

Weekly Aviation Headline News



Compressor blades

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“ This investigation deals with very serious allegations of fraud involving the supply of aircraft parts, the consequences of which are potentially far reaching.
Nick Ephgrave QPM, Director of the Serious Fraud Office ”

Search and Arrest in AOG Technics Scandal

Serious Fraud Office Initiates Probe into Aircraft Parts Fraud Scandal

The British Serious Fraud Office (SFO) has initiated a criminal investigation into AOG Technics Ltd, an aircraft parts supplier known for servicing worldwide airlines, maintenance providers and parts suppliers. The SFO, in conjunction with the National Crime Agency, conducted a raid in London and arrested one executive as part of the operation.

AOG Technics Ltd, headquartered in the United Kingdom, has been a player in the aircraft parts supply industry since 2015. The company has gained recognition for its global distribution of parts for the world's best-selling passenger aircraft engine, the CF56, and the most-utilised cargo aircraft engine, the CF6. Its client base primarily consists of overseas companies involved in airline parts installation. The aircraft, engine, and parts manufacturing sector contribute a substantial £34.5 billion to the UK economy.

Earlier this year, several aviation regulatory

bodies, including the UK Civil Aviation Authority (CAA), the United States' Federal Aviation Administration (FAA), and the European Union Aviation Safety Agency (EASA), issued alerts to aviation businesses that may have procured or installed AOG's parts. These alerts were prompted by growing concerns regarding safety implications associated with AOG Technics products. Consequently, some aircraft have been grounded both in the UK and the United

States due to these safety concerns.

The Serious Fraud Office is closely collaborating with the UK Civil Aviation Authority and other regulatory bodies to scrutinize the information obtained during its investigation into suspected fraudulent activities at AOG Technics Ltd.

The launch of the criminal investigation into AOG Technics Ltd by the Serious Fraud Office underscores the gravity of the situation surrounding the alleged fraud at the aircraft parts supplier. As authorities continue to gather evidence and work in coordination with aviation regulators, the industry and the public eagerly await the outcome of this inquiry. The repercussions of this case could have far-reaching consequences within the aircraft manufacturing and maintenance sector, further emphasising the importance of transparency and accountability in the aviation industry.



CFM56 engine

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AIRCRAFT & ENGINE NEWS

IBA predicts long-term turbulence in narrow-body engine market

In its latest webinar on the narrow-body engine market, IBA, a leading aviation market intelligence and consultancy company, has predicted that engine market values and lease rates are likely to increase given the current and ongoing supply chain issues and the more specific GTF engine problems. It expects the industry to suffer longer term due to growing pressure on shop visits and turnaround times, which are forecasted to increase. Led by IBA's President Phil Seymour, Engine and Parts Manager Jamie Davey and Sarah Farrugia-Warren Senior Technical Manager - Powerplant, IBA's expert team stressed that MRO shop visits are already under pressure from the post-COVID resource gap and the unscheduled GTF engine inspections. Previous-generation engines are still undergoing shop visits following deferred maintenance because of the global pandemic, resulting in high parts demand. In the shorter term, turnaround times are likely to be strained further as Pratt & Whitney GTF engine issues increase pressure. The number of engines due to be inspected will cause a short-term spike in shop visit demand and the impact will be far-reaching, especially if the mandated inspections of the high-pressure turbine (HPT) create additional work once engines are opened up. Analysis from IBA Insight, which identifies aircraft and their fitted engines that are currently stored and parked for more than 60 days, suggests some of the operators most affected by the GTF issues include Go First with 88 engines, IndiGo which is not far behind with 80 engines, and Air China at 36. The list is exhaustive, and further affected airlines include large A320 operators such as Wizz Air. "We have to remember that the engine OEMs are at the leading edge of design and material technology. The incredible advances in fuel burn saving over the decades has led, and will likely continue to lead, to some form of Airworthiness Directives action. It's the price we pay for driving towards more efficient aircraft and engine combinations, with the overriding need for safe operations.

Orders and deliveries – Boeing and Airbus

Airbus v Boeing: Orders and Deliveries

November 2023 YTD

Airbus			Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	76	57	737	583	305
A320 Family	1136	490	747	0	1
A330	36	26	767	15	23
A350	147	50	777	8	20
A380	0	0	787	235	56
Total	1395	623	Total	841	405

Source: Airbus

Source: Boeing

EcoPulse aircraft demonstrator makes first hybrid-electric flight

EcoPulse, the hybrid-electric distributed propulsion aircraft demonstrator jointly developed by Daher, Safran and Airbus to support aviation's decarbonisation roadmap, has successfully performed its first flight test in hybrid-electric mode. The demonstrator flew with its ePropellers activated, powered by a battery and a turbo generator. EcoPulse took off from Tarbes Airport (France) on November 29, at 10:32 hrs CEST for a test



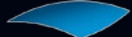
Inside the cockpit of EcoPulse's first hybrid-electric flight

© Daher

flight which lasted approximately 100 minutes. During the flight, the crew engaged the electric propellers and verified the proper functioning of the demonstrator's flight control computer, high-voltage battery pack, distributed electric propulsion and hybrid-electric turbo generator. EcoPulse's first hybrid flight is the culmination of several technical milestones, including extensive ground tests and ten hours of flight tests of the aircraft with the electrical system inactive. "We confirmed today that this disruptive propulsion system works in flight, which paves the way for more sustainable aviation," said Eric Dalbiès, Safran's Executive Vice President Strategy and Chief Technology Officer. "The lessons learned from upcoming flight tests will feed into our technology roadmap and strengthen our position as leader in future all-electric and hybrid-electric propulsive systems." Unveiled at the 2019 Paris Air Show, EcoPulse is one of the major collaborative projects in Europe in the field of aviation decarbonisation. It is supported by CORAC (the French Civil Aviation Research Council), and co-funded by DGAC (the French Civil Aviation Authority) through France Relance (the French government's economy recovery plan) and NextGeneration EU. The demonstrator aims to evaluate the operational advantages of integrating hybrid-electric distributed propulsion, with specific emphasis on CO2 emissions and noise level reduction. This disruptive propulsion architecture enables a single independent electrical source to power several electric motors distributed throughout the aircraft.

