

# Weekly Aviation Headline News



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“ Our transformation has delivered a record performance in 2023.  
Tufan Erginbilgic, CEO, Rolls-Royce. ”

## Rolls-Royce Announces Historic Financial Performance

The engine manufacturer says that the transformation programme is yielding results

For 2023, Rolls-Royce disclosed profits of £1.6 billion, a significant rise from £652 million in 2022. In addition to cost-saving measures, the aerospace company noted a remarkable surge in revenues, reaching £16.5 billion, a 22% increase, attributed to heightened sales across its primary transport, combat, and submarine sectors. Rolls-Royce highlighted that engine flying hours, a crucial metric for the company's performance, rebounded to 88% of pre-pandemic 2019 levels, experiencing a 36% year-on-year increase.

Tufan Erginbilgic, CEO said: “Our transformation has delivered a record performance in 2023, driven by commercial optimisation, cost efficiencies and progress on our strategic initiatives. This step-change has been achieved across all our divisions, despite a volatile environment with geopolitical uncer-

tainty, supply chain challenges and inflationary pressures.

We are managing the business differently and our significant performance improvement in the year reflects the hard work and focused actions of all our teams. We are also continuing to invest to drive future sustainable growth. Our strong delivery in 2023 gives us confidence in our 2024 guidance and is a significant step towards our mid-term targets. We are unlocking our full potential as a high-performing, competitive, resilient and growing Rolls-Royce.”

The company stated that transformation program is build on four pillars.

### Portfolio choices & partnerships

“We have clear plans for the markets we will



Tufan Erginbilgic, CEO, Rolls-Royce

operate and invest in. In Civil Aerospace, we successfully tested our UltraFan demonstrator engine to full power and achieved certifi-

Continued on page 2

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cation for our Pearl 700 business jet engine. In Defence, investment continued in the growing combat, transport and submarines markets and we progressed well with testing and development on the GCAP and B-52 programmes. In Power Systems, we successfully tested a new engine prototype that will join our portfolio alongside our current Series 4000 and acquired a yacht automation and bridge specialist business to extend our Marine offering. We also identified areas for divestment, which we expect to generate £1.0bn-£1.5bn gross proceeds by 2028. We are in advanced discussions to sell the off-highway lower power range engines division in Power Systems and we decided to exit Electrical in the short term or alternatively, for the right value, reduce our position to a minority with an intention to exit fully in the mid-term."

#### **Advantaged businesses & strategic initiatives**

"In Civil Aerospace, we have now retrofitted 20% of the Trent 7000 fleet with the improved HPT blade, which has doubled its time on wing, and we expect the same improvement to be certified on the Trent 1000 TEN in 2024. All key Civil Aerospace OEM and major airline contract renegotiations were either concluded or progressed. Our cost initiatives reduced total shop visit costs across large engines dispatched in 2023, which helped to deliver an improved LTSA margin. In Defence, cost efficiencies and value-based pricing helped to deliver



Trent engine

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improved performance and we delivered strong growth in combat and submarines. In Power Systems, in addition to our pricing and cost actions, we commissioned one of the largest battery and energy storage systems in Europe, helping to integrate renewable energy into the Dutch public grid and grow our power generation business."

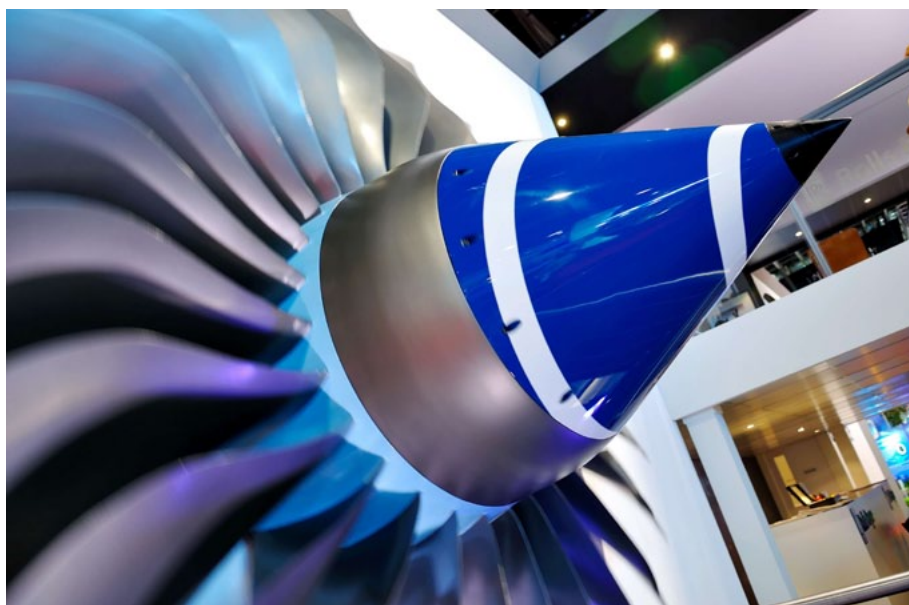
#### **Efficiency & simplification**

"Our actions to deliver sustainable cost efficiencies and improve competitiveness

