiency and effectiveness of healthcare and emergency response operations," states Carl Dietrich, Founder & President of Jump Aero Incorporated.

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well as dedicated freighter services to these markets.

Problems correcting manufacturing defect sees Boeing deliveries fall

Boeing Co. has confirmed it managed to deliver only 35 jets for the month of August and in total 344 planes to customers for the first eight months of the year. This is in comparison to Airbus, Boeing's European rival, which delivered 52 aircraft in August and 422 for the first eight months of the year. Boeing's output is the lowest figure since April and is the direct result of what has proved to be time-consuming work correcting manufacturing flaws on the constantly troubled 737 MAX. One of the major flaws has required the redrilling. Because of this problem, thousands of misdrilled holes on the pressure bulkhead of the 787 MAX have to be inspected and fixed. Last month's deliveries included only 22 narrowbody 737s MAXs, of which one was a Boeing Business Jet. Boeing CFO Brian West said on Thursday that the company would be on the "low end" of its 400-450 target for 737 deliveries this year. Boeing took new orders for 43 planes after factoring in two cancellations. The total for August included a previously unannounced sale of 25 737 MAX 8 planes to aircraft lessor SMBC Aviation Capital. Airbus, however, sold 117 planes during the month of August. In addition to 737 MAXs, Boeing handed over 13 wide-body jets which included five 787 Dreamliners, three 767s - including three KC-46 tankers for the U.S. Air Force and two freighters for FedEx - plus three 777 freighters. Boeing's gross orders since the start of January rose to 624 in August, or 510 net orders after factoring in cancellations and conversions and 737 net orders after accounting adjustments. Airbus has booked 1,257 gross orders or 1,218 after cancellations.

Seventh ATR 72-600 joins Air Serbia's Fleet



Seventh ATR 72-600 joins Air Serbia's fleet

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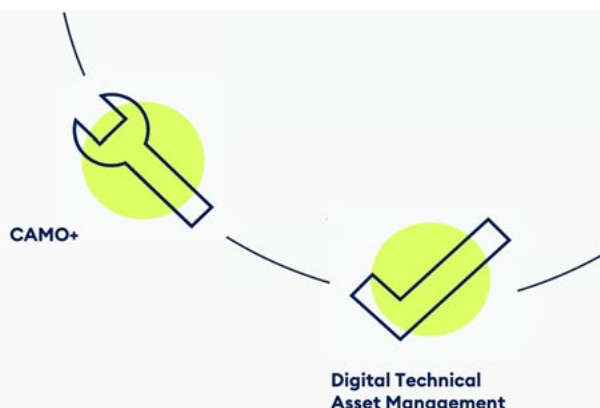
Air Serbia's seventh ATR 72-600 aircraft type has landed at Belgrade Nikola Tesla Airport, and after mandatory procedures, it is expected to join the Air Serbia fleet in the coming days and commence services to destinations in the region. The new Air Serbia aircraft is nine years old. The average age of the ATR fleet of Air Serbia at this moment is eight years. The aircraft was painted in the colours and adorned with the markings of Serbia's national airline in Derby, United Kingdom, and since August 10, it has been undergoing handover procedures and technical inspections in Germany. "Our company's regional fleet continues to expand. We welcomed our seventh ATR type 72-600 with joy today, and we hope that YU-ASD will soon carry its first passengers. We continue with the fleet revitalization and further improvement of our services. Our goal is for the ATR fleet to consist of ten aircraft at some point," said Jiri Marek, CEO of Air Serbia. The first Air Serbia aircraft of the ATR 72-600 type, with the registration code YU-ALY, landed at Belgrade Nikola Tesla Airport on January 27 2022, the second, YU-ALW, arrived on May 14, and the third, YU-ALX, on July 14. All three aircraft flew to Serbia from France, departing from Montpellier, while the fourth, fifth, and sixth arrived from Germany. The fourth ATR 72-600, YU-ALZ, joined the Air Serbia fleet on December 1 of last year, while the fifth, YU-ASA, and the sixth aircraft of the same type, YU-ASB, entered the fleet on January 12 and June 23, 2023, respectively. All seven ATR aircraft that have joined the Air Serbia fleet so far have a seating configuration of 70 to 72 seats. Three of them have "Seven Prestige" seats, while the fourth, fifth, sixth, and seventh have "Acro" seats, which provide passengers with greater comfort. The aircraft is equipped with two PW127M turboprop engines, have a length of 27.17 metres, and a wingspan of 27.05 metres. The maximum cruising speed they can reach is about 500 km/h, with a maximum range at full capacity of around 1,500 km.



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Dutch carrier KLM signs lease agreements with CDB Aviation

CDB Aviation has announced the signing of lease agreements for three new Airbus A321neo aircraft with KLM Royal Dutch Airlines (KLM). The three aircraft, equipped with the CFM LEAP-1A30 engines, will be delivered to KLM between September and November 2024. The carrier plans to induct these aircraft on medium-haul routes in Europe, notably from Amsterdam Schiphol, its global hub. "Carriers like KLM, whose fleet renewal strategies are set on ambitious trajectories, value the flexibility and certainty offered by lessors whom they can trust and rely on to execute. With a rapid post-pandemic recovery, lessors have been required to turn to ingenuity and novel approaches in helping airlines reach their fleet expansion and renewal goals. We are very pleased KLM chose our team for these aircraft. The results achieved by our collaboration will be instrumental in helping reach KLM's decarbonisation targets," commented Jie Chen, CDB Aviation Chief Executive Officer.