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AIRCRAFT & ENGINE NEWS

We will have to see if the fuel burn benefits also create a long-term improvement in on-wing times and overall lower cost per hour/cycle", added Phil Seymour, IBA's President. IBA predicts that, in 2024, there will be around 2,500 shop visits (excluding the GTF additional shop visits) followed by a significant jump to 3,500 visits in 2025. Comparatively, there have so far been 2,250 visits in 2023. This situation should come to a slight plateau between 2025 and 2027 at around 3,800 visits annually before peaking to over 4,000 visits in 2028. This will then start to decrease, ending the decade at just below 4,000 visits in 2030. Alongside these GTF issues, IBA forecasts that there will be new engine production delays and USM supply chain demand will continue to affect values and lease rates. According to IBA, cost escalations continue to increase and CFM56 engines are now seeing market values in some cases increase above base value. Data from IBA Insight reveals that the market value for the CFM56/5B4/3 PIP was US\$6.37m in the first half of 2023 and has risen to US\$6.78m in the second half. The market value for the PW1127G was US\$11.27m in the first half of 2023 and has jumped to US\$13.52m in the second half of this year. With this increase in cost coupled with high demand in the narrow-body market, IBA expects the market to become more volatile. Turning to lease rates, IBA also expects increases in 2024 due to the supply / demand balance, expecting some engine lease rates to surpass 2019 rates in 2024. This includes the CFM56-5B which was US\$62,000 pm in 2019 and is predicted to be US\$78,000 pm in 2024 according to data from IBA Insight. Similarly, the V2500-A5 lease rate was \$56,000 pm in 2019 and is expected to rise to \$72,000 pm by 2024. (£1.00 = US\$1.26 at time of publication).

AVIAN Inventory Management acquires two Embraer ERJ-170s from Azorra

AVIAN Inventory Management (AIM), a provider of customised inventory capital solutions and financing services for the aviation industry, has successfully finalised the acquisition of two Embraer ERJ 170-100 LR aircraft from global lessor Azorra. Ron Baur, the President of Azorra, stated: "We are delighted to complete this initial transaction with AVIAN Inventory Management. Ian and his team have proven to be excellent collaborators, and given their emphasis on Embraer products, we foresee a strong synergy with our Azorra fleet." The two aircraft are presently undergoing dismantling in Arizona and the certified inventory will soon be made available.

Lufthansa Cargo welcomes fourth A321 freighter



The fourth A321 freighter named ¡Hola España! has been integrated into Lufthansa Cargo's fleet © Lufthansa Cargo

Since November, the fourth A321 freighter has been operating in Lufthansa Cargo's network, making a significant contribution to the cargo carrier's expansion plans. The freighter with the registration D-AEUIJ completes the A321F fleet, meeting the growing freight requirements of its customers. With 14 pallet and container positions on the main deck and ten on the lower deck, the twin-engine medium-haul aircraft have a total payload of 28 tonnes each and offer fast and flexible transportation solutions in scheduled or charter operations. The freighter has already made its first flights to Istanbul (IST), Helsinki (HEL), Stockholm (ARN), Birmingham (BHX), Dublin (DUB), Casablanca (CMN), Copenhagen (CPH) and Madrid (MAD). As part of its expansion strategy, Lufthansa Cargo continues to expand and optimise its existing A321F network. The new winter flight schedule, which came into effect on October 29, includes two new destinations: Amman (AMM) and Stockholm (ARN). The Jordanian capital Amman (AMM) is connected to the central cargo hub in Germany once a week by an A321 freighter with flight number LH8288/8289. Stockholm Arlanda (ARN) is an important hub for the transportation of pharmaceutical and temperature-sensitive goods. Three times a week, the flight with flight numbers LH8354/LH8355 connects Frankfurt and Stockholm. The new routing takes place on Tuesdays, Thursdays, and Fridays. The Friday flight offers customers the possibility of late deliveries at the end of the industry's production week, connecting in Frankfurt to Lufthansa Cargo's worldwide network the next morning. On November 23, Stavanger (SVG) was added to the A321F network. Stavanger (SVG) is already part of the B777F network but will now be served once a week by A321 freighters.

Air New Zealand takes leap into the future with ALIA

Air New Zealand has officially revealed ALIA as the initial acquisition in its Mission Next Gen Aircraft programme, marking the airline's foray into next-generation aviation technology. Air New Zealand has made a firm order for one aircraft with options for an additional two aircraft and rights for a further 20 aircraft. Crafted by electric aerospace innovator BETA Technologies, ALIA, a battery-powered all-electric aircraft,



ALIA aircraft in Air New Zealand livery

© Air New Zealand

is anticipated to become a part of Air New Zealand's operational fleet by 2026. The airline has opted for the conventional take-off and landing version of ALIA. This significant announcement follows an exhaustive 18-month evaluation and diligence period by Air New Zealand. As part of the Mission Next Gen Aircraft initiative, the airline actively engaged with 30 organisations, ultimately selecting four partners to collaborate closely with in pursuit of launching commercial flights using next-gen aircraft by 2026. BETA's ALIA secures the position as the inaugural commercial order in this strategic programme. Initially, Air New Zealand plans to deploy ALIA as a cargo-only service in collaboration with New Zealand Post. The specific route for this operation will be determined through an expression of interest (EOI) process, involving airports across Aotearoa. Greg Foran, Chief Executive Officer of Air New Zealand, emphasised that this purchase reinforces the airline's dedication to integrating lower-emission aircraft into New Zealand's aviation landscape. "While this acquisition represents a modest yet pivotal step in Air New Zealand's journey, there is substantial work ahead. We are fully committed, and this purchase signifies the commencement of a new chapter for the airline," said Foran. He further underscored the challenges of decarbonising aviation and acknowledges the need for accelerated progress in technology, infrastructure, operations, and regulation. The ALIA, while complementing the existing fleet, is envisioned as a catalyst for transformation. By operating the ALIA, Air New Zealand aims to enhance its understanding and contribute to the systemic changes required for the introduction of larger, fleet-replacing next-gen aircraft by 2030.

AIRCRAFT & ENGINE NEWS

Airbus awarded Canadian H160 type certification

Airbus Helicopters has received Transport Canada Civil Aviation (TCCA) type certification for the H160 helicopter, positioning the aircraft type for entry into the Canadian market. "The H160's multi-mission capabilities and advanced features contributing to safety, comfort and efficiency, have already generated strong interest across North America," said Bart Reijnen, Airbus Helicopters Head of the North America region. "The TCCA certification marks yet another major milestone for the helicopter industry in Canada and raises the bar on innovative technology, not only in Canada, but also across the continent." The H160 is uniquely equipped to meet the needs of pilots and technicians across all mission segments. It delivers added value for customers through enhanced performance and availability, economic competitiveness, innovation, safety, and comfort. It features cutting-edge technologies, including noise-reducing Blue Edge rotor blades, a canted Fenestron tail rotor for greater useful load, and Airbus Helicopters' Helionix avionics suite for reduced pilot workload. With a 15% reduction in fuel consumption and 50% reduction in perceived sound, the H160 allows customers to take a step toward reducing their environmental footprint. The H160 now has customers for all key mission segments that it was designed to address energy, private and business aviation, EMS, search and rescue, law enforcement, and military. Worldwide, the H160 fleet has already accumulated more than 2,800 flight hours.