are well underway. In 2023, we delivered around £150m towards an annualised total Efficiency & Simplification savings target of £400m-£500m in the mid-term. We announced a reduction of 2,000-2,500 roles by the end of 2025 with expected annual benefits of approximately £200m and associated severance costs of £200m-£250m, which will be taken as an exceptional charge in 2024. We also have a renewed focus on third party costs, where we delivered gross savings of £130m in the year, making a strong start towards our target to save £1bn gross procurement spend by the mid-term, helping to partly offset inflationary pressures. In 2024, we have launched zero based budgeting, focusing initially on Civil Aerospace."

#### **Lower carbon & digitally enabled businesses**

"We remain committed to becoming a net zero company by 2050 and supporting our customers to do the same. In 2023 we powered the first 100% sustainable aviation fuelled commercial flight across the Atlantic and met our target for 100% SAF compatibility testing for our in production commercial aero engines. Our S2000 and S4000 engines in Power Systems were approved for use with sustainable fuels and we also progressed our hydrogen test programmes. We invested in digital tools as we look to unlock the potential to remove 20% of repetitive tasks with digital and AI capability."



Trent 800 engine

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# TRANSITIONING leased engines or aircraft?

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## AIRCRAFT & ENGINE NEWS

### Falco sells two A220-300 aircraft to Macquarie AirFinance

Falco Regional Aircraft Limited (Falco) has confirmed the sale of two A220-300 aircraft, bearing MSNs 55064 and 55071, to Macquarie AirFinance. These aircraft are currently leased to Air Baltic.

### Vietjet signs MoU for 20 Airbus A330neos

Vietjet Air has signed a memorandum of understanding (MoU) with Airbus for the purchase of 20 A330-900 widebodies. When finalised, this will be Vietjet's first-ever wide-body order. The aircraft will be operated on the carrier's growing long-range network, as well as on high-capacity regional services. They will replace the carrier's current fleet of leased A330-300s, as well as providing network expansion. Vietjet Chief Executive Officer Dinh Viet Phuong said, "The new A330neo aircraft is a strategic addition to comprehensively modernise Vietjet's fleet, enhancing operational capabilities to support our global flight network expansion plan. Its fuel-efficient new-generation design aligns with our sustainable development strategy and ESG goals, aiming for net-zero emissions by 2050. With the introduction of the A330neo, passengers can look forward to longer-range, well-equipped flights with excellent services at more competitive fares." The A330neo features the award-winning Airspace cabin, which offers passengers a unique passenger experience, high level of comfort, ambience and design. This includes more individual space, enlarged overhead bins, a new lighting system and access to the latest in-flight entertainment and connectivity systems. Powered by the latest-generation Rolls-Royce Trent 7000 engines, the A330-900 is capable of flying 7,200 nm / 13,300 km non-stop. At the end of January 2024, the A330 Family had accumulated 1,771 firm orders from more than 130 customers worldwide.

### NAC and ATR confirm inaugural delivery of ATR 72-600 to Silk Avia



ATR 72-600 aircraft in Silk Air livery

© ATR

Regional aircraft lessor Nordic Aviation Capital (NAC) and ATR, the regional aircraft manufacturer, have jointly announced the successful delivery of the first new ATR 72-600 to Uzbekistan's airline Silk Avia. This historic milestone marks the commencement of a new era for regional connectivity in Central Asia. The ATR 72-600, part of an order announced in November 2022 during the visit of the President of Uzbekistan, Shavkat Mirziyoyev, in Paris, is the first new ATR aircraft ever delivered to Central Asia.

The contract includes a total of five new ATR 72-600 aircraft, with two provided by NAC and three directly by the manufacturer. With advanced technology, superior economics and unrivalled versatility, the ATR 72-600 will contribute to the development of regional connectivity in Uzbekistan and surrounding countries. As Silk Avia becomes part of Uzbekistan Airways, the airline will integrate these brand-new aircraft into its existing ATR fleet, expanding its ability to serve a broader range of destinations and meet the growing demand for efficient and low-emission regional air travel. Shukhrat Khudaykulov, Chairman of the Board of Uzbekistan Airways, expressed, "Silk Avia, which has become a part of Uzbekistan Airways Group, has set an ambitious goal to become a leader in air transportation on domestic routes of the country. It is planned to constantly expand the route network, increase the number of flights and efficiently operate them with new ATR 72-600s. This type of aircraft will help to provide the necessary conditions for a comfortable flight. Moreover, our common goal, the goal of New Uzbekistan, is to make flights affordable and develop domestic tourism of the country. It will undoubtedly be achieved through flights on ATR brand turboprops.

