

Weekly Aviation Headline News



“ First deliveries to begin in 2024.
Boeing executives ”

Boeing 737 MAX 10 over water

© Boeing

FAA approves Boeing's 737 MAX 10 for certification flight tests

The U.S. Federal Aviation Administration (FAA) has granted approval for the certification flight testing of Boeing's 737 MAX 10, the largest version of its popular aircraft designed to compete in the narrow-body market. The FAA's authorization for type inspection marks the begin-

ning of the certification process, following a thorough review of technical data. This milestone allows FAA pilots to participate in flight testing necessary to certify the aircraft for regular operations, as detailed in a communication to employees from three Boeing executives. Boeing's 737 MAX 10 is aimed at challenging the dominant position of Airbus's A321neo in the single-aisle market.

According to REUTERS, Boeing's stock saw a 1.1% increase in midday trading as the FAA confirmed the granted type inspection authorization for the 737 MAX 10. Boeing executives reiterated in October that the schedule for the MAX 10, including certification and initial deliveries in 2024, is on track. The FAA stressed that safety considerations will determine the certification timeline for the MAX 10, as stated in their announcement endorsing the type inspection authorization.

Boeing's MAX 10 has made steady progress towards certification, with more than 400 flights and nearly 1,000 flight hours logged in Boeing's testing program. Meanwhile, the smaller MAX 7 variant of the 737 MAX family is still awaiting FAA certification, expected to be completed by the end of 2023. Boeing revised its initial delivery schedule for the MAX 7 from this year to 2024, a decision disclosed by the company in July.



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AIRCRAFT & ENGINE NEWS

Valdor Aircraft selects PT6A-34 engine to power Canadian BX Turbo Beaver

Valdor Aircraft has selected the PT6A-34 engine for its conversion programme of the single-engine BX Turbo Beaver, under a new supplemental type certificate from Transport Canada. The Beaver aircraft is a mainstay of the Canadian aviation industry, having first flown in 1947 and is still used today on essential missions to remote areas. Valdor Aircraft specialises in the maintenance, modification and repair of several types of aircraft, with work conducted at its Val-d'Or facility in Quebec's Abitibi-Témiscamingue region. "Collaboration is key when propelling an industry forward and joining forces with Valdor Aircraft continues the legacy of the BX Turbo Beaver by upgrading it with the PT6A-34 engine," said Anthony Rossi, VP Global Sales and Marketing at Pratt & Whitney Canada. "We are bringing new life to the aircraft and creating value for operators for many years to come." "Working closely with Pratt & Whitney Canada to develop a sustainable solution for the future of these aircraft is extremely rewarding for our team," said Gaétan Gilbert, President and CEO, Valdor Aircraft. "The supplemental type certificate recently received from Transport Canada allows us to replace the original Beaver piston engine with the high-performance PT6A-34 turboprop engine and install new BX wings built entirely at our Val-d'Or plant." Today's PT6 engine is up to four-times more powerful, has a 50% improved power-to-weight ratio and up to 20% better specific fuel consumption compared to the original engine. The recently launched PT6 E-Series™ is the first engine in general aviation to feature a dual-channel integrated engine and propeller control. Each new model of the PT6 engine is developed and designed with a specific mission, platform, and customer in mind, while pursuing a reduced environmental footprint. In its 60 years of service, the PT6 engine, has flown over 500 million hours. With more than 64,000 PT6 engines produced since its introduction in 1963, it powers over 155 different aviation applications. With great versatility, the PT6 engine family powers a broad variety of aircraft missions such as humanitarian, firefighting, agricultural aerial application, search and rescue, emergency medical services and can access remote regions around the world, with positive social impact.



The PT6A-34 engine will power Valdor Aircraft's BX Turbo Beaver © Jean Philippe Richard

Airbus' Blue Condor makes first full-hydrogen-powered flight



Airbus' modified glider Blue Condor

© Airbus

The modified glider at the centre of Airbus UpNext's hydrogen contrail-studying experiment, Blue Condor, made its first hydrogen-powered flight over Nevada in the United States on November 8. The flight was the company's first ever to use hydrogen as the sole fuel source and it kicked off a test campaign that will conclude in a contrail-measuring mission in early 2024. Hydrogen offers aviation a path to low-carbon operations, yet its combustion produces contrails just like conventional jet fuel. Hydrogen contrails, however, differ significantly. They don't contain soot or sulphur oxides but do hold nitrous oxides and a lot of water vapour: up to 2.5-times more than kerosene contrails. Both are considered climate-impacting emissions, and as such the aviation industry has a duty to address them. Therefore, as part of the ZEROe project, Airbus is committed to studying the composition of these little-understood hydrogen contrails. Using a modified Arcus-J glider, Airbus UpNext's Blue Condor project will take a small hydrogen-combustion engine as high as 30,000 feet and compare its emissions to a similar-sized kerosene engine, flying alongside onboard a second

aircraft. Both gliders are operated by The Perlan Project and the hydrogen engine was assembled by German company Aero Design Works. Blue Condor has now entered its flight test phase. The 8 November flight lasted around 30 minutes and its aim was to increase the hydrogen engine's thrust at 7,000 feet, while stabilising the aircraft at different speeds. Two further flights have taken place since, performing tests including an engine start at 10,000 feet. The Blue Condor team plans to operate a first contrail-studying operation during Nevada's cold-weather window early next year. Then, the Arcus-J will be towed to test altitude by a Grob Egrett aircraft instrumented by the German aerospace lab DLR. This 'chase' aircraft will then follow behind, using sensors to collect and analyse contrail and atmospheric data. The flight promises to be a big step in furthering understanding hydrogen's climate impact, and ultimately in reaching Airbus' ZEROe target entry into service in 2035.