Transport Canada Civil Aviation (TCCA) has granted type certification for the H160 helicopter © Airbus Helicopters Canada

ATP tops-up Cessna Skyhawk order with 40 more aircraft



ATP Cessna Skyhawk fleet

© Textron Aviation

Textron Aviation has signed an agreement with ATP Flight School for the purchase of an additional 40 Cessna Skyhawk aircraft with deliveries to commence in 2026. This addition to ATP's existing fleet of nearly 225 Skyhawks, deployed across more than 85 training centres nationwide, will provide students with access to a modern and advanced fleet in support of their pilot career aspirations. This agreement marks the fourth fleet purchase, amounting to a total of 135 Cessna Skyhawks for ATP's Airline Career Pilot Program in just over a year, as the flight school scales to train 20,000 airline pilots by 2030. "With already one of the youngest, most modern fleets at scale, the firm orders for 135 Skyhawks are for direct fleet growth, not replacement. Over the next three years, ATP will be expanding its Cessna fleet by 60% and delivering over 40 new state-of-art planes to ATP students each year through 2026," said Michael Arnold, Vice President Marketing, ATP Flight School.

"ATP's fleet expansion has been responsibly paired with an investment in its Florida-based flight operations centre. Dedicated safety, tech ops and quality assurance departments promote a high level of safety across the ATP network with real-time monitoring, risk mitigation and safety trend analysis as they orchestrate 800 daily flights. This structured airline-based approach to flight operations provides students with a safety-focused environment from the onset of their professional careers as they become airline pilots on the most efficient path possible."

Cathay Pacific elevates cargo capabilities with six A350F aircraft

Hong Kong-based Cathay Pacific has joined the ranks of carriers opting for the A350F, finalising a purchase agreement with Airbus for six of these cutting-edge freighters. The A350F is slated to integrate seamlessly into the airline's cargo division, Cathay Cargo, emerging as a pivotal asset in its future fleet and delivering heightened efficiency throughout its extensive network. Currently in the developmental phase, the A350F boasts a remarkable payload capacity of up to 111 tonnes and a range of 4,700 nautical miles (8,700 kilometres) at a significantly reduced operational cost compared to existing freighter options. This versatility positions the A350F to cater to various heavy cargo markets, including the prominent Hong Kong to Anchorage route, which stands as one of the world's largest freight corridors. Ronald Lam, Chief Executive Officer of Cathay Group, expressed the significance of this strategic move: "As we move into 2024, our rebuild journey is gaining momentum. This order marks another major component in our investment for the future. It reflects Cathay's confidence in the Hong Kong hub as we look ahead to the opportunities provided by the Three-Runway System." Powered by latest-technology Rolls-Royce Trent-XWB97 engines, the aircraft will bring a reduction in fuel consumption and carbon emissions of up to 40% when compared with the older 747F and is at least 20% more efficient than its competitor.



Image of the A350F in Cathay Pacific livery

© Airbus

AIRCRAFT & ENGINE NEWS

Lufthansa and Lilium join forces for future air mobility in Europe

The Lufthansa Group and Lilium have inked a Memorandum of Understanding (MoU) to embark on a collaborative journey in the realm of eVTOL aircraft operations across Europe. This strategic partnership aims to explore innovative opportunities within the aviation sector, encompassing ground and flight operations, futuristic aircraft maintenance, crewing and flight training. Additionally, the two companies plan to assess potential collaborations with third parties, such as airports and regional partners, to enhance infrastructure, including vertiports, airspace integration and operational processes definition. Dr. Detlef Kayser, Member of the Lufthansa Group's Executive Board responsible for Fleet and Technology, affirmed, "Innovation is ingrained in our DNA. The Lufthansa Group is committed to being a global pioneer in integrating cutting-edge products and processes. We aspire to propel aviation forward and lead the industry's transformation. This MoU with Lilium represents a significant step in this direction. Only through innovation, courage and determination can we, as an industry, foster sustainability and surmount the challenges of the future." Klaus Roewe, CEO of Lilium, expresses, "We are thrilled that the Lufthansa Group has chosen to collaborate with us, as we jointly pioneer the future of aviation. The Lufthansa Group has been a driving force behind some of Europe's most crucial aviation initiatives, particularly in the realm of environmental sustainability. We look forward to exploring avenues that will introduce eVTOL flights to Lufthansa Group customers." As recently announced by Lilium, the company has initiated the production of its Lilium Jet. According to the company's internal projections, the European market is expected to witness a demand for approximately 9,200 eVTOL aircraft by 2035. With a current fleet comprising over 700 commercial aircraft, the Lufthansa Group is actively pursuing a long-term fleet strategy focused on cost-efficiency and emissions reduction. The Group's most recent aircraft acquisitions boast up to 30% lower fuel consumption and CO2 emissions compared to its predecessors. The Lufthansa Group has set ambitious targets to reduce its net carbon emissions by 50% by 2030, ultimately working towards achieving carbon neutrality by 2050.



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AIRCRAFT & ENGINE NEWS

P&WC and Leonardo achieve first flight of AW139 helicopter on 100% SAF

Pratt & Whitney Canada (P&WC) and Leonardo have announced the successful inaugural flight of an AW139 helicopter using 100% SAF, marking a significant step in sustainable aviation. The helicopter was powered by the PT6C-67C engine, utilising 100% sustainable aviation fuel. The 75-minute flight and ground tests, conducted on November 21, at Leonardo's facility in Cascina Costa di Samarate, Italy, included evaluations of engine performance at various power levels. Impressively, the tests revealed no notable differences in the engine's response to the new fuel compared to traditional Jet A1 fuel. "The results of this first demonstration flight are a further testament to the outstanding design of the AW139, its high performance, and the excellent relationship we have with Pratt & Whitney Canada," said Gian Piero Cuttillo, Managing Director, Leonardo Helicopters. "This flight demonstrates another tangible benefit of the most successful helicopter in its class and provides a positive way forward to the many operators carrying out missions in all weather conditions as they aim for more ambitious sustainability goals." As part of Pratt & Whitney's commitment to advancing sustainable aviation, ensuring the compatibility of its engines with 100% SAF aligns with the broader industry objective of achieving net-zero CO2 emissions by 2050. Pratt & Whitney, a business under RTX, aims to contribute to this goal by embracing smarter technologies, cleaner fuels and environmentally friendly business practices. Highlighting the success Pratt & Whitney Canada engines which have accumulated over one billion hours of flight across the entire fleet since the introduction of the PT6 in 1963, the PT6C engine has played a pivotal role. With nearly 3,000 PT6C engines manufactured by Pratt & Whitney Canada, contributing over eight-and-a-half-million hours, the accomplishment underscores the trust and confidence placed by aircraft operators worldwide in these engines.