### COMAC's C919 narrow-body jet takes international stage with Singapore Airshow fly-by



COMAC's C919 has made its international debut with a fly-by at the Singapore Airshow © AirTeamImages

China's contender against Airbus and Boeing passenger jets, the narrow-body C919, engineered by the Commercial Aircraft Corporation of China (COMAC), has showcased its capabilities beyond Chinese borders. The aircraft made its international debut with a fly-by at the Singapore Airshow on February 18, 2024. China has strategically invested in challenging the dominance of Western plane manufacturers in the global passenger market, and the C919, currently certified only within China, commenced operations with China Eastern Airlines in 2023. As Airbus and Boeing grapple with production challenges and struggle to meet soaring demand for new planes, the aviation industry is closely monitoring how COMAC positions itself as a viable alternative. To bolster the C919's production capacity, COMAC plans to invest tens of billions of yuan over the next three to five years. Competing with the well-established Airbus A320neo and Boeing 737 Max 8 models, the C919 is a larger twin-engine narrow-body airliner, accommodating 158 to 192 seats. Although currently limited to four operational C919s within China, the aviation industry's widespread supply challenges are drawing increased attention to COMAC. Some industry experts see a significant market opportunity for the C919, especially in the domestic market, given the high demand for narrow-body aircraft from Airbus and Boeing. However, immediate challenges for COMAC include expanding production capacity to meet local demand and obtaining international certifications for market penetration.

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## AIRCRAFT & ENGINE NEWS

### CALC boosts fleet sustainability with order for 40 CFM LEAP-1A engines

China Aircraft Leasing Group Holdings (CALC) has confirmed its commitment to fleet efficiency and sustainability by signing an agreement during the Singapore Airshow 2024 for the purchase of 40 LEAP-1A engines from CFM International. This strategic move aligns with CALC's dedication to enhancing its aviation solutions and underlines its goal for a greener and more efficient fleet. "We have a long-standing relationship with CFM who has been a key partner of our sustainable growth over the past decade," said Mike Poon, Executive Director and Chief Executive Officer of CALC. "Joining hands again, CALC will continue to invest in the in-demand latest-technology aircraft and fulfil our commitments to driving a sustainable aviation through our one-stop green fleet solutions." With a current portfolio of 93 CFM56-5B/7B engines and 38 LEAP-powered aircraft, CALC's new order, combined with upcoming deliveries in 2024, will elevate its total order for LEAP-1A-powered A320neos and A321neos to 66 aircraft. The LEAP engine family, known for its fuel efficiency and reduced CO2 emissions, is estimated to provide 15 to 20% better fuel consumption. Since its introduction in 2016, the LEAP engine has contributed to saving of over 35 million tonnes of CO2.



Contract signing between CALC and CFM International at the Singapore Airshow  
© CALC

### Boeing receives 787 Dreamliner orders from Royal Brunei Airlines



Royal Brunei Airlines has ordered four 787 Dreamliners to revitalise its wide-body fleet  
© Boeing

Boeing has announced that Royal Brunei Airlines has acquired four 787 Dreamliners to revitalise its wide-body fleet. The selection of the 787-9 aligns with Royal Brunei Airlines' focus on long-term growth, sustainability and enhancing passenger comfort. Sabirin bin Haji Abdul Hamid, CEO of Royal Brunei Airlines, emphasized the significance of the forthcoming 787-9 Dreamliner, describing it as a bold step forward in their ongoing journey toward innovation and excellence. Having operated the 787-8 for the past decade, this order ensures the continuation of a product valued by their customers. The new fleet not only reinforces its commitment to providing unparalleled service and the highest safety standards but also positions it to explore new growth opportunities, enhancing market appeal and delivering a superior travel experience. In addition, Boeing has confirmed that Thai Airways has placed an order for 45 787 Dreamliners, marking a significant move to modernise and expand its wide-body fleet and international network. The order, finalised in December 2023 and initially listed as unidentified on Boeing's Orders & Deliveries website,

underscores Thai Airways' commitment to renewing its fleet with more efficient jets. The selection of the 787-9 aligns with the airline's long-term strategy to meet high demand for air travel across Southeast Asia by opening new routes and ensuring operational efficiency.