KLM has signed lease agreements for three A321neos

© CDB Aviation

Airbus Helicopters and PHI sign agreements for 28 state-of-the-art helicopters



H160 helicopter

© Dianne Bond

Airbus Helicopters and PHI Group (PHI) have signed a framework agreement that includes commitments for 20 super-medium H175 helicopters and eight H160s to serve the energy market worldwide, including in the US. These 28 state-of-the-art helicopters will better position PHI to respond to the energy market's expected growing offshore transportation needs. These commitments are composed of firm orders as well as purchase options that PHI may exercise during the course of the framework agreement. PHI has been supporting the energy industry for 74 years. Today, PHI operates over 200 helicopters across the globe serving a number of markets, including energy and air medical. PHI's Airbus fleet consists of H125, H135, H145, H160 and H175 family helicopters - with the H175 being the latest addition. In service since 2015, Airbus' H175 belongs to the super-medium class of helicopters, combining long-range with smooth-flight qualities, making it the perfect solution for several mission profiles, including offshore crew change, public services, and private and business aviation. 54 H175s currently in service have accumulated around 195,000

flight hours, of which 170,000 are flying for the energy sector. Designed as a multi-role helicopter capable of performing a wide range of missions, the H160 integrates Airbus' latest technological innovations. With its light maintenance plan, the H160 optimises operating costs and offers a new standard in availability. The helicopter is powered by two of the latest Arrano engines from Safran Helicopter Engines that offer a 15% reduction in fuel burn. Both the H175 and H160 are already certified to fly with as much as 50% sustainable aviation fuel.

SMBC to purchase 25 more 737-8s

Airplane lessor SMBC Aviation Capital is ordering 25 737-8s from Boeing. The new order increases SMBC's backlog to 81 737 MAX jets focused on the successful 737-8. With travel demand surging around the globe, lessors are looking to increase their single-aisle portfolios to provide airlines with more fuel-efficient jets capable of operating across various route networks. "As one of the industry's leading airplane lessors, SMBC's decision to increase its 737 MAX backlog with an order for 25 737-8s shows its confidence in the value the airplane brings to its airline customers," said Stan Deal, President and CEO of Boeing Commercial Airplanes. "The 737-8's incredible versatility and unrivalled fuel efficiency makes it a key asset for the leasing community in its drive to help airlines achieve sustainability and efficiency goals." The 737-8 seats 162 to 210 passengers depending on configuration with a range of 3,500 nautical miles and operates profitably on short- and medium-haul routes.



SMBC Aviation Capital has ordered 25 Boeing 737 MAX jets

© Boeing

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Falko completes sale of two Embraer E190 jets to Airlink

Falko Regional Aircraft Limited (Falko) has completed the delivery of two Embraer E190 aircraft bearing MSNs 19000147 and 19000150, respectively, on lease to South African carrier Airlink. The aircraft were delivered to Airlink following the re-delivery from the previous lessee, Azul. "Airlink is proud to have received these two Embraer E190 aircraft from Falko. These aircraft will augment our well-established fleet of Embraer Regional Jet airliners and facilitate organic growth within our network. The Embraer E190 perfectly presents the right size capacity fit to market demands on most of Airlink's routes", said Rodger Foster, Airlink's CEO and Managing Director. He added, "Falko is an important lessor and business partner to Airlink – we have many similarities in our business cultures, and we enjoy working with the highly effective and efficient Falko team." Falko, a large asset manager and aircraft lessor, focuses solely on the regional aircraft leasing segment. Falko is one of the longest standing and largest managers of regional aircraft globally. Falko's strategy is focused on growing its portfolio of funds and aircraft under management and the continued development of products and services in support of its aircraft lease management activity.



South African carrier Airlink has received two E190 jets on lease from

© Falko

Hydrogen-powered flight and Universal Hydrogen take a step nearer certification



Hydrogen Regional Airliner

© Universal Hydrogen

The US Federal Aviation Administration (FAA) has recently accepted Universal Hydrogen's application for a Supplemental Type Certificate (STC) for the conversion of ATR 72 regional airliners powered by the company's patented liquid hydrogen modules and a fuel cell-electric propulsion system. This is an important milestone along Universal Hydrogen's path to put into passenger service regional airplanes which have been converted to fly on hydrogen. In addition, the FAA has also issued the G-1 Issue Paper, which is a key document that is critical to establishing the certification criteria, including tailoring of applicable airworthiness and environmental standards, required by the FAA to ultimately certify the Universal Hydrogen design for ATR 72 conversion to hydrogen power. Together with the FAA, Universal Hydrogen is working towards finalising the full set of certification requirements in the coming months. The company, which flew a hydrogen-powered regional airplane—the world's largest—earlier this year, has set out on an ambitious ground and flight test campaign to produce all the necessary data to demonstrate compliance with the airworthiness and safety standards required for passenger aviation.

GE Aerospace delivers 3,000th GE90 production engine

GE Aerospace has delivered its 3,000th GE90 production engine. Designed specifically for the Boeing 777 family, the GE90 engine family has combined nearly 130 million flight hours and 18 million cycles since entry into service in 1995. Currently, 29 GE90 engines have accumulated more than 100,000 flying hours, with the fleet leaders approaching 107,000 hours and 19,000 cycles. "Not many would have believed that we'd come close to this 3,000-engine milestone during the early years of the GE90 programme," said Nate Hoening, GE90 programme manager for GE Aerospace. "We owe a tremendous debt of gratitude to Boeing, our GE90 customers around the world, and all of the dedicated workers who have made this marvel of an engine one of aviation's great success stories." The production totals include 408 base engines (GE90-94B) and 2,592 growth engines (GE90-115B). Originally one of three engine choices for 777, Boeing selected the GE90-115B in July 1999 as the exclusive power for longer-range Boeing 777-300ER and 777-200LR jetliners. The engine also exclusively powers the 777 Freighter. Its architecture and mechanical design have influenced every GE and CFM turbofan over the last two decades, from the popular GEnx and record-selling CFM LEAP engine to the Passport for corporate jets and the next generation GE9X engine for the Boeing 777X family.