AW139 helicopter

© P&WC

MRO & PRODUCTION NEWS

ExecuJet Haite to operate business aviation MRO facility at Beijing's International Airport



ExecuJet Haite General Manager Paul Desgrosseilliers (l) and CBM General Manager Li Yingyong (r) signing the contract © ExecuJet

ExecuJet Haite Aviation Services China (ExecuJet Haite) has signed an agreement with Capital Airport Holding Business Aviation Management (CBM) to operate a new MRO facility at Beijing Daxing International Airport. The binding agreement allows ExecuJet Haite to operate the 5,000 m² state-of-the-art large-scale maintenance hangar with extensive back shops and offices at Beijing Daxing International Airport. The 5,000 m² MRO facility, which is already built, is co-located within the airport's business aviation area, some 300,000 m². ExecuJet Haite's MRO facility at Beijing Daxing International Airport will support various original aircraft manufacturers (OEMs) and aircraft types under Civil Aviation Administration of China (CAAC) and certifications from overseas national aviation authorities as it currently does at its Tianjin MRO facility. ExecuJet Haite in Tianjin is certified by the CAAC, European Aviation Safety Agency (EASA) and the US Federal Aviation Administration (FAA). It is also certified by the authorities of Cayman Islands, Bermuda, Aruba, etc. Paul Desgrosseilliers, General Manager of ExecuJet Haite, says: "The infrastructure at Beijing Daxing International Airport is second to none and we are absolutely delighted to immediately start supporting business aircraft at the airport and working cooperatively with CBM to create a world class business aviation hub and destination." CBM already provides high-level FBO services to business jets and travellers at Beijing Daxing International Airport and Beijing Capital International Airport and will work in alliance with ExecuJet Haite, a leader in MRO activities in Greater China, to further develop Beijing Daxing International Airport as an industry leading business jet base and entry point into the dynamic Chinese market. A large proportion of the 300,000 m² business aviation centre is used for FBO and FBO-related activities. There is an 11,000 m² FBO building; an area for business jet ramp parking; and five other 5,000 m² hangars, all dedicated to aircraft parking.

ADE achieves milestone with 100th C-check in record time

In celebration of International Civil Aviation Day, Asia Digital Engineering (ADE), a wholly owned subsidiary of Capital A Berhad specialising in aircraft maintenance, repair, and overhaul (MRO), has marked a significant accomplishment by successfully completing its 100th C-check within a timeframe of two-and-a-half years since its establishment in September 2020. A C-check, recognised as a meticulous examination involving critical aircraft components and systems, is a comprehensive maintenance inspection crucial for ensuring the airworthiness and safety of an aircraft. ADE's achievement underscores its steadfast commitment to maintaining top-tier safety and operational standards in aviation maintenance, solidifying its position as a leading MRO player in the region. Mahesh Kumar, CEO of Asia Digital Engineering, expressed gratitude, stating, "I extend my sincere thanks to all our engineers, technicians, and the entire ADE team for reaching this milestone within a short span. Their exceptional skill, professionalism and resilience have played a pivotal role in accomplishing this remarkable feat. I take pride in their unwavering dedication, relentless efforts, and firm commitment to excellence in aircraft maintenance, believing that we are on track to establish ourselves as the leading MRO service provider in Asean, delivering optimal value with high efficiency across the Asia Pacific region and beyond." ADE's commitment to maintaining the highest quality and safety standards in aircraft MRO is highlighted by various milestones, including the recent acquisition of EASA Part 145 approval from the European Union Aviation Safety Agency (EASA). This approval complements an extensive range of existing maintenance certifications and authorisations. As part of its expansion strategy, ADE is strategically increasing its facilities footprint, with a new hangar at Kuala Lumpur International Airport (KLIA) set to be operational by the third quarter of 2024. This facility will significantly enhance base maintenance capacity, accommodating up to 14 narrow-body aircraft simultaneously. Expansion plans also include advancing line maintenance operations in Thailand, Indonesia, the Philippines and Cambodia in 2024.



Asia Digital Engineering staff members with the 100th C-check aircraft © ADE

MRO & PRODUCTION NEWS

AAR deepens MRO relationship with Alaska Airlines in Oklahoma City

AAR CORP. has signed an agreement to extend the company's existing airframe MRO services with Alaska Airlines through 2030 and expand its heavy maintenance partnership. AAR has committed to growing its dedicated airframe narrow-body capacity to provide Alaska Airlines with a minimum of six lines of maintenance support. To support this, AAR plans to add a new three-bay hangar adjacent to its existing seven-bay facility at Will Rogers World Airport in Oklahoma City, pending final approval by the Oklahoma City Airport Trust. The proposed new hangar will provide AAR an additional 85,000 ft² of MRO space to accommodate all Boeing 737 variants, including the 737-10. The project is anticipated to be funded by a grant from the State of Oklahoma, as well as rent concessions over time from Will Rogers World Airport. The facility expansion is projected to create more than 200 additional careers at AAR in Oklahoma City, which the company expects to fill through its robust workforce development initiatives. "AAR has supported Alaska Airlines for more than 20 years and we are eager to continue deepening our partnership with AAR," said Don Wright, VP Maintenance and Engineering of Alaska Airlines. "AAR's facility expansion aligns with our strategic MRO initiatives related to our growing fleet of all Boeing 737 variants."



AAR will add additional MRO space in Oklahoma City to accommodate all Alaska Airlines' Boeing 737 variants
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China Airlines partners with GE for services on 747-400F fleet



CF6 engine

© GE Aerospace

China Airlines has entered into a services agreement with GE Aerospace for its 747-400F fleet, as announced by GE Aerospace. Under this long-term agreement, China Airlines will rely on GE's OEM solution for high-pressure compressor air foils, with GE managing the repair and replacement of these components for the carrier's CF6-powered Boeing 747-400F aircraft during shop visits. Russell Stokes, President and CEO of Commercial Engines and Services for GE Aerospace, expressed gratitude for China Airlines' trust in GE's OEM solutions. He emphasised the goal of delivering competitive and cost-effective solutions, drawing on over 475 million flight hours of experience with CF6 engines to enhance the product and extend time on wing. A loyal customer of GE Aerospace since 1999, China Airlines initially purchased 13 GE CF6-80C2-powered Boeing 747-400F aircraft. Presently operating a fleet of 83 aircraft, including 14 747-400F powered by GE CF6-80C engines, China Airlines highlights the importance of the CF6-80C2 engine in their operations. The service agreement is seen as a means to ensure optimal performance and reliability standards to meet customer needs. The TrueChoice services suite, offered by GE, provides a comprehensive range of services and materials,

allowing the company to address various needs and operational priorities. Whether for operators, lessors, or maintenance, repair, and overhaul (MRO) providers, customers can expect offerings that deliver maximum value throughout the asset life cycle.