### Breeze Airlines expands fleet with order for ten Additional A220 aircraft

Breeze Airways (Breeze) has disclosed an order for ten additional Airbus A220-300 aircraft, bringing the airline's total firm order for the aircraft type to 90, making Breeze the third-largest customer worldwide for the A220. "Thanks to its world-class performance capabilities, the A220 is the perfect aircraft to help Breeze achieve its goal to provide nonstop service between underserved routes across the United States," said Benoît de Saint-Exupéry, EVP Sales, Commercial Aircraft, Airbus. "The aircraft offers efficient operations and an outstanding passenger experience, all while operating with the world's lowest small, single-aisle carbon footprint and a lower noise footprint in the communities where it flies. This additional order from Breeze is a strong endorsement for the value and opportunities offered by this latest generation aircraft."

In addition to its positive cabin experience, the aircraft plays an important role in helping decrease airline operating costs and environmental impact. The aircraft can fly non-stop up to 3,600 nautical miles or 6,700 kilometres. Offering 25% lower fuel burn and CO2 emissions per seat compared to previous-generation aircraft, the A220 is the only aircraft purpose-built for the 100-150 seat market. Combining state-of-the-art aerodynamics, advanced materials and Pratt & Whitney's latest-generation GTF™ engines, the A220 brings customers a 50% reduced noise footprint when compared to previous-generation aircraft and around 40% lower NOx emissions than industry standards. As with all Airbus aircraft, the A220 is already able to operate with up to 50% sustainable aviation fuel (SAF). Airbus aims for all its aircraft to be capable of operating with up to 100% SAF by 2030. Breeze took delivery of its first Airbus A220 in December 2021 and is operating 20 aircraft (as of end January 2024) throughout the United States. Breeze also announced it will be using an all-A220 fleet for its commercial operations by the end of 2024.



A Breeze Airways A220 in Mobile, Alabama, U.S.A.  
© Tad Denson - Airwind

## AIRCRAFT & ENGINE NEWS

### ST Engineering AirX signs LOI for customisation of ten AirFish WIG craft from Eurasia Mobility Solutions

ST Engineering has announced that its joint venture, ST Engineering AirX, has signed a letter of intent (LOI) with Eurasia Mobility Solutions (EMS) for up to ten AirFish wing-in-ground (WIG) craft, with an option for an additional ten. The agreement entails the customisation and delivery of the ten-seater AirFish 8, starting from 2025, catering to Türkiye's tourism and private transportation sectors. The AirFish WIG craft, utilising aerodynamic forces for fuel efficiency and high-speed travel on water surfaces, represents a ground-breaking marine transport solution. ST Engineering AirX, the original equipment manufacturer, partnered with Peluca in 2023 to establish ST Engineering AirX, aiming to capitalise on the potential of WIG technology and commercialise the AirFish-family of WIG craft. Kubilay Ilgin, founder of Eurasia Mobility Solutions, stated, "AirFish 8 offers a safe, sustainable and faster solution to conveniently reach places without any port or runway. This new technology will change the rules of marine transportation and create new trends in Türkiye." Jeffrey Lam, President of Commercial Aerospace at ST Engineering, highlighted the significance of the collaboration, saying, "This is a significant milestone for ST Engineering's Commercial Aerospace business as we scale up our engineering and original manufacturing capabilities to develop more innovative and sustainable solutions that connect people and goods along some of the earth's vast coastal areas." The AirFish 8, capable of taking off and landing on water without the need for dedicated infrastructure, offers a convenient option for maritime public transport, logistics services and potential military applications in littoral waters. With a capacity for ten passengers or 1,000 kg of logistics, the AirFish 8 can travel up to 90 knots, positioning itself as one of the fastest marine craft in operation. Certification and market entry are anticipated by 2025, making it a compelling alternative to ferries, helicopters and seaplanes. New start-up Eurasia Mobility Solutions (EMS), founded by Kubilay Ilgin in 2023, is a smart urban mobility solutions provider headquartered in Istanbul, Türkiye.



AirFish WIG craft

© ST Engineering

### Taiwanese carrier STARLUX orders A350Fs and A330neo aircraft



Image of Airbus aircraft in STARLUX livery

© Airbus

STARLUX Airlines of Taiwan has placed a firm order for five all-new A350F freighters and three more A330neo wide-body aircraft. The agreement was signed at the Singapore Airshow by KW Chang, Chairman of STARLUX Airlines and Christian Scherer, CEO of the Commercial Aircraft business at Airbus. STARLUX Airlines operates an all-Airbus passenger fleet that already includes the A350-900, A330neo and A321neo. The A350F will be operated by STARLUX Cargo on some of the world's busiest cargo routes. Currently under development, the A350F can carry a payload of up to 111 tonnes and can fly up to 4,700 nautical miles / 8,700 kilometres. The A350F will enable STARLUX Cargo to serve all heavy cargo markets around the world. Powered by the latest 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. The A350F features the largest main deck cargo door in the industry, with fuselage length and capacity optimised around the industry's standard pallets and containers. Over 70% of the airframe is made of advanced materials, resulting in a 46-tonne lighter take-off weight than the competing derivative. The A350F is also the only freighter aircraft that will fully meet ICAO's enhanced CO<sub>2</sub> emissions standards, coming into effect in 2027.