GE90 engine

© GE Aerospace

AIRCRAFT & ENGINE NEWS

Boost for Boeing as Vietnam Airlines places order for 50 737 MAX jets

Vietnam Airlines has announced that it has placed an order with Boeing Co. for 50 737-airplanes. The order is part of the majority state-owned flag carrying airline's strategy to grow its network by expanding its fleet. The order continues to shore up the long-standing history of collaboration between the Southeast Asian country and the United States. "In line with Vietnam Airlines' 2025-2030 fleet strategy and a vision to 2035, aircraft investment is a crucial project that underpins positive recovery momentum and prosperous outlook for the airline, said Dang Ngoc Hoa, Chairman of the Board of Directors of Vietnam Airlines. "The new narrow-body fleet will allow us to foster our overall development and extend our high-quality service on Vietnam Airlines' domestic and Asian routes, as well as modernize our fuel-efficient fleet."



Boeing has received an order for 50 737 MAX airplanes from Vietnam Airlines

© Boeing

"Southeast Asia is one of the world's fastest growing aviation markets, and the 737 MAX is the perfect airplane for Vietnam Airlines to efficiently meet that regional demand," said Brad McMullen, Boeing senior vice president of Commercial Sales and Marketing. "We value our historic partnership with Vietnam Airlines, dating back to 1995 when the airline first leased 767s." The 737 MAX family of jets enables Vietnam Airlines to fly up to 3,500 nautical miles (6,480 km) to serve increasingly popular international and regional destinations. The carrier currently operates a fleet of 15 787 Dreamliner jets and serves over 50 destinations in 17 countries. Boeing is committed to its strong relationships with Vietnamese suppliers and partnering to create a strong, efficient and resilient global supply chain to deliver the highest quality products and services for our customers. Currently Boeing has corporate offices in Hanoi and Field Service Offices in both Hanoi and Ho Chi Minh City.

Engine certification sees Gulfstream 700 and 800 take major boost towards entry into service



The all-new Gulfstream G700 and G800 Rolls-Royce Pearl 700 engines have earned FAA certification

© Gulfstream

Gulfstream Aerospace Corp. (Gulfstream), the offshoot of General Dynamics, has announced that the engines which will power both newly designed jets, the Gulfstream G700 and G800 have been certified by the US Federal Aviation Administration (FAA). This brings the all-new business jets one major step towards overall certification and entry into service. The G700 and G800 feature high-speed, aerodynamic Gulfstream wing design as well as an all-new winglet designed for the two new jets. Together with the Rolls-Royce Pearl 700 engines, these innovations will help to lower fuel consumption and emissions. The G700 features the most spacious cabin in the industry and has the ability to fly up to 6,650 nautical miles/12,316 kilometres at Mach 0.90 or 7,750 nm/14,353 km at Mach 0.85, while its maximum operating speed of Mach 0.935 makes it in the Gulfstream fleet's fastest aircraft. The G800 can travel 7,000 nm/12,964 km at Mach 0.90 and 8,000 nm/14,816 km at Mach 0.85, the greatest range in the business aviation industry. The G700 and G800 both include the Gulfstream Symmetry Flight Deck with the industry's only electronically

linked active control sidesticks, the most extensive use of touch-screen technology in business aviation and Gulfstream's award-winning Predictive Landing Performance System. Cabin-wise, the G700 and G800 feature the Gulfstream Cabin Experience with 100% fresh air, the industry's lowest cabin altitude, whisper-quiet noise levels and abundant natural light from iconic Gulfstream Panoramic Oval Windows.

MRO & PRODUCTION NEWS

Heart Aerospace and Honeywell announce collaboration

Swedish electric airplane maker Heart Aerospace and Honeywell, a leader in aerospace technology, have announced a collaboration to integrate Honeywell's next-generation flight control system into the new ES-30 regional electric airplane. Honeywell was selected by Heart Aerospace for the Joint Definition Phase of Heart's ES-30 airplane, and the goal, once the phase has been completed successfully, is to fully integrate Honeywell's compact fly-by-wire system into development for production. "We are thrilled to welcome Honeywell to the ES-30 programme. With its long track record in flight controls, they are an ideal collaboration partner for Heart Aerospace as we strive to decarbonise air travel before the end of this decade," said Anders Forslund, co-founder and CEO of Heart Aerospace. Honeywell's next-generation compact Fly-by-Wire system is in an advanced stage of development on multiple aircraft, and its functions are adaptable to the ES-30, allowing Heart to bring its airplane to market quickly and cost-effectively. "Honeywell's flight controls provide the ideal solution for Heart's mission to revitalize and electrify the regional transport market," said Vipul Gupta, President, Electronic Solutions, Honeywell Aerospace. "Honeywell's all-electric compact fly-by-wire is a ready-now solution based on decades of flight control experience in all aircraft types, and that reduces development time and risk for Heart." The ES-30 is a regional electric airplane with a 30-passenger standard seating capacity and is driven by electric motors powered by batteries. It will have a fully electric zero-emissions range of 200 kilometres, an extended hybrid range of 400 kilometres with 30 passengers, and flexibility to fly up to 800 kilometres with 25 passengers, all with typical airline reserves. Heart Aerospace has 250 firm orders for the ES-30, with options and purchase rights for an additional 120 planes.