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AIRCRAFT & ENGINE NEWS

SMBC Aviation Capital signs order for 60 A320neo-family aircraft

Aircraft lessor SMBC Aviation Capital has placed an additional order for 60 A320neo-family aircraft, bringing its total acquisitions of this type to nearly 340 units directly sourced from Airbus. In conjunction with SMBC's existing commitments for the A320neo family, this fresh order secures a continuous delivery stream for the company well into the next decade. This move further solidifies the long-standing strategic partnership between Airbus and SMBC Aviation Capital within the A320neo-family programme. Peter Barrett, CEO of SMBC Aviation Capital, remarked, "This transaction underscores the sustained global demand for advanced, fuel-efficient aircraft, particularly in light of the ongoing robust recovery in global air travel. With sustainability and operational efficiency at the forefront of our customers' priorities, we anticipate growing demand for aircraft like the A320neo and A321neo in the coming years. We eagerly anticipate strengthening our valued partnership with Airbus as we assist our customers in addressing these priorities." The A320neo family, known for its exceptional cost efficiency per seat mile, empowers airlines to expand their route networks with wide-body cabin configurations on extended long-haul routes that were previously inaccessible with single-aisle jetliners. Incorporating cutting-edge technologies such as next-generation engines, Sharklets and cabin efficiency enhancements, the A320neo family is set to achieve a 20% reduction in fuel consumption by 2030. With over 6,500 orders received from more than 100 customers since its introduction in 2010, the A320neo family has captured a commanding 60% share of the market.



SMBC Aviation Capital has ordered additional 60 Airbus A320-family aircraft
© Airbus

Gulfstream G600 completes first 100% SAF transatlantic flight



The Gulfstream G600 completed the first transatlantic flight with 100% SAF
© Gulfstream

Pratt & Whitney Canada and Gulfstream Aerospace have reported the successful completion of the first transatlantic flight using SAF with both PW815GA engines on a Gulfstream business jet. The Gulfstream G600 flew on Nov. 19 from Savannah, Georgia to Farnborough, United Kingdom, with both engines powered by 100% hydro-processed esters and fatty acids (neat HEFA), which has at least 70% lower lifecycle CO2 emissions than fossil-based jet fuel. The SAF used on the flight was produced by World Energy and delivered by World Fuel Services. "For more than a decade, we have worked closely with Pratt & Whitney Canada to power a new generation of our business jets using the PW800 engine," said Mark Burns, President, Gulfstream. "The G600 entered service in 2019 powered by twin PW815GA engines and the aircraft has consistently delivered on our promises to our customers. The performance of the aircraft on the first transatlantic flight using 100% SAF showcases our commitment to leading the industry in sustainability innovation through new aircraft and propulsion technologies, while promoting environmentally responsible practices." Pratt & Whitney Canada engines have achieved more than one billion hours of flight across the entire fleet since the introduction of the PT6 turboprop engine in 1963. The PW800 engine family has contributed more than 330,000 hours towards this milestone which underscores the trust and confidence placed of aircraft operators worldwide.

ALC delivers first of 25 Boeing 737-8 aircraft to Malaysia Airlines Berhad

Air Lease Corporation (ALC) has announced the delivery of the first of 25 new Boeing 737-8 aircraft to Malaysia Airlines Berhad (MAB), from the company's order book with Boeing. Featuring CFM LEAP 1B-27 engines, this new Boeing aircraft is the first Boeing 737-8 addition to Malaysia Airlines' fleet. "We are thrilled to announce ALC's first of 25 new Boeing 737-8 aircraft delivered to Malaysia Airlines," said Steven Udvar-Házy, Executive Chairman of Air Lease Corporation. "Our significant deal for 25 new Boeing 737-8 aircraft with MAB is a milestone transaction that demonstrates ALC's commitment to the national carrier's long-term fleet modernization and sustainability program. We are honoured to be the first to introduce the 737-8 to the airline." This Boeing 737 aircraft joins six Airbus A350-900 aircraft currently on long-term lease to the airline from ALC. Malaysia Airlines, the national airline of Malaysia, has been owned and operated by Malaysia Airlines Berhad since September 2015. It is part of the Malaysia Aviation Group (MAG), a global aviation organisation that comprises of different aviation business portfolios aimed at serving Malaysian air travel needs. Via its alliance with oneworld®, Malaysia Airlines offers superior connectivity with seamless journeys to 1,000 destinations across 150 plus countries, and access to over 650 airport lounges worldwide.



Malaysia Airlines commemorates the arrival of its first Boeing 737-8 aircraft with a launch ceremony held at Hangar 5, MAB Engineering Complex
© Malaysia Airlines

AIRCRAFT & ENGINE NEWS

Falko acquires four De Havilland Q400NG aircraft on lease to Ethiopian Airlines

Falko Regional Aircraft Limited, also known as Falko, has announced its acquisition of four Q400 NextGen aircraft currently on lease to Ethiopian Airlines, the Ethiopian flag carrier. These aircraft, with serial numbers 4469, 4472, 4475 and 4476, were procured from Aergo Capital Limited on behalf of Falko's managed fund known as Falko Regional Aircraft Opportunities Fund II, or Fund II. Mark Hughes, Chief Commercial Officer, expressed his satisfaction with the successful acquisition of the four Q400 aircraft, which include lease agreements, from Aergo. He extended his gratitude to the Aergo team for their ongoing collaboration throughout the transaction process and expressed eagerness to explore future opportunities with them. Mark Hughes further emphasized that this transaction signifies the ninth Q400 aircraft on lease to Ethiopian Airlines under Falko's management and marks the first deal with this carrier under Fund II. Fund II, since its inception, has invested in a total of seventy-nine aircraft. This move strengthens Falko's existing relationship with Ethiopian Airlines, recognized as one of Africa's top-performing carriers, both in terms of management and financial performance, encompassing both passenger and freighter operations. Given the compatibility of the Q400 aircraft with Ethiopian's mission profile and operational environment, it is anticipated that Ethiopian will continue as a long-term operator of this aircraft type. Falko is globally acknowledged as the largest asset manager and aircraft lessor exclusively focused on the regional aircraft leasing sector. It stands as one of the most established and prominent managers of regional aircraft worldwide. Falko's strategic focus is directed towards expanding its portfolio of funds and aircraft under management, along with ongoing efforts to develop products and services that support its aircraft lease management activities.