### LCI inks deal for up to 21 latest-gen helicopters from Leonardo

LCI has announced a framework agreement for up to 21 of the latest-generation helicopters from Leonardo, comprising ten firm plus 11 options. The innovative new framework agreement covers the latest-generation light intermediate AW169, intermediate AW139 and super-medium AW189 helicopters, which will collectively address industry renewal and replacement requirements. The new helicopters will be delivered through to 2028 and will be aimed at a variety of missions including emergency medical services (EMS), search and rescue (SAR), offshore energy, including wind. The helicopters will be strategically allocated between LCI and SMFL LCI Helicopters, LCI's joint venture with Sumitomo Mitsui Finance and Leasing Company, Limited (SMFL). These new helicopters will offer superior performance, flexibility and lower CO<sub>2</sub> emissions than comparable types and other transportation modes, thereby helping operators to reduce their carbon footprint whilst maintaining mission-critical and life-saving operations. In addition, they will be equipped with the latest suite of navigational and safety features and will also be cleared to use sustainable aviation fuels (SAFs) in the future, leveraging the certification standards already obtained by Leonardo for SAF use.



© LCI



## MRO & PRODUCTION NEWS

### P&W's Eagle Services Asia boosts GTF engine overhaul capacity

Pratt & Whitney (P&W) has officially opened a 48,000 ft<sup>2</sup> expansion of its Singapore-based engine centre, Eagle Services Asia (ESA). The facility is set to increase its GTF (Geared Turbofan) capacity by two-thirds this year. "This expansion demonstrates our commitment to building industrial capacity by continuing to invest in our strategic sites around the world to support our customers," stated Shang Meleschi, Vice President of Aftermarket Operations – Asia Pacific and Türkiye at Pratt & Whitney. The transformative technology applied at ESA integrates robotics, automation and machine learning to enhance efficiency, reduce stress on operators and improve safety for crucial MRO (maintenance, repair and overhaul) processes. Innovations include fully automated high-pressure compressor (HPC) rotor stacking, a receive-in-check cobot (a collaborative robot) assisting human inspectors and a robotic arm for installing and removing HPC bearing sleeves. ESA, a joint venture between SIA Engineering Company and P&W, is a key member of the company's GTF™ MRO network. Having introduced GTF MRO capability in 2019, ESA has completed over 500 GTF engine overhauls. Pratt & Whitney's expansion plan aligns with the company's global strategy, with 15 active GTF MRO engine centres worldwide, including ESA in Singapore, Korean Airlines in Korea, IHI and MHIAEL in Japan, MTU Maintenance Zhuhai and AMECO in China and China Airlines in Taiwan. By 2025, Pratt & Whitney aims to have 19 active GTF MRO shops worldwide.



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### ST Engineering extends collaboration with Honeywell for component service and repair

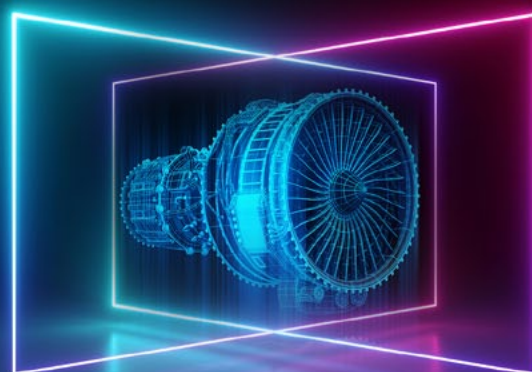


Representatives from Honeywell and ST Engineering at the signing ceremony  
© ST Engineering

ST Engineering's Commercial Aerospace business is extending its partnership with Honeywell for mechanical, avionics and LEAP engine components service and repair as a member of the Honeywell Channel Partner network. The renewed partnership underscores ST Engineering's commitment to being a licensed repair centre for Honeywell's components, leveraging Honeywell's advanced technologies and software solutions to offer comprehensive component repair and overhaul services to operators globally. Having joined the Honeywell Channel Partner network in 2019, ST Engineering benefits from access to Honeywell's extensive maintenance documents and technical support, covering over 700 individual part numbers ranging from avionics to electrical and mechanical components. In addition to its role in the Honeywell Channel Partner network, ST Engineering holds the unique distinction of being the sole licensed MRO service provider in the Asia Pacific region for Honeywell components installed on the LEAP-series engines. As an authorised service centre for over 15 leading original equipment manufacturers (OEMs), ST Engineering provides support for more than 1,000 aircraft, offering integrated component solutions for over 23,500 distinct aircraft parts. The Commercial Aerospace business ensures round-the-clock support, annually delivering over 80,000 components from its component MRO facilities located in Asia and Europe. The global nacelle MRO services are presently operational from facilities situated in the U.S., Asia and Europe.