Air France-KLM E&M opens new engine shop

On September 13, AFI KLM E&M opened its new engine shop at its Orly location. The facility is the centrepiece of the "Single Roof" project, the ambition of which is to place AFI KLM E&M at the forefront of industry standards in engine maintenance and to support its positioning on new-generation products such as LEAP (A320neo & 737MAX), Trent XWB (A350) and PW1500G (A220) engines. The event marks a major step towards the completion of a project launched in 2019, with the first brick laid in 2021. The full project "Single Roof" will be finalised in early 2024, upon completion of the reorganised Building 34 (Henri Farman), which has now been adjoined to the new building. "Single Roof" is a major

Coulson Aviation secures ANAC certification for aircraft maintenance

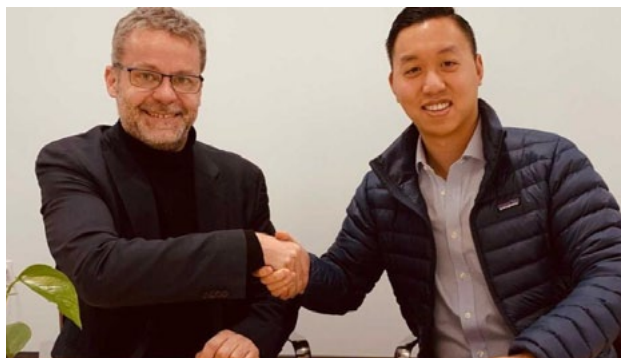
Coulson Aviation, a world leader in aerial firefighting, has received certification from the Administración Nacional de Aviación Civil (ANAC) of Argentina to perform aircraft maintenance on Argentinian-registered aircraft. Coulson is the only Canadian company to receive ANAC certification for the performance of specialised



Based in Argentina, the newest FireLiner™ modified by © Coulson Aviation

and non-specialised aircraft maintenance. This certification bolsters support for the Coulson Aviation aircraft assets currently operating to support the aerial fire needs of Argentina and surrounding South American countries, ensuring quick response to large-scale wildfires. The company currently operates a large fleet of Boeing 737, Lockheed C-130, Boeing CH-47D, Sikorsky S-61, and S-76 aircraft worldwide, and is the first and only company in the world to convert a Boeing 737 commercial airliner into a FireLiner™ air tanker. Each air tanker receives over 40,000 technician hours to become fully compliant and operational. The FireLiner™ is differentiated from all other next-generation Large Air Tankers by its ability to transport firefighters without re-configuration and to fly at maximum speeds and altitudes with a load of retardant without restrictions. Each FireLiner™ is equipped with Coulson's Retardant Aerial Delivery System (RADS), the most widely used, highest-volume, 4,000 USG tanking systems currently operating around the globe. RADS requires no additional crew or equipment, provides real-time flow rate and superior drop zone coverage, and reduces overall pilot workload. Coulson is the only aerial firefighting company that operates both large fixed- and rotary-wing aircraft that are fully equipped to carry out aerial support missions. The company's roots in aviation, combined with the company's proprietary technology, a wide array of aircraft types, and well-trained attack crews, allow simultaneous aerial firefighting support across multiple continents.

Safran and Cuberg sign collaboration agreement on battery systems



Bruno Bellanger, VP & General Manager of Power division, Safran Electrical & Power (left) and Richard Wang, CEO and Founder of Cuberg © Cuberg

Safran Electrical & Power has signed a collaboration agreement with Cuberg, a subsidiary of the battery manufacturer Northvolt, for industrial, technical and commercial cooperation to jointly develop an aviation energy storage system for future full-electric and hybrid aircraft. Safran Electrical & Power and Cuberg will combine their complementary technologies and expertise to create a high-performance propulsive energy storage system for future generations of aircraft. Cuberg, a vertically integrated battery provider, will manufacture and supply rechargeable aviation battery systems based on Cuberg's lithium metal cells, modules, and packs while Safran Electrical & Power will design and develop global energy storage systems, including high voltage protection components, integration, certification and in-service support. The battery systems are built on the configurable Cuberg module, which has been internally validated to achieve a specific energy of 280 Wh/kg and an energy density of 320 Wh/L. This specific energy is up to 40% higher than comparable modules based on lithium-ion technology. This significant improvement provides increased flight range which, in turn, enables new use cases for electric and hybrid aviation. Cuberg modules are purpose-built to manage the mechanical, thermal, and electrical integration of next-generation battery cells. The Cuberg module incorporates Cuberg's 20 Ampere-hour lithium metal cell technology. This technology uses a lithium metal anode and proprietary liquid electrolyte to simultaneously solve the interlocking challenges of high-performance cell design and manufacturability.

MRO & PRODUCTION NEWS

project for the future of AFI KLM E&M's engine maintenance and its goals are both industrial and organisational in nature. In conjunction with the construction of the new building – which forms a bridge between the constellation and Henri Farman workshops, bringing them all under one roof – the project includes a full overhaul of operational processes in order to boost efficiency in engine maintenance turnaround time. Using a co-construction mindset, almost 250 staff were involved in defining new processes and workspaces over the course of the project. With the creation of this ultra-modern, 4,200 m² building, equipped with cutting-edge industrial resources and the implementation of the new organisational structure, engine processing times will be reduced by 15%. As well as enabling the maintenance of new-generation engines that contribute to the Air France-KLM Group's decarbonisation trajectory, the design of the building itself will significantly reduce AFI KLM E&M's carbon footprint. This additional investment strengthens AFI KLM E&M's state-of-the-art maintenance infrastructure, combined with the recognised performance of the Amsterdam and CDG engine workshops, including the test stand for very large engines.