Ethiopian Airlines Q400 aircraft

© Peter Keslernich

BAA Training orders 48 Cessna Skyhawks



The deal for 48 Cessna Skyhawks was signed at the Dubai Airshow by Chris Crow, VP of Piston Sales (r) and Marijus Ravoitis, CEO, BAA Training (l)
© Textron Aviation

Textron Aviation today announced an agreement with BAA Training for the purchase of 48 Cessna Skyhawk aircraft, expected to be delivered in 2026. The deal, inked at the Dubai Airshow, substantially expands BAA Training's existing fleet, offering increased capacity for students, streamlining the flight training process and ensuring an overall enhanced student experience. "For over six decades, the Cessna Skyhawk has inspired the next generation of pilots and served as the world's leading flight trainer," said Chris Crow, vice president of Piston Sales. "We are delighted to continue the relationship with BAA Training to provide their students access to the most produced single-engine aircraft globally." The stable flight characteristics, advanced avionics and demonstrated dispatch reliability of the Skyhawk have made it a dependable training platform. The new airplanes will be used by students to put them in the pilot's seat of the most popular training aircraft in the world. "BAA Training has set an ambitious milestone to achieve a capacity of 500-1000 students per year, necessitating a significant expansion of our fleet. We are glad to finalise this order, as the addition of 48 Cessna Skyhawks will bolster our resources, enabling us to accommodate the growing demand for training and further solidify our position in the industry," said Marijus Ravoitis, CEO, BAA Training. BAA Training offers comprehensive aviation training solutions for aspiring commercial pilots, ranging from Ab Initio training to Type Rating, available across multiple locations, including Spain, Lithuania, France and Vietnam. Additionally, pilot training services are provided through its consultancy office in India and a sales representative office in the UAE.

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AIRCRAFT & ENGINE NEWS

Virgin Australia increases pipeline of 737 MAX-8 aircraft orders



Virgin Australia has ordered six additional Boeing 737 MAX-8 aircraft

© AirTeamImages

Virgin Australia has increased its pipeline of new Boeing MAX-family aircraft, with six more MAX-8s scheduled for delivery in the second half of 2024, bringing the airline's total number of MAX-8s to 14 and total planned latest-generation aircraft to 39. The new MAX-8 aircraft will reduce emissions by at least 15% per flight compared to older-generation 737s, supporting the airline's 2030 ambition of reducing carbon emissions intensity by 22% and commitment to targeting net-zero emissions by 2050. The MAX-8 aircraft also feature new-generation interiors and are 40% quieter than existing 737s. The existing order of 25 MAX-10s, with an expected delivery from late 2025, remains in place. The larger MAX-10s will transport more passengers for a similar amount of fuel to current 737 aircraft, resulting in 17% less emissions per seat per trip. Virgin Australia maintains one of the youngest commercial fleets in Australia, with an average age of 11.7 years. In coming days, work will start on an AU\$110 million (£58 million) interior refresh and product upgrade across the airline's existing 737s. The first refitted aircraft is scheduled to come out of maintenance in Melbourne in early December, and the project will be completed during the next 18-24 months. The project includes installation of in-seat power for all business-class and economy-class seats, installation of new business-class seats, consistent with the new Boeing MAX-8 aircraft, installation of new or refreshed economy-class seats, with seat design to be consistent with the new Boeing MAX-8 aircraft, as well as introduction of in-flight Wi-Fi and complimentary in-flight entertainment (via a guest's own personal device) to aircraft not yet upgraded for Wi-Fi.

MRO & PRODUCTION NEWS

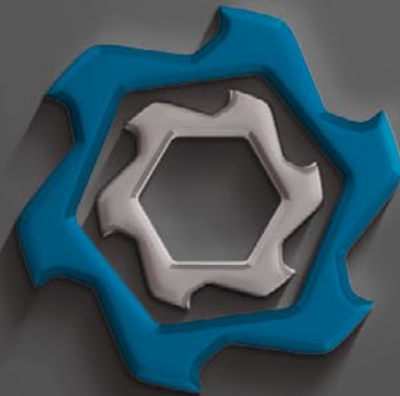
Aerospace Turbine Rotables announces expansion in Dallas Ft. Worth metroplex

Aerospace Turbine Rotables (AeTR), a subsidiary of First Aviation Services, has revealed the expansion and relocation of its service offerings within the Dallas-Fort Worth metroplex. Having maintained battery testing and repair facilities in the region for an extended period, AeTR's recent move to the enhanced facilities at 3901 Lindbergh Drive, Addison,



© Aerospace Turbine Rotables

TX, not only increases capacity but also augments capabilities with hydrostatic testing and the repair of oxygen and fire suppression systems, complementing the existing services. Steve Jordan, General Manager of AeTR, expressed, "In response to customer demand, we have extended our comprehensive suite of hydrostatic testing and repair services from AeTR's Wichita headquarters to the Dallas-Fort Worth area. Tyrone Smith, an adept manager with extensive experience leading the hydrostatic testing department in Wichita, heads the new facility." Paul Bolton, COO of parent company First Aviation Services, emphasized the strategic fit of hydrostatic testing services with the Addison MRO facility. He stated, "The location is ideal, strategically positioned to cater to corporate aircraft in the Dallas-Fort Worth area, including DAL, DFW, ADS, AFW. Immediate services in hydrostatic testing and a wide range of fire bottles available for exchange are provided. Our objective is to swiftly meet customer needs and based on demand, expand the product line further." First Aviation Services, headquartered in Westport, Connecticut, is a leading provider of aircraft parts manufacturing, component repair and overhaul, and rotables management to the aviation industry worldwide. First Aviation's principal operating subsidiaries are: Aerospace Turbine Rotables, Associated Aircraft Manufacturing & Sales, Aviation Blade Services, Evolution Aerospace, Master Support, Heliblade International and Piedmont Propulsion Systems.