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## MRO & PRODUCTION NEWS

### Eve reveals suppliers for wings and pilot controls for eVTOL aircraft



Eve has signed supply agreements with Aciturri and Crouzet for eVTOL components

© Eve Air Mobility

and Crouzet, recognised for their quality and support. The collaboration with these companies is pivotal as Eve progresses towards its anticipated entry into service in 2026 and beyond. Aciturri, with extensive experience in aero structures for various aircraft, particularly in sustainable manufacturing for urban air mobility, will be responsible for producing the wing for Eve's eVTOL jet. As a founding member of Clean Aviation, a notable public-private initiative in the EU for advancing aeronautical technologies, Aciturri brings valuable expertise to the project. Crouzet, boasting over a century of manufacturing expertise, will handle the production and supply of the inceptor for the eVTOL aircraft. Recognised for delivering high-quality mechatronic components across industries, Crouzet's inceptor will be designed for ergonomic comfort, ensuring immediate response to pilot inputs. These newly announced suppliers complement the previously revealed partners such as Garmin, Liebherr Aerospace, Intergalactic (announced in October) and Nidec Aerospace LLC, BAE Systems and DUC Hélices Propellers (announced at the Paris Air Show last summer). The most recent additions in January include Thales, Honeywell, RECARO Aircraft Seating and FACC. Eve's eVTOL aircraft adopts a lift+cruise configuration, featuring eight dedicated propellers for vertical flight and fixed wings for cruise, with no positional changes during flight. The aircraft's design prioritises efficiency, offering advantages such as lower operational costs, streamlined systems and optimised structures, all while providing efficient thrust with minimal noise.

Eve Air Mobility (Eve) has announced two new suppliers for its electric vertical take-off and landing (eVTOL) aircraft. Aciturri will oversee the development and manufacturing of the wing skins, spars, and leading and trailing edges of the wing. Meanwhile, Crouzet has been selected to supply the pilot controls, specifically the inceptor (control stick). Both suppliers have inked agreements covering the entire life cycle of the aircraft, encompassing prototype production and post-market service and operational support. Johann Bordais, CEO of Eve Air Mobility, noted, "Production of our first prototype is underway, and we continue to finalise supply agreements with qualified suppliers." Emphasising the importance of strong working relationships, Bordais expressed confidence in Aciturri

## MRO & PRODUCTION NEWS

### StandardAero secures CAAC certification for RB211-535 turbofan engine MRO services in China

StandardAero has achieved certification approval from the Civil Aviation Administration of China (CAAC) for its maintenance, repair, and overhaul (MRO) services on Rolls-Royce RB211-535 turbofan engines. This milestone empowers StandardAero to deliver RB211-535 MRO support to Chinese operators of the Boeing 757, constituting almost 20 percent of the active RB211-535 fleet, totalling around 70 aircraft. Entering into a life-of-type maintenance services partnership with Rolls-Royce in 2018, StandardAero is fully committed to providing global support from its 810,000 ft<sup>2</sup> facility in San Antonio

### Satair signs multi-year agreement with Telair at Singapore Airshow

Satair and Telair, a supplier of aerospace cargo loading solutions, have signed a multi-year agreement, extending their global exclusive distribution rights for commercial wide- and narrow-body aircraft and military applications. This distribution agreement strengthens Satair's contribution towards efficient cargo transportation with the support of Telair's experience and capabilities. Under the new agreement, Satair continues to distribute Telair's full portfolio of products with applications on a variety of aircraft platforms, including the Airbus A350, A330, A320/321 family, A330MRTT, A321PCF and Boeing B747-400F/-8F main deck freighters as well as B777 CRAF, with even more to come. This extended strategic partnership ensures the best in-service support for all of Telair's cargo solution operators and reinforces Satair's commitment to providing comprehensive support to its global customer base through an extensive distribution network and regional parts availability to meet its customers' needs. Ralf Schoenzler, Telair President, commented: "As we renew our collaboration between Telair and Satair, we underscore our flexibility and growth. This extended distribution agreement underlines our mutual drive to evolve with market demands, ensuring seamless cargo transportation solutions backed by Telair's unwavering support and expertise."