FINANCIAL NEWS

Horizon Aircraft secures investment from Canso Investment Counsel

Robinson Aircraft, a hybrid eVTOL aircraft developer (Horizon Aircraft), has announced a strategic investment in the form of a convertible note purchased by certain accounts of Canso Investment Counsel (Canso) and affiliated companies for an aggregate CA\$6.7 million. Brandon Robinson, Chief Executive Officer and co-founder of Horizon Aircraft commented, "Canso has a strong history of supporting the growth of numerous businesses across Canada since its inception. We are proud and humbled to have Canso as a strategic partner. Canso is an experienced investor in aviation and space technology and is a champion of Canadian aerospace companies in particular. This investment is a landmark moment for our organisation and will play a major part in Horizon Aircraft's vision of building a better future and providing long-term value for our shareholders." Nic Desjardins, Portfolio Manager at Canso Investment Counsel, stated, "Horizon Aircraft's management team give us the confidence to be able to support an innovative Canadian aerospace company that is making considerable progress with their project. We made this investment because we believe in their leadership, the value proposition of their unique technology and approach to developing it. We hope that the Cavorite programme will have a resounding, positive impact on Canada's communities and our citizens." As previously announced on August 15, 2023, Horizon Aircraft and Pono Capital Three have executed a definitive Business Combination Agreement (the Business Combination Agreement). Pursuant to the Business Combination Agreement, it is intended that Horizon will amalgamate with Pono Three Merger Sub, a wholly owned subsidiary of Pono, with the resulting combined company continuing as a wholly owned subsidiary of Pono and will trade under NASDAQ: HOVR. Horizon Aircraft is an advanced aerospace engineering company that is developing one of the world's first eVTOL aircraft that will be able to fly most of its mission exactly like a normal aircraft while offering industry-leading speed, range and operational utility. Horizon's unique designs put the mission first and prioritise safety, performance and utility. Horizon hopes to successfully complete testing and certification of its Cavorite X7 eVTOL aircraft quickly and then enter the market and service a broad spectrum of early-use cases.



© Horizon Aircraft Cavorite X7 (concept design)

FINANCIAL NEWS

Travelport investors commit US\$570 million in new equity financing

Travelport Worldwide Limited (Travelport), a global technology company that powers travel bookings for hundreds of thousands of travel suppliers worldwide, has released that a group of its existing equity holders and lenders have agreed to invest US\$570 million (£452 million) of new equity financing into the company. The new financing will give Travelport a robust capital structure, enable further investment into Travelport's technology platforms and pave the way for other innovations to deliver new and exceptional ways for the travel industry to serve customers. The new investment in Travelport is being made pursuant to an agreement that will significantly deleverage and strengthen the company's balance sheet (the transaction). Following completion of the transaction, Travelport will have a new ownership structure composed of Travelport's existing equity and credit investors, including Elliott Investment Management, Davidson Kempner Capital Management, Canyon Partners, Siris Capital and other leading institutional investors. These investors will remain well positioned to provide strategic counsel and support to the company's management. In the last year, Travelport has undertaken several successful strategic investments and initiatives to enhance the technology, products and services it provides to customers. These include the acquisition of Deem, a leading corporate travel management platform, as well as the upgrade of over 85% of the company's agency customers to Travelport+. The Transaction will enable further investment in customer offerings, including accelerating new developments in Travelport+, such as support for a wide range of carrier NDC offerings and the Content Curation Layer, the company's groundbreaking, machine learning-powered search engine that normalises and personalises all sources of travel content. The Transaction, which is subject to obtaining requisite consents and the satisfaction of customary closing conditions, is expected to close by the end of the year.

IATA anticipates improved profitability for airlines in 2023-2024

IATA's outlook for the airline industry reveals an optimistic trajectory for 2023 and 2024. Projected net profits are US\$23.3 billion in 2023 (2.6% margin) and US\$25.7 billion in 2024 (2.7% margin), with operating profits expected to surge from US\$40.7 billion in 2023 to US\$49.3 billion in 2024. In 2024, total revenues are set to reach an unprecedented US\$964 billion, marking a substantial 7.6% year-over-year growth. However, expenses are anticipated to rise by 6.9%, totalling US\$914 billion in 2024.

Alaska Air Group announces US\$1.9 billion acquisition of Hawaiian Airlines

Alaska Air Group has reached an agreement to acquire its rival, Hawaiian Airlines, in a deal valued at US\$1.9 billion. This transaction marks the second proposed airline merger in less than two years and sets the stage for a potential regulatory battle. Under the terms of the agreement, Alaska Air Group will purchase Hawaiian Airlines at a rate of US\$18 per share, in addition to assuming US\$900 million of the company's debt. Hawaiian Airlines' shares closed at \$4.86 on Friday, reflecting a market capitalization of approximately US\$250 million, with a year-to-date decline of nearly 53%. Hawaiian Airlines has faced numerous challenges, including



Ben Minicucci, Alaska Airlines CEO

the Maui wildfires, heightened competition from Southwest Airlines, which has expanded its services in Hawaii, and a slower recovery in travel to and from Asia following the pandemic. Since the beginning of 2020, Hawaiian has reported net losses in all quarters, while Alaska and other carriers have shown more robust financial performance as the pandemic subsided. "This combination is an exciting next step in our collective journey to provide a better travel experience for our guests and expand options for West Coast and Hawai'i travellers," said Ben Minicucci, Alaska Airlines CEO. "We have a longstanding and deep respect for Hawaiian Airlines, for their role as a top employer in Hawai'i, and for how their brand and people carry the warm culture of aloha around the globe. Our two airlines are powered by incredible employees, with 90-plus-year legacies and values grounded in caring for the special places and people that we serve. I am grateful to the more than 23,000 Alaska Airlines employees who are proud to have served Hawai'i for over 16 years, and we are fully committed to investing in the communities of Hawai'i and maintaining robust Neighbour Island service that Hawaiian Airlines travellers have come to expect. We look forward to deepening this stewardship as our airlines come together, while providing unmatched value to customers, employees, communities and owners." The combined entity, headquartered in Seattle, where Alaska Airlines is based, will be led by Ben Minicucci. Both airlines intend to maintain their individual brands while operating under a unified platform, creating a fleet of 365 aircraft that will serve 138 destinations. This acquisition marks a significant shift for Alaska Airlines, which primarily operates Boeing 737s and previously worked to streamline its fleet by reducing Virgin America's Airbus planes after a US\$2.6 billion acquisition in 2016. The merger with Hawaiian will introduce a diverse fleet mix, encompassing both Boeing and Airbus jets, including narrow-body and wide-body aircraft. The collaboration promises substantial benefits for both airlines, enabling Alaska Airlines to expand its nonstop and one-stop flights from the Hawaiian Islands to various destinations across North America. It will also integrate Hawaiian's long-haul routes to and from Asia into Alaska's network. Furthermore, Hawaiian's recent agreement to operate converted-cargo planes for Amazon will become part of the extended services offered by the combined company. Alaska Airlines anticipates that this deal will contribute to increased earnings within the next two years, with an estimated US\$235 million in "run-rate synergies." The acquisition of Hawaiian Airlines represents a strategic move that will likely reshape the airline industry's dynamics, offering travellers expanded options and connectivity across the Pacific and North America. The transaction agreement has been approved by both boards. The acquisition is conditioned on required regulatory approvals, approval by Hawaiian Holdings, Inc. shareholders (which is expected to be sought in the first quarter of 2024), and other customary closing conditions. It is expected to close in 12-18 months. (£1.00 = US\$1.27 at time of publication).