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MRO & PRODUCTION NEWS

Cebu Pacific selects Lufthansa Technik for A330neo base maintenance debut

Lufthansa Technik Philippines (LTP) has welcomed Cebu Pacific (CEB) as its inaugural base maintenance customer for the A330neo, with the arrival of RP-C3900 on November 17, 2023. This event marks the initiation of a series of maintenance activities aimed at supporting the growth of CEB's A330neo fleet. The collaboration between the two companies, which commenced in 2011 with line maintenance for CEB's narrow-body fleet, has evolved to encompass base maintenance for both A320 and A330 fleets. With CEB's ongoing fleet modernisation efforts, currently operating five A330neo aircraft and expecting an additional eleven soon, the partnership reflects a commitment to safety and quality standards. Rainer Janke, Vice President Marketing and Sales Asia Pacific at Lufthansa Technik Philippines commented: "We are extremely pleased to embark on this special partnership with Cebu Pacific. In addition to achieving this significant milestone, we recently celebrated CEB's 50th aircraft base maintenance layover at our facility. They have consistently pushed the boundaries as one of the leading low-cost carriers in the region, and LTP is honoured to have been chosen as their partner in this endeavour." Furthermore, Lufthansa Technik Philippines is solidifying its position as the first in its global network to offer comprehensive A330neo aircraft maintenance services, underlining its commitment to top-tier aviation maintenance solutions.



Cebu Pacific Airbus A330 aircraft

© LTP

StandardAero, Thales unlock new level of safety with StableLight



© StandardAero

Based on Thales' Compact Autopilot System, derived from its previously certified transport category autopilot, StableLight is a robust, feature-packed autopilot in a compact, lightweight package that is perfectly suited for light rotorcraft. The system transforms the flight control experience of the helicopter with transparent stability augmentation that works precisely and without feedback to the control sticks. The addition of the stabilised climb flight attitude recovery, auto hover and a wide range of other sophisticated features results in a system that drastically decreases pilot workload, enhances mission capability and can help to reduce risks in critical flight phases and adverse conditions such as IIMC – (Inadvertent entry into Instrument Meteorological Conditions). Pilots representing numerous operators and industry experts were able to test fly the pre-certified system over the last year and were extremely encouraged by the system's performance and contribution to safety. Many commented on the system's impressive capabilities and noted its

potential to assist in a wide variety of missions. Based on the high level of customer interest to date, Thales and StandardAero are spooling up to meet the demand for kit deliveries, with the first kits reserved for the VIP launch customer MacNeil Aviation LLC. Both EASA and Transport Canada validations of the STC are being applied for subsequently.

Royal Jordanian expands collaboration with LHT for base maintenance

Royal Jordanian, Jordan's flag carrier airline, and Lufthansa Technik (LHT) have extended their partnership in the realm of base maintenance. Recently, for the first time, two Royal Jordanian Airbus A320s underwent a C-check at Lufthansa Technik Budapest. The collaboration between the carrier and LHT in total component support (TCS) has been ongoing for a decade. Samer Majali, CEO of Royal Jordanian, expresses, "Lufthansa Technik has been a dependable partner for us with its component services over the years. With the heavy checks on our airline's Airbus A320s being carried out by Lufthansa Technik, we are confident that our trusting partnership will continue to grow even stronger."



Royal Jordanian Airbus A320

© LHT

MRO & PRODUCTION NEWS

AerFin secures seven-year extension for component support contract with Finnair

AerFin has recently finalised a seven-year extension of its component support contract with Finnair, extending the partnership that began in 2020 and covering Finnair's fleet of 12 E-190 aircraft. The BeyondPool™ programme, tailored to adapt to the airline's operational needs and evolving market conditions, was a key factor in the extension. Following an extensive cost review, market testing and auditing by Finnair, AerFin was chosen for its proven track record, commitment to exceptional support, reliability, and cost-effectiveness. This extension strengthens the strategic partnership, including collaboration on the sustainable phase-out of an A319 aircraft, highlighting a shared dedication to innovative solutions promoting sustainability in aviation. Juha Ojala, Senior Vice President, Technical Operations at Finnair, expressed satisfaction with the agreement, emphasising AerFin's reliability, high-quality service and long-term partnership.

FINANCIAL NEWS

SAS secures Court approval for crucial investment agreement in exit financing solicitation process

SAS Scandinavian Airlines (SAS) has achieved a significant milestone in its SAS FORWARD plan as the U.S. Bankruptcy Court for the Southern District of New York grants approval for the airline's entry into an investment agreement with the winning bidder consortium. Comprising Castlelake, Air France-KLM, Lind Invest ApS and the Danish state, the investors are set to inject a total of US\$1,200 million (SEK 13.2 billion) into the reorganised SAS. The investment agreement, previously announced on November 4, 2023, has received the green light from the Court, marking a crucial step forward for SAS. The agreed-upon transaction structure involves US\$475 million (SEK 5.225 billion) in new unlisted equity and US\$725 million (SEK 7.975 billion) in secured convertible debt. This development underscores the investors' confidence in SAS and its potential to lead the airline industry for years to come. In addition to the investment agreement, SAS secures final Court approval for a new debtor-in-possession (DIP) financing credit agreement with Castlelake, amounting to US\$500 million (SEK 5.5 billion). This funding plays a vital role in refinancing SAS' original DIP term loan, extending the financing period to facilitate a smooth transition out of Chapter 11. The Court has authorised SAS to draw the full US\$500 million (SEK 5.5 billion) under the new DIP facility, further solidifying SAS's financial position. Anko van der Werff, President and Chief Executive Officer of SAS, expresses optimism about the approved

West Star Aviation CHA installs first Pro Line Fusion on Challenger 604

West Star Aviation's Chattanooga (CHA) facility has successfully installed a Collins Pro Line Fusion® integrated avionics system and the Cabin Management Solutions Evolve CMS in a Challenger 604 for the first time at this location. The Challenger was at (CHA) for a 48-month airframe inspection, and the customer opted to have the avionics and cabin management system upgraded at the same time. The Pro Line Fusion brings the highly popular Challenger 604 platform into the next generation of technology and future-ready with this new flight