FINANCIAL NEWS

Expanded geared turbofan inspection programme puts burden on MTU Aero Engines

MTU Aero Engines has reported that according to information released on September 11, by Pratt & Whitney, the ongoing geared turbofan inspection programme will result in 600 to 700 additional shop visits for PW1100G-JM engines in the coming years and an average of 350 aircraft on ground (AOG) in the period 2024 to

MTU Maintenance opens new training centre at Zhuhai premises



© MTU Training Centre Zhuhai

MTU Maintenance has officially opened its training centre at its Zhuhai premises in China, on September 11. The central focus of the centre will be the training and education of new recruits in engine maintenance and professional training in disassembly, assembly and repair. It will have the capacity to train up to 100 participants a year. Upon completion, participants are then taken on to work in the shops at MTU Maintenance. "We are very proud to be opening our centre and expanding our existing training programme significantly with this dedicated area for trainers and trainees," Gert Wagner, President and CEO of MTU Maintenance Zhuhai, said: "It is of utmost importance to MTU to secure a steady influx of well-educated technical personnel and with this center, we are ensuring that for both our existing and new locations as we grow." MTU Maintenance Zhuhai is currently constructing a second engine disassembly and assembly facility in neighbouring Jinwan district. The new training centre will serve the needs of both sites. Housed in a brand-new three-story building at the present Zhuhai site, the facility's main floor has ten stations equipped with whole engines, engine modules and practice tables. On the second and third floors, trainees can make use of meeting rooms, an English language lab and study areas to prepare for their technical examinations. MTU Maintenance Zhuhai, which specialises in MRO work for CFM International's LEAP-1A/1B and CFM56-5B/7 engines, as well as International Aero Engines' V2500-A5 and Pratt & Whitney's GTFTM PW1100G-JM, has already set two milestones this year. This June, the company opened its second test cell at the Jinwan site, followed by the completion of its 4,000th shop visit in July.



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FINANCIAL NEWS

2026. The U.S. engine manufacturer expects its 51% programme share to result in a financial burden of US\$3 billion to US\$3.5 billion in the coming years. According to Pratt & Whitney's comments, MTU must currently assume, in line with its programme share of 18%, that this might result in a reduction in revenues and reported EBIT of around €1 billion in the current financial year. The associated liquidity impact would be expected to occur in particular in the subsequent years 2024 to 2026. It is not possible at this stage to make a precise assessment of the impact on MTU's forecast for the current financial year. However, MTU feels compelled to make its otherwise stable forecast for the financial year 2023 subject to the impact of this circumstance on revenues and earnings. MTU will initiate measures with the aim of limiting the aforementioned effects as far as possible. (£1.00 = US\$1.25 at time of publication).

US carriers cut third-quarter margin forecasts

US carriers like American Airlines and Frontier Airlines, have cut their third-quarter margin forecasts on higher fuel costs, which has negatively affected share prices of other American carriers over concerns in relation to increasing expenses. US carriers have already forewarned of headwinds related to surging fuel costs for this quarter, with oil prices rising due to extended production cuts by Russia and Saudi Arabia. The supply cuts could lift Brent futures above the US\$100.00 (£80.00) a barrel threshold before the end of the year, according to Bank of America analysts. The Frontier low-cost carrier share prices fell 9% after it warned of a "recent significant unexpected change in the booking trajectory," adding it had been hit by a greater volume of "recent operational cancellations" than it had previously forecast. "In recent weeks, sales have been trending below historical seasonality patterns," Frontier said in a regulatory filing. The forecast comes against the backdrop of early signs of weakening domestic travel demand, with inflationary pressures impinging on consumers and carriers who have been forced to hand out costly contracts to help them hold on to workers. According to Reuters news agency, American Airlines has confirmed it is anticipating a profit of 20 to 30 cents per share in the current quarter, appreciably lower than its previous forecast of 85 to 95 cents per share, subsequently sending its share price down 4%. The carrier also tightened its forecast for total revenue per available seat mile, a proxy for pricing power. It is now expected to fall 5.5% to 6.5%, compared with its earlier forecast of a 4.5% to 6.5% fall. "Unsurprisingly fuel guidance revisions are placing pressure on implied EPS

MILITARY AND DEFENCE

Lockheed Martin UK launches team Black Hawk

At the Defence and Security Equipment International (DSEI) exhibition, Lockheed Martin has announced its intention to participate in the UK Ministry of Defence's (MOD) New Medium Helicopter (NMH) requirement. It outlined its team of UK partners and the benefits of choosing the advanced, Sikorsky Black Hawk® helicopter to replace the UK's aging mixed medium helicopter fleet. Lockheed Martin also outlined its plan to collaborate with those UK partners to create a multitude of opportunities for UK industry, including jobs and opportunities in export, manufacturing and future technology development. Lockheed Martin estimates nearly 40% of total Black Hawk production and assembly will occur in the UK and will support, on average, 660 UK jobs a year between 2025 and 2030. The plan also creates ~£470 million of export opportunities for UK partners manufacturing sub-systems and components over the next ten years, equivalent to 40% of the total programme value, based on the expected export market to Black Hawk customers. The company's estimate includes ongoing fleet sustainment that will support approximately 320 jobs a year for decades to come when the UK Black Hawk fleet is in-service. On announcing Lockheed Martin UK's proposal, Chief Executive Paul Livingston said: "The newest generation of the Black Hawk is proven, versatile and ready now. It is not only the right choice for UK Defence, it's the right choice for UK industry and it will create a generation of high-skilled jobs here in Britain." Furthermore, UK participation in the Black Hawk programme would open the door for UK industry to take part in the development and production of Lockheed Martin's next-generation rotorcraft solutions, creating a potential 45-year pipeline of work and exports for UK companies. As part of today's Team Black Hawk announcement, Lockheed Martin formally signed a teaming agreement with Gosport-based StandardAero as Team Black Hawk's aircraft assembly, testing, delivery, maintenance and integration partner for UK-unique equipment and systems, which will bring highly skilled jobs to an economically deprived area of the UK. StandardAero in Gosport will be the home of the Black Hawk in the UK and together with Lockheed Martin, Martin-Baker Aircraft Company in Denham, Curtiss-Wright in Christchurch, Chelton in Marlow, Inzpire in Lincoln, C3iA Solutions in Poole, Nova Systems in Filton, and Ascent Flight Training & CAE at RAF Benson will create 660 high-skilled jobs and decades of UK workshare through the UK Black Hawk's lifecycle.