FINANCIAL NEWS

Passenger travel is poised to hit a historic high of 4.7 billion people, surpassing pre-pandemic levels, while cargo volumes are estimated at 58 million tonnes in 2023, increasing to 61 million tonnes in 2024. Despite the commendable recovery, IATA's Director General, Willie Walsh, underscores that the 2.7% net profit margin falls significantly below industry standards. Walsh points out ongoing challenges such as regulatory burdens, fragmentation, high infrastructure costs, and oligopolies within the supply chain.

Driving these projections:

- Revenues are expected to outpace expenses with a 7.6% increase in 2024.
- Operating profits are forecasted to rise by 21.1% from 2023 to 2024.
- Industry revenues are poised to reach a historic high of US\$964 billion in 2024.
- Passenger revenues are projected at US\$717 billion in 2024, up 12% from 2023.
- The anticipated load factor in 2024 is 82.6%, reflecting high demand and limited capacity.

These projections highlight the industry's resilience amid challenges, emphasising the need for sustained efforts to address persistent issues and ensure a robust future for global aviation. (£1.00 = US\$1.26 at time of publication).

MILITARY AND DEFENCE

South Korea opts for C-390 Millennium aircraft

South Korea's Defense Acquisition Program Administration (DAPA) has announced Embraer's C-390 Millennium as the winner of the Large Transport Aircraft (LTA) II public tender to provide the Republic of Korea Air Force (ROKAF) with new military transport aircraft. South Korea is the C-390 Millennium's first customer in Asia. Under the signed contract, Embraer will provide an undisclosed number of C-390 Millennium aircraft specially configured to meet ROKAF's requirements, as well as services &



C-390 Republic of Korea Air Force

© Embraer

support including training, ground support equipment and spare parts. The value of the contract will be included in Embraer's backlog in the fourth quarter of 2023. Embraer will also provide a comprehensive consortium and offset package including a significant amount of C-390 Millennium parts to be locally manufactured by Korean partner companies and the development of a local Maintenance Repair and Overhaul (MRO) provider. South Korea is the seventh nation to select the C-390 after Brazil, Portugal, Hungary, the Netherlands, Austria and the Czech Republic. The C-390 is redefining military airlift and challenging the thinking behind current and future generation platforms, with multi-mission capability, reliability and interoperability built by design. Since entering operation with the Brazilian Air Force in 2019 and most recently with the Portuguese Air Force in 2023, the C-390 has proven its capacity, reliability, and performance. The current fleet of aircraft in operation has accumulated more than 10,800 flight hours, with operational availability of around 80% and mission completion rates above 99%, demonstrating exceptional productivity in the category.

5th Aerospace & Defence

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INFORMATION TECHNOLOGY



Binter ATR 72-600 aircraft

© AirTeamImages

dent that this achievement will further enhance the value proposition for its users. With the first AMOSeTL go-Live on the verge of happening at another of its customers, this solidifies AMOSeTL's position in the market. Flying the skies over the Canary Islands (Spain) since 1989, Binter began its operations to connect the islands by air focusing on public service. The airline also connects the Canary Islands overseas. Binter operates 15 connections outside the Archipelago and also 19 flights to international destinations in Africa, Portugal, Italy and France.

Swiss-AS has released that **Binter Technic** (including Binter), one of its customers, has signed up for AMOSeTL. As the airline embarks on this new journey towards a paperless future with AMOSeTL, its fleet of mainly ATR-42 and ATR-72 aircraft will add a further 34 aircraft to the currently fast-growing pool of aircraft to be managed via AMOSeTL. This marks another milestone in the continued growth and industry adoption of AMOSeTL. The use of AMOSeTL will allow Binter to better achieve all the benefits expected from an electronic techlog, such as reduced aircraft turn-around-times, process cost reductions, but also reach heightened data consistency and accuracy thanks to real-time data availability and instant and seamless integration with AMOS. Noteworthy is the recent availability, from AMOS Release 23.12, released on December 1, 2023, of the new cabin mode of AMOSeTL for all customers. This complements the Pilot and Maintenance modes introduced with AMOS Release 23.6. Thus, the AMOSeTL functional suite has now reached full market maturity and Swiss-AS is confident

Swiss AviationSoftware (Swiss-AS) has inked contracts with **Asiana IDT**, being the IT services provider of Asiana Airlines and its subsidiaries. The company signed for a tailored edition of AMOS to support the maintenance activities related to the fleet of Asiana Airlines, Air Busan and Air Seoul, counting up to 108 aircraft in total. The Korean group of airlines was searching for state-of-the-art technology for the visualisation and management of technical documentation as well as to perform and record the production and maintenance execution activities. The modularity of AMOS combined with its ability to integrate with the existing IT landscape allowed Asiana Airlines to consider for its technicians to use chosen capabilities of AMOS. Following a detailed functional assessment of AMOS, Asiana IDT has awarded AMOS as their preferred solution to increase its efficiency to generate complete and accurate job cards and to seamlessly integrate with their master MRO software SAP. This new partnership is another example of the AMOS' modularity and flexibility to improve performance in targeted areas and its ability to seamlessly integrate with another legacy system. By implementing a customer-tailored AMOS module package, Asiana Airlines aims to provide its users the capability to assess and share technical content according to the evolving OEM maintenance requirements more efficiently. The AMOS OEM Document Library supports the following documents: AMM, MMEL, TSM, IPC, MPD Task Card (SGML / TSDF / XML and S1000D format) and when uploading the OEM publication, it becomes a digital interactive object to be viewed in AMOS. In addition, the frontend users may create and modify Work Instructions, Work Templates & Jobcards directly from those OEM documents. With the workflow setup and interfaces within their legacy systems, the users are able to collect and generate Workpackages with Jobcards in PDF format for the mechanics to perform the given tasks. Both project teams have kicked-off the implementation project of AMOS in June 2023. The Swiss-AS project manager delivered a tailored on-the-job training to Asiana Airlines' key users. Right after, both implementation project teams reviewed the processes in place and mapped them with the existing AMOS processes. In parallel, the data migration project team has identified and fix the data migration scope and plan, aiming to automate as much as possible the procedure by using data transformation tools. The many various aircraft types that compose the Asiana Airlines' fleet involved some with many different types of documents and formats to be handled. Nevertheless, the project was timely completed within five months and the airline went live with AMOS end of November 2023. Aircraft safety is key factor of Asiana Airlines' corporate philosophy – airworthiness at its heart. In this context AMOS becomes a crucial tool within the airlines' digital ecosystem to support its continuous seek for maximum safety through optimised and efficient maintenance activities.