West Star Aviation CHA has successfully installed a Collins Pro Line Fusion® integrated avionics system in a Challenger 604 jet
© West Star Aviation

deck. After 2024, the existing flight displays of the Pro Line 4 cockpit will no longer be supported. Collins will stop accepting the EFD-4077 units for repair. Those displays will be removed and replaced with high-resolution LCD flight displays with touchscreen capability. Installation opens the door to next-gen technology like Synthetic Vision, Data Link capability, integrated maps and charts, RNP approaches, FANS & LINK 2000+, MultiScan Weather, XM and worldwide graphical weather. Typical installation for this system is five to six weeks. All four West Star Aviation full-service facilities are authorised Collins dealers. The Cabin Management Solutions Evolve CMS delivers a high-resolution digital cabin management system with intuitive touchscreen technology. Each switch panel can be designed to fit in legacy switch panel locations, limiting the amount of woodwork modification required to perform the installation. These new switch panels communicate with the Cabin Management Unit via Radio Frequency, which limits the amount of wiring involved with its installation. This reduces the cost associated with other CMS systems of its kind. As this aircraft was in for the 48-month inspection, much of the interior was required to be removed anyway, so this was an opportune time to have the Evolve system installed. Installation of this system independently averages approximately nine weeks.

Turkish Technic joins Woodward's network as licensed asset management provider



Woodward, Turkish Technic contract signing © Turkish Technic

Turkish Technic, a provider of aircraft and component maintenance, repair and overhaul services, has signed an eight-year agreement with global manufacturer Woodward, establishing the MRO as a licensed asset management provider (LAMP). Through this agreement, Turkish Technic will operate as a part of Woodward's global LAMP network, providing component support for LEAP-1A/-1B engine operators. As part of the global network of LAMPs, Turkish Technic will provide routine component support as well as Aircraft on Ground (AOG) part support for Turkish Technic's power-by-the-hour customers, and operators worldwide will have the opportunity to benefit from its AOG support. Commenting on the new license agreement, Yasin Birinci, Chief Technical Officer of Turkish Technic, said: "We have been partnering with Woodward for over a decade and we are pleased to cement our cooperation with this LAMP agreement. The availability of components is crucial in helping optimise the performance of our PBH and AOG customers. We are excited to extend our supply chain solutions to LEAP-1A/-1B engines, thereby providing support to Airbus A320neo and Boeing 737 MAX operators worldwide."

FINANCIAL NEWS

investment agreement, stating, "This is a key milestone in our SAS FORWARD plan, showing that our new investors believe in SAS and our potential to remain at the forefront of the airline industry for years to come." While the exit transaction remains subject to approval in connection with SAS' Chapter 11 Plan, the airline aims to receive Court approval in early 2024, followed by regulatory approvals and the implementation of a Swedish company reorganization at the SAS AB level, likely in 2024. The transaction's effectiveness hinges on fulfilling specific conditions precedent, including regulatory approvals, as outlined in the press release from October 3, 2023. Notably, no approval from existing shareholders of SAS AB is anticipated for the transaction. (£1.00 = US\$ 1.23 / SEK13.11 at time of publication).

IAI releases consolidated financial statements

Israel Aerospace Industries (IAI), a leader in the Israeli military and commercial homeland defence and aerospace markets, has issued its consolidated financial statements for the

Lufthansa Cargo starts construction of new Frankfurt hub

With its LCCevolution project, Lufthansa Cargo is pressing ahead with modernising the Frankfurt hub: In August of this year, construction work began on the new warehouse, including the automated transport system and the first building modules in the north of Frankfurt Airport. In addition to the new building,

the existing buildings and warehouses of the Lufthansa Cargo Center are to be upgraded and modernised or replaced by new buildings. Lufthansa Cargo is investing a total of almost €500 million (£435 million) in the major project, which is scheduled to be completed by 2030 and will cover an area of more than 70,000 m². The first parts of the automated transport system and the construction of the first two building modules are expected to be completed between 2023 and 2027. "A particular challenge of this project is the implementation of a complex construction project while the regular operation of the hub must be guaranteed 24/7, and the gradual improvement of the hub as the new elements are put into function," explains Dietmar Focke, Chief Operations Officer at Lufthansa Cargo.



Official start of construction work at Lufthansa Cargo in Frankfurt

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FINANCIAL NEWS

nine months ended September 30, 2023. The company's sales in the reporting period grew to about US\$3,873 million compared with about US\$3,601 million in the corresponding period of 2022, an increase of about 8%, deriving from increased sales in all the company's business Groups. Sales of the Military Groups in the reporting period increased by about 8% to about US\$3,249 million compared with about US\$3,006 million in the corresponding period of 2022, an increase of US\$243 million. Sales of the Aviation Group in the reporting period increased to about US\$1,026 million compared with about US\$996 million in the corresponding period of last year. Sales for export in the reporting period accounted for about 72% of sales, totalling about US\$2,772 million (with sales of about US\$1,101 million, representing 28% of sales, to Israel), compared with about US\$2,607 million (and sales of about US\$994 million, representing 28% of sales, to Israel) in the corresponding period of 2022. Gross profit in the reporting period amounted to about US\$682 million (about 18% of sales), compared with about US\$647 million (about 18% of sales) in the corresponding period of 2022. The gross profit of the Military Groups in the reporting period increased by about 13% to about US\$605 million compared with about US\$537 million in the corresponding period of 2022. The gross profit of the Aviation Group in the reporting period increased to about US\$90 million compared with about US\$87 million in the corresponding period of last year. Operating income in the reporting period amounted to about US\$292 million (about 7.5% of sales), compared with an operating income of about US\$304 million in the corresponding period of 2022 (about 8.4% of sales). The decrease in operating income was a result of an increase in R&D expenses in the reporting period and a nonrecurring profit recorded in the corresponding period of 2022 following the public offering of an associate. The operating income of the Military Groups in the reporting period was about US\$272 million compared with about US\$264 million in the corresponding period of last year. The operating income of the Aviation Group in the reporting period amounted to about US\$32 million compared with an operating income of about US\$28 million in the corresponding period of last year. Net income in the reporting period increased by 18% to about US\$239 million (about 6.2% of sales), compared with a net income of about US\$202 million (about 5.6% of sales) in the corresponding period of 2022. The net income of the Military Groups in the reporting period increased to about US\$263 million, similarly to the corresponding period of last year. The net income of the Aviation Group in the reporting period amounted to about US\$27 million compared with a net income of about US\$41 million in the corresponding period of last year. (£1.00 = US\$1.25 at time of publication).