Lockheed Martin outlined its team of UK partners and the benefits of choosing the advanced, Sikorsky Black Hawk® helicopter to replace the UK's aging mixed medium helicopter fleet © Lockheed Martin

India takes delivery of first C295 aircraft



Airbus has delivered the first of 56 C295 aircraft to the Indian Air Force (IAF) © Airbus

Airbus Defence and Space has officially handed over in fly-away condition the first of 56 C295 aircraft to the Indian Air Force (IAF) to begin replacing its ageing Avro-748 fleet. The C295, in transport configuration and with an indigenous electronic warfare suite, will leave Airbus' production site in Seville, Spain, for Delhi, India, in the next few days, piloted by a joint IAF-Airbus crew. The first 16 C295s of the 56 aircraft on order will be assembled at the San Pablo Sur site in Seville, Spain, with the

second aircraft due to be delivered in May 2024 and the next 14 rolled out at a rate of one per month until August 2025. To boost self-reliance in the defence-manufacturing sector in India, the remaining 40 C295s of the IAF order will be manufactured and assembled - in partnership with Tata Advanced Systems Limited (TASL) - at a Final Assembly Line (FAL) in Vadodara in western India. The production of components of these aircraft has already started in the Main Constituent Assembly (MCA) facility in Hyderabad, southern India. These parts will be shipped to the Vadodara FAL, which is expected to be operational by November 2024. The first 'Make in India' C295 will roll out of the Vadodara FAL in September 2026 in what will be a milestone for the Indian aerospace industry; the final aircraft expected to be delivered to the IAF by August 2031. With 283 orders from 41 operators, the C295 is the undisputed leader in its segment and stands out for its versatility. It can carry up to 71 troops or 50 paratroopers, airdrop cargo, be used for medical evacuation and take off and land on short and unpaved runways.

FINANCIAL NEWS

guides while revenue updates are more mixed, reiterating softness in the domestic market,” Raymond James analyst Savanthi Syth said. The share prices of bigger U.S. carriers including Delta Air Lines, Southwest Airlines and United Airlines each also fell around 2%.

INFORMATION TECHNOLOGY

Vietnam Airlines has signed a two-year deal with AirFi, wherein the airline technology provider will equip 37 of the carrier’s Airbus A321 aircraft with wireless in-flight entertainment (IFE) and enable in-seat ordering for passengers. The aircraft, which previously had no IFE offering onboard, will each be outfitted with a set of portable AirFi boxes, allowing passengers to stream content directly to their personal electronic devices. An in-seat ordering function enabled by AirFi, which can be used to purchase hot and cold food, beverages, and duty-free items, will replace the airline’s existing trolley service. Passengers will also have the option to pay for certain duty-free items to be delivered to their homes after their trip. The rollout has commenced and is scheduled for completion by mid-October when the solution is expected to go live. Once operational, the logistics surrounding the new technology will be managed by Vietnam Airlines at three airport bases: Hanoi (HAN), Saigon (SGN) and Da Nang Int’l (DAD). This move toward streaming IFE with a robust selection of content will harmonise the passenger experience across Vietnam Airlines’ aircraft, as the flag carrier’s international fleet of Airbus

INFORMATION TECHNOLOGY

SITA technology is powering a new and convenient baggage service from French start-up **Alltheway**, enabling passengers travelling from Paris to check in and drop-off their bags from their home or city centre hotel and deliver it directly to their destination. The company will also soon release an airport carousel bag pick-up and city delivery solution. Alltheway will allow passengers and airlines to track bags



SITA technology is powering a new and convenient baggage service from French start-up Alltheway
© SITA

on and off airport. Alltheway agents arrive at the passenger’s hotel or home, weigh and seal the bag and check it in with the airline. Using SITA Bag Journey, Alltheway integrates with an airline’s tracking systems and shares real-time baggage tracking information every step of its off-airport journey. Alltheway will also receive the baggage tracking data collected during the airport’s handling operations. This information is then shared with the passenger through the Alltheway application so they can track their bags in real time. Agents also leverage SITA’s Flight Data Global which provides information on customer flight check-in and departure times. This helps agents plan pick-up times and make sure bags arrive at the airport on time. With visitors to the city surging with the Rugby World Cup taking place in France this month and the Paris Olympics in 2024, Alltheway has partnered with **Air France/KLM** and hospitality group **Accor** to offer this service to their customers. SITA’s solution highlights the increased demand from passengers for off-airport services while seamlessly connecting their air travel with other modes of transport such as cruise or rail. Leveraging knowledge of the highly integrated aviation industry, SITA helps travel tech solution providers such as Alltheway offer new off-airport services while assisting airlines in integrating their services with rail and cruise.

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INFORMATION TECHNOLOGY

A350 and Boeing 787 aircraft, as well as some of its Airbus A321s, are already furnished with embedded IFE systems from **Panasonic Avionics Corporation** and **Thales**.