© Telair



## MRO & PRODUCTION NEWS

throughout the program's lifespan. The facility, which initiated customer engine induction in April 2019 and achieved test cell certification in November 2020, is currently open for bookings for 2024 induction slots. Janice Ho, Airline Sales Director – Asia for StandardAero Airlines & Fleets, emphasised the significance of the CAAC approval, stating, "Receipt of CAAC approval is a key milestone for StandardAero, allowing us to support the MRO needs of RB211-535 operators in China." Highlighting the enduring popularity of the RB211-powered Boeing 757, especially among cargo operators in China, Ho expressed StandardAero's commitment to strengthening relationships with existing operators and meeting the demands of new customers. StandardAero offers comprehensive RB211-535 support services to Boeing 757 operators globally, encompassing extensive component repair and overhaul (CR&O) solutions, used service material (USM) management, work scope optimization, and on-site field support services to prevent and address Aircraft on Ground (AOG) situations. The RB211-535, generating 40,100 to 43,100 pounds of thrust, powers the Boeing 757, a favoured choice among major airlines worldwide, with half of the fleet in operation in North America. Representing nearly 60% of all delivered Boeing 757s, the RB211-535 is anticipated to remain in commercial service until 2040, driven by its popularity among cargo airline operators.

### Lilium and Star Charge partner to provide charging systems for Lilium Jets

Lilium N.V, the developer of the eVTOL Lilium Jet, has partnered with Star Charge to develop, customise and provide charging systems for its Lilium Jets. At the Singapore Airshow, the companies announced that Lilium placed a first order of 120 chargers for its ground and flight testing aircraft, as well as for its aircraft maintenance and delivery centre activities. Lilium will also provide charging stations to its customers investing into vertiports. Lilium previously announced its adoption of the combined charging system (CCS) standard for rapid charging. Star Charge's customised, fast-charging system will be fully compatible with the Lilium Jets and other eVTOLs compatible with CCS. The chargers will feature an extra-long liquid-cooled charging cable for high-performance charging, suitable for varied landing infrastructure. By using Star Charge's CCS chargers, Lilium expects to reduce charging times significantly, in comparison to other chargers without liquid cooled charging cables. Reduced charging times will support reduced turnaround times between flights and provide higher utilisation of the Lilium Jet. "We are grateful to have received the first order of CCS

### Fokker Services Asia and Embraer ink MoU to advance authorised service centre status

Fokker Services Asia, a subsidiary of Fokker Services Group, is on track to become an authorized service centre for Embraer's first-generation E-Jets family, as per the memorandum of understanding (MoU) announced on February 20. The agreement positions Fokker Services Asia's facility in Seletar, Singapore, to support the expanding Embraer presence in the Asia Pacific region. Both companies aim



Displaying the MoU are representatives from Fokker Services Asia and Embraer © Embraer

to finalise a definitive agreement in the first half of 2024, enabling Fokker Services Asia to conduct maintenance services on the E-Jets first-generation family. This development aligns with Fokker Services Asia's ongoing efforts to prepare its Asian facilities for comprehensive Embraer MRO services, following prior certification from CASA (Australia) in August 2023 for the E190 aircraft with Australian registration. Frank Stevens, Vice President MRO Services, Embraer Services and Support, commented, "We are very pleased to partner with Fokker Services Asia to expand our MRO footprint in Asia. Embraer has been growing in the Asia-Pacific region during the last year, and it is very important to keep expanding our capacity, capability, and footprint to bring value to our customers." Thomas Kennedy, Managing Director of Fokker Services Asia, expressed satisfaction, stating, "As an authorised service centre and having certifications from key aviation regulatory entities in the region, we take pride in formally establishing a full new line of work for comprehensive aircraft maintenance for Embraer aircraft."

### SIAEC secures component programme with Air India



SIAEC will provide component support coverage for Air India Group's current fleet of Airbus A320-family aircraft © AirTeamImages

Mainboard-listed SIA Engineering Company (SIAEC) has announced the signing of an inventory technical management (ITM) agreement with Air India Group. Under this 12-year agreement, SIAEC will provide extensive component support coverage for Air India Group's current fleet of Airbus A320-family aircraft. Besides access to its inventory pool, SIAEC (together with its subsidiaries and joint venture companies with original equipment manufacturers) will also provide repair and overhaul services for airframe and on-wing engine components. Chin Yau Seng, Chief Executive Officer of SIAEC, said: "We are honoured to be selected as Air India Group's component service partner and appreciative of their confidence in our ITM programme. Our Airbus A320 ITM programme will support Air India Group's commitment to delivering world-class service. Together with our network of component shops and joint venture companies, we are confident in providing high-quality and reliable component services to Air India Group." The transaction is not expected to have a material impact on the net-tangible assets per share or the earnings per share of the SIAEC Group for the financial year ending March 31, 2024.