MILITARY AND DEFENCE

Boeing's transition to MH-139A Grey Wolf manufacturing gains momentum

Boeing continues to transition towards low-rate initial production of the MH-139A Grey Wolf after completing the programme's Research, Development, Test & Evaluation (RDT&E) phase, delivering the sixth and final test aircraft to the U.S.



Boeing expects to deliver the first MH-139A helicopter in 2024

© Boeing

Air Force last month. "Delivering all of the RDT&E aircraft to the Air Force enables them to continue critical operational testing and allows Boeing to focus on building the first production aircraft," said Azeem Khan, MH-139 Program Director. "The Grey Wolf will provide crucial national security capability improvements to the Air Force. This is an important step in getting the aircraft into service." Boeing expects to provide the first low-rate production aircraft to the customer in 2024. To date, the Air Force has awarded Boeing a contract to build the first 13, with the first aircraft already in final assembly. Ultimately, Boeing will provide up to 80 MH-139A Grey Wolf helicopters to the Air Force. MH-139A aircraft will replace the UH-1N Huey and are tasked with protecting intercontinental ballistic missiles across the U.S. and transporting VIP and security personnel.

Embraer delivers fifth upgraded E-99M aircraft to the Brazilian Air Force

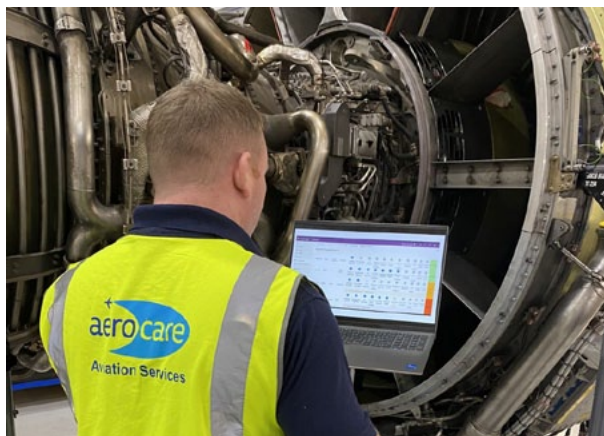


© Embraer E-99M

The fifth EMB 145 AEW&C aircraft, upgraded and designated as E-99M, has been delivered by Embraer to the Brazilian Air Force (FAB). The aircraft has been updated to perform Airborne Early Warning and Control (AEW&C) functions, as well as participate in intelligence, surveillance and airborne reconnaissance missions.

Developed utilising the platform established by the successful ERJ 145 regional jet, the FAB's E-99 is capable of detecting, tracking and identifying targets in its coverage zone and transmit the information via data link. The aircraft conducts airspace surveillance, interception control and management, electronic intelligence and border monitoring missions. The E-99M aircraft now features an updated Erieye Radar and Command & Control (C2) system and will also include a new Electronic Warfare (Non-Communication - NCOM) system, a new IFF Transponder, seven software-defined V/UHF radios, a new Mission Audio system with VoIP technology and a new Mission Audio and Data recorder, as well as a data-link function adapted to a new architecture. The interior of the aircraft has also seen an update to improve crew comfort and expand the operating capacity with five consoles redesigned and optimized for more efficient use of the upgraded systems. The E-99M project is led by the Combat Aircraft Program Coordinating Committee (COPAC) together with Embraer and international suppliers such as SAAB, Aeroelectronica Internacional (AELI), and Rohde & Schwarz. Atech, a subsidiary of Embraer, is participating in the project by developing part of the command-and-control system, as well as six mission planning and analysis stations which will provide training and development opportunities for the crews. The EMB 145 AEW&C is also operated by the air forces of India, Mexico, and Greece.

INFORMATION TECHNOLOGY



Complete Aircraft Group and TEKenable to launch new borescope maintenance software © CAG

Complete Aircraft Group (CAG) has partnered with global IT services provider **TEKenable**, to develop a new maintenance software solution aimed at streamlining compliance and reporting processes through real-time, cloud-based data management. The system – built from the ground up in conjunction with TEKenable's TEKaviation team – will initially support

CAG's engine borescope services. Available via any connected desktop or mobile device, it allows engineers to instantly upload data pertaining to the work in the field helping to improve turnaround times and subsequently lower associated expenditure. Through their shared insight and sector expertise, the two companies have developed an entirely new way of working, utilising the cloud to replace antiquated paper-based processes and repetitive, time-consuming form filling. Looking forward, other functionality and modules are planned to be integrated, including CAG's existing personnel competency package, ELMS. These developments will help to create a centralised, fully transparent source of truth for a range of maintenance tasks, providing users with access to a wealth of up-to-date, real-time data. For now, the initial borescope support solution is ready for launch, with CAG already demonstrating the potential benefits to its range of commercial and business aviation customers.