OTHER NEWS

JetBlue Airways and **Allegiant** have entered into a definitive agreement under which JetBlue will transfer to Allegiant all of the holdings of Spirit Airlines at Boston Logan International Airport and Newark Liberty International Airport. JetBlue will also turn over up to five gates and related ground facilities at Fort Lauderdale-Hollywood International Airport to promote ultra-low-cost carrier growth. On June 1, JetBlue announced that it will divest all of Spirit's holdings at New York's LaGuardia Airport to Frontier. Together, these divestitures are part of JetBlue's voluntary upfront commitments included in the merger agreement with Spirit and are conditioned on the closing of the JetBlue-Spirit transaction. The divestitures are subject to approval by the local airport authorities as well as FAA/DOT and are conditioned upon and will occur after the closing of JetBlue's planned combination with Spirit. JetBlue expects to close the transaction with Spirit in the first half of 2024. "Over the past twenty years, JetBlue has established itself as a competition MVP, bringing high-quality, affordable service to a wide variety of travellers across the United States," said Robin Hayes, chief executive officer, JetBlue. "Merging with Spirit will allow us to bring our signature service and low fares to even more people and places across the country and beyond. Our divestiture commitment, while not needed to ensure the continued growth of the vibrant ultra-low-cost carrier segment, is aimed at removing any doubt of our commitment to promoting competition." Under the terms of the agreement, JetBlue has agreed to transfer to Allegiant all of Spirit's holdings in Boston and Newark, principally consisting of two gates in Boston, two gates in Newark, and 43 take-off and landing authorisations in Newark. In addition, JetBlue has agreed to relinquish up to five gates at Fort Lauderdale to the Broward County Aviation Department and will work closely with the Department to facilitate Allegiant's ULCC growth at FLL using these gates.

Some 5.9 million passengers used **Frankfurt Airport** (FRA) in August 2023. This represented growth of almost 13% compared with the same month in 2022. However, the passenger figures for August 2023 were still 15.3% behind those reached in pre-pandemic August 2019. During the school vacations in the state of Hesse (in the period from July 21 to September 3), Germany's gateway to the world handled more than 8.6

Emirates has announced that it will be upgrading its services to Sydney to an all-A380 operation. With all three of Emirates' slots already in use at Sydney airport, the airline is able to commit nearly 2,000 extra weekly seats with the upgrade to its double-decker aircraft on its third daily flight, starting November 4, 2023. The Emirates A380 service, set in a three-class configuration offering 489 seats, will replace the Boeing 777-300ER currently being deployed on EK 416 and 417. Each return flight adds more than 260 extra daily seats and more connection opportunities to and from Dubai, and global access to popular onward destinations across Europe, the Middle East and Africa. The third A380 service will complement the two other Sydney A380 four-class services, which both offer Emirates' latest Premium Economy cabin. Emirates currently operates 63 weekly services to Australia, offering close to 56,000 seats to and from its four major gateways. Melbourne and Sydney operate three times daily, Brisbane is served with double daily flights, and the airline also operates its flagship A380 daily to Perth. Emirates has also reintroduced services from Melbourne to Singapore, in addition to connecting Sydney with Christchurch, offering travellers the only A380 experience across the Trans-Tasman.



Emirates to go all A380 to Sydney by November, plans return to Adelaide © Emirates



Colin Maund, CEO of Hellios Information and Amanda Wood, Director of Sustainability, Supply Chain, BAE Systems © Hellios Information

Hellios Information and **BAE Systems** have launched a collaborative decarbonisation programme to help aerospace and defence companies and their suppliers calculate and reduce their Scope 3 carbon emissions. JOSCAR Zero collects, measures and identifies how carbon emissions can be reduced across supply chains. It builds on the existing JOSCAR system, a collaborative tool which helps connect suppliers of all sizes with buyers, who can then quickly determine if a supplier is 'fit for business'. BAE Systems supported the development of the tool and will be the first company to introduce it into its supplier management process. JOSCAR Zero was developed by Hellios Information in response to the government's pledge to a 100% reduction of greenhouse gas emissions by 2050. It marks a significant milestone in the defence, aerospace and security industry's ongoing commitment to achieving net zero by 2050. The new programme is set to reshape how supply chain carbon emissions are assessed and managed.

This groundbreaking addition to Hellios' existing system, empowers the JOSCAR community to quantitatively measure and reduce its carbon footprint in a clear and consistent way. By doing so, it enables companies to take proactive steps towards net zero while encouraging a culture of environmental consciousness. By integrating JOSCAR Zero into its supplier risk management, BAE Systems is demonstrating its commitment to driving positive change on the path to net zero by mitigating environmental supply chain risks and actively championing a sustainable future for the industry. The JOSCAR Zero team will be supporting all suppliers and especially SMEs to help them reduce their emissions with practical guidance and support. James Clare, Director of Levelling Up, the Union, Climate Change and Sustainability (LUCCS) UK Ministry of Defence said: "Responding to the challenge of climate change within Defence is a team effort between Government and industry. Collaboration will be integral to reducing carbon emissions, so I am encouraged to see new partnerships being created to find solutions, such as this between BAE, Hellios and their suppliers." Amanda Wood, Supply Chain Sustainability Director at BAE Systems, said: "We're aiming to reach net zero across our value chain by 2050, something that will only be possible through close collaboration with our customers and suppliers. JOSCAR Zero will play a significant part as we work alongside our suppliers to reduce carbon emissions. It is an innovative solution that will set new standards within our industry and, as the inaugural adopter, we are proud to show that environmental responsibility and operational excellence can go hand in hand."