AMOS will support the maintenance activities related to the fleet of Asiana Airlines and its subsidiaries, counting up to 108 aircraft

© AirTeamImages

OTHER NEWS

Hamburg Airport has become the first German and the 12th member of the international **"Hydrogen Hub at Airport" network**, to promote the further expansion of hydrogen infrastructure in aviation. The network's membership already includes members from the airports, airlines and energy sectors in 11 countries including France, the U.S.A., the UK, Singapore, Japan, South Korea and New Zealand. The aim of the international network is to research, develop and expand the infrastructure for the use of hydrogen. "We welcome Hamburg Airport as the latest "Hydrogen Hub at Airport" member. Hamburg Airport's expertise in hydrogen will be an invaluable asset in our ZEROe Ecosystem journey to build a future where aviation will be powered by decarbonised hydrogen. The journey to prepare airport infrastructure to support hydrogen and low-carbon aviation begins on the ground with these partnerships. The growing involvement of airports worldwide, including Hamburg Airport, in Airbus' "Hydrogen Hub at Airport" concept will be key to deploying hydrogen-powered aircraft by 2035," said Karine Guénan, Vice President ZEROe Hydrogen Ecosystem. The use of hydrogen to power future aircraft should not only significantly reduce emissions in the air, but also contribute to the decarbonisation of aviation infrastructure on the ground. In 2020, Airbus launched the Hydrogen Hub at Airports programme to drive research into infrastructure requirements and low-carbon airport operations across the value chain. The cooperation in Hamburg includes Linde as well, a leading global industrial gases and engineering company. Airbus presented its ZEROe concept aircraft in 2020 and the development of the corresponding technology building blocks is now being driven forward in a global R&T network focussing on the development of hydrogen technology for future commercial aircraft.



Christian Kunsch, Managing Director of Hamburg Airport, Nicole Dreyer-Langlet, responsible for research and technology at Airbus in Germany, Michael Eggenschwiler, CEO of Hamburg Airport, Karine Guenan, Head of ZEROe Ecosystem at Airbus sign the cooperation agreement © Hamburg Airport



Turkish Airlines Chief Investment and Technology Officer Levent Konukcu (l) and Riyadh Air CEO, Tony Douglas (r) at the MoU signing © Riyadh Air

Turkish Airlines and **Riyadh Air** have agreed a strategic cooperation memorandum of understanding (MoU) to offer a comprehensive range of benefits for guests traveling between the Kingdom, Türkiye and points beyond their Riyadh and Istanbul hubs, as well as lay the ground for deeper future collaborations. Guests of both airlines will be able to take full advantage of each carrier's worldwide network through a comprehensive interline and code-share agreement that will allow customers to seamlessly connect between and combine sectors operated by either Riyadh Air or Turkish Airlines. Turkish Airlines Chief Investment and Technology Officer Levent Konukcu and Riyadh Air CEO, Tony Douglas, signed the agreement at a ceremony on the sidelines of the ICAO Air Services Negotiation Event (ICAN 2023) held in Riyadh, Saudi Arabia. The intention of both carriers is that benefits will be made available to guests as soon as possible after Riyadh Air launches operations in mid-2025 and is subject to regulatory approvals by relevant authorities. The close cooperation will allow members of each carrier's loyalty programme to earn points or credits when travelling on code-share services operated by the other, with both airlines also exploring opportunities to develop a broader loyalty agreement covering both global networks. In addition to offering a

comprehensive range of guest benefits, the MoU also commits Riyadh Air and Turkish Airlines to work together to explore and implement broader synergies and efficiencies across the value chain, touching areas such as aviation-related services, cargo and digital development.

Nordic Aviation Capital (NAC) is to collaborate with **ATR** and **TotalEnergies** to offer the equivalent of 6% SAF on NAC's ATR delivery flights. The initiative provides for a blend of 30% SAF to be used for one-out-of-five deliveries of new ATR aircraft to NAC, resulting in four tonnes of CO2 saved for every batch of five aircraft. This is equivalent to a 6% SAF blend on the first leg of each ferry flight from 2023 onwards. AirSwift is the first airline to benefit from the programme, with a new ATR 72-600 from the NAC Skyline, which departed from Toulouse to the Philippines on November 27, 2023. AirSwift will use this aircraft to service its hub in El Nido on the island of Palawan. The ATR 72-600 is the lowest emission regional aircraft on the market thanks to the high efficiency of the turboprop technology and ATR's continuous commitment to further reducing CO2 emissions and operating costs. The ATR 72-600 boasts a remarkable 45% reduction in CO2 emissions compared to similar-size regional jets. Already certified to fly with a 50% SAF blend, ATR is committed to achieving the 100% SAF readiness of its aircraft family by 2025. The SAF is produced by TotalEnergies in its French facilities and made from waste and residues such as used cooking oils or animal fats. It is then blended with conventional Jet A-1 at a rate of 30%. Neat SAF could help reduce CO2 emissions by up to 90% compared to its fossil-fuel equivalent on its entire lifecycle.



AirSwift ATR 72-600

© ATR

OTHER NEWS



The newly renovated international terminal of Kansai International Airport (KIX)
 © VINCI Airports

VINCI Airports, in collaboration with Japanese company **Orix**, have presented the newly renovated international terminal of Kansai International Airport (KIX), marking a significant milestone in their partnership since 2016. The extensive renovation aims to not only enhance the overall passenger experience but also expand the area dedicated to international travel. The inaugural event took place in the state-of-the-art international departure lounge, with Nicolas Notebaert, CEO of VINCI Concessions and President of VINCI Airports, in attendance. This transformative project has a multi-faceted impact, increasing KIX's capacity from 23 to 40 million international passengers. It streamlines operations by centralising functions for immigration and security, all while elevating the passenger experience to meet the highest standards. The new departure area boasts a walk-through store and an iconic plaza inspired by Kansai's cultural treasures. It introduces commercial islands based on VINCI Airports' innovative design-by-mood concept, featuring high-end stores from renowned luxury brands such as Louis Vuitton, Dior, Chanel, Hermes, Gucci and more. Additionally, there are new catering options showcasing local brands and specialties, positioning KIX at the forefront of Asian airports for unparalleled passenger

experiences and a premium commercial offering. Beyond its impact on travellers, this project aligns with Japan's tourism expansion goals and contributes to the hospitality preparations for Expo 2025 Osaka in the Kansai region. Ultimately, it underscores the success of the concession model, seamlessly blending public interest with the operational expertise and investment capacities of private operators to deliver best-in-class projects.