As part of its strategy to streamline flight operations by leveraging the latest technologies, **Uzbekistan Airways** has signed up to deploy **SITA Mission Watch**. The solution will drive greater agility and efficiency, including annual savings of over US\$600,000 in weather-related incidence avoidance and 300 tonnes of fuel. SITA Mission Watch is a next-generation flight tracking tool used by dispatchers and operational teams. It aggregates and automates aircraft positions combined with real-time information such as weather. SITA Mission Watch's best-in-class weather feed uniquely provides multi-source forecasts for greater reliability and accuracy, supporting flight planning and disruption management. This integrated, enriched, and automated intelligence empowers dispatchers to stay one step ahead of changing conditions to ensure flights arrive safely and on time while avoiding weather-related disruption costs. Increasing weather events are a primary cause of flight delays, costing the industry around US\$1 billion (£813 million) annually. Delays also adversely impact passenger satisfaction and brand reputation. In response, airlines are leveraging the latest digital solutions that integrate different sources of operational information to adapt and better manage disruptions like weather hazards and be leaner and more agile. More accurate weather information, for example, can lead to improved contingency fuel management and the fuel savings can be significant: an airline with 20 aircraft can save around 150 tonnes of fuel a year with SITA Mission Watch.

OTHER NEWS

Ultra-low fare carrier **Frontier Airlines** will re-open a pilot base serving both O'Hare and Midway International Airports in May of 2024. Frontier previously maintained a pilot base in Chicago until April of 2022. The base is expected to employ up to 110 pilots within its first year of operation. Combined with 190 existing flight attendant positions, the Chicago base will house a total of 300 Frontier crew members. Including airport and maintenance positions, the airline is expected to generate more than US\$34 million (£28 million) annually in local wages with further growth anticipated in the coming years. Frontier currently offers 13 nonstop routes from MDW and five nonstop routes from ORD. As we continue to grow in Chicago, it makes sense to establish a crew base to help support our expanding operations," said Barry Biffle, CEO Frontier Airlines. "Establishing a crew base is also a win for customers as it helps support smooth operations and provides a foundation to offer more ultra-low fares to more places."

In a joint effort, **Boeing** and the **United States** are launching an initiative aimed at accelerating the development and adoption of sustainable aviation fuel (SAF) within the Asia-Pacific Economic Cooperation (APEC) member countries. Recognising SAF as a crucial component for achieving net-zero carbon emissions in aviation by 2050, this initiative will address key challenges, including limited supply and high costs hindering broader usage. Current SAF certified for use has the potential to reduce lifecycle CO2 emissions by up to 85%, making it a pivotal tool in achieving International Civil Aviation Organization (ICAO) and industry emission reduction goals. However, despite this potential, current SAF utilisation only accounts for 0.1% of global jet fuel demand. Sponsored by the U.S. Department of Transportation and the Federal Aviation Administration (FAA), in collaboration with Boeing, the initiative will operate within APEC's Transportation Working Group. It aims to support APEC economies in developing SAF supply by addressing challenges such as identifying sustainable feedstocks, optimising production pathways, leveraging existing industries and infrastructure, and enabling the formulation of SAF-specific policies. The initiative will also explore mechanisms for SAF accounting, including book and claim processes. By capturing best practices and case studies from economies with established SAF markets, the project seeks to enhance the SAF ecosystem across the APEC region. It will provide guidance and support to economies looking to establish new SAF markets, offering a policy toolkit to ensure regional coherence in SAF policies and regulations



© Boeing

OTHER NEWS

Emirates has become the inaugural airline globally to conduct an A380 demonstration flight powered entirely by 100% SAF. Commanded by Captain Khalid Binsultan and Captain Philippe Lombet, the flight took off from Dubai International Airport (DXB) with one of its four engines exclusively fuelled by SAF. This milestone highlights SAF's potential as a drop-in replacement, meeting the technical and chemical requirements of traditional jet fuel while presenting a more sustainable alternative. SAF has the potential to reduce carbon emissions by up to 85% over its life cycle compared to conventional jet fuel. Demonstration flights play a crucial role in paving the way for the standardisation, qualification and widespread adoption of 100% SAF flying. These initiatives align with government strategies supporting the production and scaling up of SAF. The successful A380 demonstration flight underscores the performance and compatibility of SAF, positioning it as a secure and reliable fuel source. It contributes valuable insights to ongoing industry research evaluating the positive effects of 100% SAF on aircraft performance, even as current regulations limit SAF use to a 50% blend in commercial flight engines. The 100% drop-in SAF utilised in this flight, featuring renewable aromatics, closely mirrors conventional jet fuel characteristics. This marks the first instance of using drop-in SAF on an A380 aircraft, with expectations of full compatibility across the existing systems. The flight carried four tonnes of SAF, composed of HEFA-SPK from Neste (hydro-processed esters and fatty acids synthetic paraffinic kerosene) and HDO-SAK from Virent (hydro-deoxygenated synthetic aromatic kerosene). ENOC played a key role in securing the neat SAF, blending it with Sustainable Aviation Kerosene (SAK) at its Dubai International Airport facility ahead of the demonstration and providing into-plane services. The 100% SAF powered one Engine Alliance GP7200 engine, while the other three engines used conventional jet fuel. Additionally, the PW980 auxiliary power unit (APU) from Pratt & Whitney Canada ran on 100% SAF. Last week, robust engine testing for one A380 Engine Alliance GP7200 engine using 100% SAF validated the engine's capability to run on the specially blended drop-in SAF without affecting performance or requiring modifications. The ground engine testing took place at the state-of-the-art Emirates Engineering Centre in Dubai.