OTHER NEWS

million passengers, resulting in 58,300 aircraft movements. The demand for holiday destinations on the Turkish Mediterranean coast, as well as in Greece and on the Canary Islands, even exceeded the levels seen in pre-crisis 2019. The most popular intercontinental destinations from FRA included North America and North and Central Africa – with Tunisia, Kenya, Cape Verde and Mauritius all exceeding 2019 levels. Cargo volumes in Frankfurt rose again slightly in August 2023. At 156,827 metric tons, cargo throughput (comprising airfreight and airmail) was up 1.2% on the same month in 2022. The number of aircraft movements increased by 10.9% to 39,910 take-offs and landings in the reporting month, while accumulated maximum take-off weights (MTOWs) grew by 9.1% to around 2.5 million metric tonnes (in both cases, compared to August 2022). Fraport's Group airports worldwide also reported growth. **Ljubljana Airport** (LJU) in Slovenia served 149,399 passengers in August 2023, an increase of 19.3% year-on-year. Traffic at the Brazilian airports of **Fortaleza** (FOR) and **Porto Alegre** (POA) remained stable at just over 1.1 million passengers (a slight drop of 0.1%). Peru's **Lima Airport** (LIM) handled around 2.0 million passengers in August (a 10.5% increase). Meanwhile, traffic figures at the 14 regional airports in **Greece** rose to 6.1 million passengers (up 4.8%). In Bulgaria, the Twin Star airports of **Burgas** (BOJ) and **Varna** (VAR) saw a boost of 11.6% to 836,229 passengers overall. Passenger volumes at **Antalya Airport** on the Turkish Riviera rose to 5.8 million passengers (an increase of 10.9%). Across the airports actively managed by Fraport, total passenger numbers improved by 9.0% year-on-year to 21.9 million travellers in August 2023.

Global air cargo tonnages have held firm in the first full week of September, after dropping 3% at the end of August and in the first few days of September, while average rates continue to hover at around the same level they have since mid-July – between US\$2.26 and US\$2.29 per kilo, according to the latest figures from **WorldACD** Market Data. Figures for week 36 (September 4-10) show stable tonnages, compared with the previous week, while average worldwide air cargo prices increased slightly (+1%), based on the more than 400,000 weekly transactions covered by WorldACD's data. Comparing weeks 35 and 36 with the preceding two weeks (2Wo2W), overall tonnages and worldwide rates also remained flat versus their combined total in weeks 33 and 34, while capacity continued to decrease slightly (-1%), as it has since the second week of August. At a regional level, decreases in tonnages (2Wo2W) were recorded most strongly on flows ex-North America (-8%) – impacted by Labour Day in the USA and Canada on September 4 –

INDUSTRY PEOPLE



Joshua Florio

Onitic, a leading licensor and manufacturer of complex engineered parts for the global aerospace and defence industries, has appointed **Joshua Florio** as General Manager for its Creedmoor site in North Carolina. Florio will be responsible for the day-to-day running of Onitic's Creedmoor site which specialises in new spares and the development of new original equipment for predominantly military and commercial customers. Onitic's Creedmoor site is also home to its Firstmark, Twin Commander and Aircraft Belts Inc. brands which support various electro-mechanical, seatbelt and spares for the military, civil and commercial aerospace markets. Joining Onitic from AAR's Landing Gear Services business, Florio's experience in both original and non-core aerospace, and technical engineering as well as management and strategic positions, gives him the perfect foundation to lead the Creedmoor site through its growth journey.



George N. Mattson

Wheels Up Experience has appointed **George N. Mattson** as its new Chief Executive Officer (CEO), as the company charts its future as a leader in private jet travel. Mattson brings 25 years of aviation experience to the role, as a strategic advisor, financier, business owner/operator and director. He is a longstanding member of Delta's Board of Directors and previously served as a partner and co-head of the Global Industrials Group in Investment Banking at Goldman Sachs & Co. from 2002

respectively, to Europe (-12%), Asia Pacific (-8%), and to Central & South America (-7%). Following the end of the main European summer holiday season, notable increases were recorded on flows between Europe and Asia Pacific (westbound +7%, eastbound +6%), ex-Europe to North America (+6%) and ex-Middle East & South Asia to Asia Pacific (+7%). On the pricing side, average global rates remained stable on a 2Wo2W basis, along with prices from the main origin regions, with no notable deviations among the main regions. (£1.00 = US\$1.25 at time of publication).

to 2012, during which time his responsibilities included oversight of the Transportation and Airline practices. Since 2014, he has been the lead investor and Chairman of Tropic Ocean Airways, the nation's second-largest operator of seaplanes. Tropic Ocean Airways is a Wheels Up partner. Mattson will be based in Atlanta, home to the recently opened Wheels Up state-of-the-art Member Operations Centre, which centralises all of the company's operational functions. Mattson's first official day is expected to be in early October. Wheels Up previously announced a non-binding agreement in principle for an up to US\$500 million (£400 million) facility, which is expected to include funds contributed by Delta Air Lines, CK Opportunities Fund I, LP, which is co-managed by affiliates of Certares Management LLC and Knighthead Capital Management LLC, and certain other lenders. The transaction is subject to completing definitive documentation, as well as customary closing conditions and other approvals.

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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
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	39237	2013	Feb 2024	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@aalc.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
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) CF34-10E5	Now - Sale / Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+1 954-478-7195
(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

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5B3/3	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaaviation.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) CFM56-5B4/3	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(3) CFM56-5C4	Now - Lease				
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-7B26/E	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) CFM56-7B26	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-5B4/P	Now - Lease				
(2) 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	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.				
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) 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@ftaiairline.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) V2527-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(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
(3) A320 LG Shipsets, (1) A320 NLG, (5) A340 LG Shipset		GA Telesis		landinggearsales@gatelesis.com	
(1) A321 LG Shipset, (4) 767 LG Shipset					
(1) 777-200 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) APS3200B, (1) APS3200C		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(1) 131-9A, (4) 131-9B					
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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