Honeywell, in collaboration with **Pipistrel**, a **Textron** company and a leading electric aircraft manufacturer, ENAV, an Italian air navigation service provider and D-Flight, an Italian-based company providing air traffic management services for drones, have marked a significant milestone in advancing the operation of remotely piloted aircraft within European airspace. The collaboration has resulted in a successful demonstration of Ground Control Station technology using a multi-copter drone at Gorizia Airport in Italy. The key for the success of the emerging advanced air mobility sector is tied closely to the safe operation in both the air traffic management (ATM) environment and the relatively new U-space environment. U-space uses a set of new services based on a high degree of digitisation, automation of functions and specific procedures created to safely allow a large number of drones within an airspace. The recently completed demonstration is part of the SESAR Digital Sky Demonstration project, U-ELCOM, whose overall aim is to support the implementation of U-space services for the safe and secure integration of drones into airspace across Europe. Honeywell's Ground Control Station exhibited its capabilities in a real-world setting, showcasing features like dynamic flight plan updates and adeptly handling contingency situations. When faced with challenges such as link loss or airspace alterations, the Ground Control Station, with its autonomy executive technology, proficiently diverted the drone to a secure alternate landing zone. During the demonstration, D-flight rendered pivotal U-Space services, emphasising the functionality of flight plan submissions, activation, and real-time data sharing on surrounding traffic and air-space availability. The demonstration positions the contributing companies at the forefront of advancing technologies that operate beyond the visual line of sight utilised by pilots on traditional aircraft (often referred to as BVLOS technologies in aviation).



Honeywell's Ground Control Station successfully enabled dynamic flight plan adjustments and contingency management within new airspace for unmanned vehicles
 © Honeywell

INDUSTRY PEOPLE



Sergiy Nevstruyev (l) and Stefan Schaffner (r)

- SITA has announced the appointments of **Stefan Schaffner** as Senior Vice President of SITA AT AIRPORTS and **Sergiy Nevstruyev** as Senior Vice President of SITA Global Services (SGS). The two bring a wealth of management experience in the travel, transport and mobility technologies sectors to SITA. With SITA's presence in more than 1,000 airports globally, Schaffner is responsible for transforming SITA's Airport portfolio to meet a growing de-

mand for digitalisation and automation. Prior to joining SITA, he was responsible for preparing Touchless Biometric Systems AG (TBS) for global rollout as its CEO, driving geographical expansion and building international partnerships and investor relations. Nevstruyev will oversee the daily management of SITA's critical infrastructure for around 2,500 airline, airport, ground handler and related customers. He will also play a key role in SITA's transfor-

INDUSTRY PEOPLE

mation, responsible for optimising SITA's IT landscape. He steps into his new role after an extensive tenure working with the aviation industry within Accenture's global industry group, focusing on strategy, transformation, customer experience and delivery. David Lavorel, CEO SITA, said: "I am delighted to welcome Stefan and Sergiy to the executive management team. They each bring abundant experience in diverse facets of the global travel, transport, and IT industry. I look forward to the valuable new perspectives they will provide to shape our growth strategy in two of the most vital pillars of our business: our airport offerings and our approach to the customer experience."



John McKirdy

• **Kellstrom Aerospace Group**, a leading provider of aviation life-cycle cost management solutions, has appointed **John McKirdy** as its Chief Commercial Officer. In his new capacity, McKirdy will leverage his extensive expertise

and proven track record in delivering cost-effective aviation aftermarket services. This strategic move aims to provide Kellstrom's customers with enhanced visibility and access to the diverse array of products and services offered by the company. McKirdy brings valuable experience to his new role, having previously served as the Senior Vice President of the Technical Services Group at Kellstrom. His background includes executive and senior roles in commercial and operations at renowned organisations such as Wencor Group, Chromalloy and Air Canada. McKirdy holds an MBA from The John Molson School of Business at Concordia University in Montreal, Canada.



Vincent Metz

• **Vincent Metz** is joining SR Technics as VP Business Development Europe. In this role, he will leverage his experience in the aviation industry to grow SR Technics' market share in Europe. With over two

decades in aviation, Metz held key roles at Air France KLM, including VP of Strategy, Marketing and Communications. He possesses extensive experience in MRO, with positions such as Director of Component

Repair at KLM and Product Sales Director for Air France Industries. In 2020, he worked on building sustainable aviation solutions with Smart Airport Systems and later founded his consultancy firm Strategy2Fly. Beyond aviation, he made significant contributions in the train sector as interim CTO at Ermewa SA, restructuring its MRO operation. Metz holds a master's degree in Industrial Engineering and Management Science, along with a bachelor's degree in Aeronautical Engineering, showcasing his comprehensive grasp of the technical, managerial and human dimensions of the aviation business.



Max Roberts and Belinda Finch

• **IFS**, the global cloud enterprise software company, has made two senior appointments with **Max Roberts** and **Belinda Finch** joining the company's executive leadership team as Chief Operating Officer and Chief Information Officer, respectively. The appointments underpin the company's consistent performance trajectory as well as its longer-term plans for growth. Roberts joins IFS from Stripe, a financial infrastructure platform for businesses, where he was CEO of the UK business and latterly led the EMEA organisation through significant growth. His career spans over 25 years in the technology sector and specifically the enterprise software space where he held a wide variety of leadership positions at Oracle, Salesforce, and Stripe. He has also been a non-executive director of UK Finance. As he steps into his new COO role, Roberts will work with the executive and wider leadership teams to develop IFS's longer-term strategic products and services portfolios and develop the company's strategic alliances and partnerships. Priorities will be aligned to continuing to drive innovation that not only meets customers' needs, but also anticipates and responds to market demand, and delivers sustained revenue and margin growth for IFS. Roberts will take responsibility for IFS's Industry, Service Management, and Enterprise Asset Management business units, and support IFS global sales and customer success teams in customer engagements. Belinda Finch joins IFS from mobile giant Three, where, as CIO, she led Three's digital transformation programme and worked closely with its product teams to drive system developments

that would enhance customer experience. Finch's previous experience includes senior leadership roles at Centrica and Vodafone as well as at Accenture and KPMG. Finch's leadership values have been recognised with accolades such as Women in Tech Excellence Awards 2022, CIO of the Year Finalist, and MVNO's World Congress Woman of the Year Awards 2023. In her role as IFS CIO, Finch will oversee the continuation of the company's digital transformation journey and work with the executive leadership team to maximise the adoption of AI across the entire organisation, driving productivity and effectiveness as the company strives to deliver an outstanding customer experience.

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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
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@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	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(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@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
(4) CFM56-5C4	Now - Lease				
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-7B24/3	Now - Lease				
(1) CFM56-5B4/P	Now - Sale/Lease/Exch.	AeroDirect	Steve Berner	sberner@aerodirect.com	+1 708-207-5348
(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	Now - Sale / Lease				
(2) CFM56-7B26/3	Now - Sale / Lease				
(1) CFM56-5B3/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B26/3	Now - Lease				
(1) CFM56-5B4/P	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
(3) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1A33	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
(1) PW4168A	Q4/2022 - Sale	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493



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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	Steve Berner	sberner@aerodirect.com	+1 708-207-5348
(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@ftaaviation.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,	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	
(4) 767 LG Shipset, (3) 737 LG-Shipset					
(1) 777-200 LG Shipset					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) GTCP331-500B	Now - Sale/Lease/Exch.	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(2) APS2300, (1) APS3200	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(1) 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
(2) 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