The first time drop-in SAF was used on an A380 with full compatibility across the aircraft's existing system
 © Emirates



© Shutterstock

Airlines at **Heathrow Airport** are anticipated to use record amounts of SAF next year as the airport extends its carbon-cutting scheme for a third year. In 2024, £71 million will be available to airlines through the incentive, targeting up to 2.5% of aviation fuel used at Heathrow to be SAF and if achieved, amounting to 155,000 tonnes of aviation fuel. The scheme encourages airlines to switch to SAF by approximately halving the price-gap between kerosene and its greener alternative, making SAF a commercial reality for airlines. In 2024, the scheme is targeting up to a 341,755-tonne reduction of carbon equivalent emissions from flights if 70% GHG emissions reduction is achieved. This is equivalent to over 568,000 passenger round trips from Heathrow to New York. Heathrow is aiming for 11% SAF usage by 2030, scaling up the incentive year on year. Integrating SAF into the fuel supply is one of the airport's most significant steps to cut carbon, on the road to net-zero by 2050. SAF is an alternative to traditional fossil-fuel-based kerosene which can deliver up to 70% carbon savings in the lifecycle by using feedstocks like used cooking oil and other kinds of waste. The technology is proven, with hundreds of thousands of flights already powered in part by SAF. It can be dropped into existing aircraft at up to a 50%

blend (in future 100% blend) with no need for infrastructure or aircraft engine changes. It will be showcased on the world stage during the upcoming (28 November) Virgin Atlantic 100% SAF flight from Heathrow to New York JFK. Heathrow Director of Carbon, Matt Gorman said: "Sustainable aviation fuels are a proven reality – they have already powered hundreds of thousands of flights, and we will soon show we can fly the Atlantic fossil fuel free. Heathrow's first of its kind incentive scheme has seen SAF use at the airport ramp up in recent years. Now, the Government needs to capitalise on this strong demand and legislate for a revenue certainty mechanism to enable a home-grown SAF industry, before it is too late for the UK to benefit from jobs, growth and energy security this would bring."

OTHER NEWS



Contract signing between Spatial and Emirates

© Spatial

Spatial, a leading provider of cabin crew training equipment, which is based in the UAE, has announced the signing of an agreement at the Dubai Air Show with **Emirates** to supply an A350 cabin service trainer (CST) for the airline. The device will be delivered in summer 2024 to support the entry into service of the A350 aircraft into Emirates' fleet. The full cabin mock-up encompasses the business class, premium economy and economy cabins, elevating Emirates' world-class in-flight service training to new heights. The device will be built in the UAE and installed in Emirates' dedicated cabin crew training facility. The CST will be meticulously engineered to accurately replicate the distinctive features of Emirates' new A350 fleet incorporating sophisticated communications and service-oriented facilities as well as Emirates' superior cabin interiors. Spatial, rooted in the UAE, is rapidly expanding on a global scale and is an industry-wide acknowledged leading manufacturer of cabin crew training equipment. Spatial Composite Solutions is an ISO9001-certified provider of cabin crew training equipment, specialising in the manufacture of cutting-edge emergency evacuation, cabin service and door trainers. Additionally, the company provides consultancy services in relation to the design and fit-out of cabin crew training facilities.

INDUSTRY PEOPLE



David Canavan

Challenge Group, an international air cargo conglomerate offering tailored end-to-end logistics solutions for complex verticals, has announced the appointment of **David Canavan** as the Group's new Chief Operating Officer (COO). In his new role, Canavan will be responsible for leading, planning, directing, coordinating, aligning and overseeing all Group operations, bringing his extensive experience and expertise to drive operational excellence and contribute to the company's overall expansion plan and fleet growth. Canavan comes to Challenge Group with a proven track record of more than 30 years' international experience in strategic planning, operational efficiency, supply chain management and logistics, having previously led various multinational teams and business units in senior management roles both in Europe and Asia at FedEx.

MAAS Aviation, a globally recognised expert in aircraft painting and exterior



Andrew Hoad

coatings, has named experienced industry professional, **Andrew Hoad**, as Chairman. Hoad originally joined MAAS in April 2022 in the role of Non-Executive Director, before accepting this latest position last month. A seasoned authority on the aviation sector, Hoad has previously held senior technical positions at prestigious airlines and large MROs. He also currently holds non-executive directorship positions at Aerfin Ltd and TP Aerospace.

AerSale (ASLE)® Corporation has released that **Robert Nichols** will be retiring from his role as Vice Chairman and President of Asset Management after fifteen years with AerSale and many years of distinguished service within the aviation industry. Nichols' retirement will take effect on December 31, 2023. Nichols helped establish AerSale in 2008 and during his fifteen years with the company he has played an instrumental role in the growth and success of the organisation. His strategic vision, leadership and unwavering commitment to the

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Robert Nichols

company's mission have been invaluable. As President of Asset Management, he played a key role in implementing strategies related to AerSale's business portfolio, partner agreements, as well as mergers and acquisitions. His vision and industry knowledge contributed to AerSale's position as a market leader in both the aftermarket aviation industry and the asset leasing and trading market. Following his retirement, Nichols will remain a member of the Board of Directors, where he will provide his insights and expertise in guiding the company's future endeavours. His wealth of knowledge and experience will be a valuable asset as AerSale continues its journey of innovation and growth.

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 EFW	ALTAVAIR	Trent 772B-60			Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
B737-400F	Royal Aero	CFM56-3C1	29204		Feb 2024	Sale/Lease/Ex.	Gary MacLeod	gary@royalaero.com	+44 (0)1357 521144
B737-800 SF	GA Telesis		27988	2000	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@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
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(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



THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines

CFM Engines	Sale / Lease	Company	Contact	Email	Phone		
(1) CFM56-5B3/3	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiaaviation.com	+1 786-785-0777		
(1) CFM56-5B4/P	Now - Lease						
(1) CFM56-5B3/P	Now - Lease						
(1) CFM56-5B1/P	Now - Lease						
(1) CFM56-7B26	Now - Lease						
(1) CFM56-5B4/3	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) CFM56-7B26/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717		
(1) CFM56-5B3/3	Now - Lease						
(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		
(1) LEAP-1A33	Now - Lease						
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		
(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@ftaiaviation.com	+1 786-785-0777
(1) V2527-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A, (1) GTCP131-9B (1) A321 Enhanced Landing Gear 2020 OH	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-449-4459
(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 (4) 767 LG Shipset, (3) 737 LG-Shipset (1) 777-200 LG Shipset		GA Telesis		landinggearsales@gatelesis.com	
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) APS3200B		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(1) 131-9A, (4) 131-9B					
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000				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