## MRO & PRODUCTION NEWS

chargers by a leading eVTOL manufacturer and look forward to commencing deliveries this year," said Star Charge Europe CEO, Ji Cheng. "We look forward to partnering with Lilium to power the next generation of mobility, offering greater time-saving benefits to passengers while considerably reducing the environmental impact of travel." Lilium began production of the Lilium Jet in late 2023, following its Design Organisation Approval by EASA. As Lilium expects to enter into service in 2026 and as its global fleet size grows, the company expects material profit contribution in recurring revenue from its aftermarket service business, including electrical chargers.

### C&L Aerospace opens new Wichita warehouse

C&L Aerospace, a C&L Aviation Group company, has opened an 8,500-ft<sup>2</sup> parts warehouse in Wichita, KS. The company will be utilising the warehouse to store avionics and parts inventories for Citation XLS, Citation Sovereign, BeechJet, Hawker, Challenger ERJ 135/145 and E170/190 aircraft. "The new warehouse is strategically located, allowing us to better support our customers in the Midwest and West Coast," Chris Kilgour, CEO of C&L Aviation Group. "Inventories kept here are critical rotatables and components needed on a short-term notice. It will also allow for more favourable shipping times and rates for our customers on the west side of the country." This move is part of a larger expansion plan by the company designed to get aircraft parts closer to their world-wide customer base. C&L also plans to open two additional warehouse facilities around the globe this spring.

### AMETEK Singapore named Honeywell authorised repair centre

AMETEK Singapore PTE has been named a Honeywell authorised repair centre (ARC) for solid-state flight data recorders and cockpit voice recorders for Airbus A320/A330/A340 and Boeing 737NG/737Max/777 aircraft. The five-year agreement covers full test and repair capability for these Honeywell products enabling AMETEK MRO to provide



FDR-CVR section recorder

© Honeywell

customer support worldwide. AMETEK MRO (Muirhead Avionics and AMETEK Singapore) all have existing ARC agreements with Honeywell and Muirhead Avionics has provided download, readout and testing on these components since 2016. This new FDR/CVR licence agreement provides additional work-scope approvals allowing further penetration into OEM-centric markets in Asia and Europe for those customers requiring OEM-only material through the utilisation of strategically located facilities in Singapore and the United Kingdom. David Corish, Divisional Vice President & General Manager of AMETEK Singapore PTE, emphasises the Company's core strategy of supporting both legacy and new platforms with best-in-class solutions for customers. "This agreement expands our long-standing relationship with Honeywell and strengthens our presence in the market. Honeywell has confidence in our OEM-trained technicians and our extensive history of customer support. Importantly, AMETEK MRO offers a highly diverse range of sustainable OEM support programmes, and we are passionate about keeping units on-wing and back to serviceable condition as quickly as possible." Corish explains that Singapore is a very active region for partnerships and collaborations, and according to market data, it will dominate global growth trends. "AMETEK MRO Singapore has the financial backing it needs to prioritise innovation and expand capabilities for new and older platforms. The organisation's multi-skilled and agile workforce is geared-up to align with the objectives of OEMs as they concentrate on the technology of tomorrow." The provision of comprehensive maintenance solutions, particularly in regions such as Asia Pacific where Europe- and U.S.-based MROs continue to seek a collaborative approach to provide viable repair options from a logistics point of view, is a cornerstone of AMETEK MRO's business.

## Powerplant Technical Support

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## FINANCIAL NEWS

### BAE Systems concludes acquisition of Ball Aerospace

Following regulatory approvals for the acquisition of Ball Aerospace, BAE Systems has now successfully concluded the acquisition of Ball Aerospace from Ball Corporation. The transaction has been finalised at a purchase price of US\$5.5 billion (approximately £4.4 billion), financed through existing cash reserves and new external debt. The newly acquired entity will operate under the name Space & Mission Systems, aligning within the Electronic Systems reporting segment. Ball Aerospace is a provider of spacecraft, mission payloads and optical and antenna systems with decades of proven success underpinned by world-class advanced technologies. The business has trusted customer relationships in the Intelligence Community, U.S. Department of Defense, civilian space agencies and with major aerospace and defence primes and is well positioned in highly attractive markets, including military and civil space, C4ISR and missiles and munitions. The business is based in Colorado, with more than 5,200 employees, many of whom hold U.S. security clearances. Commenting on the acquisition, Charles Woodburn, Chief Executive of BAE Systems, stated, "In recent years, we've said that we would seek out opportunities to grow our portfolio in advanced technology areas that meet our customers' most urgent needs, and completing the acquisition of Ball Aerospace is an example of that strategy in action. We look forward to welcoming the employees of Ball Aerospace to BAE Systems, bringing one of the industry's most respected and capable businesses into the group. The addition of this quality, fast-growing technology-focused business will significantly expand our presence in this increasingly critical space domain and further enhances our value compounding model of top-line growth, margin expansion and high cash generation."

### Air Canada reports strong financial performance for full year 2023

Air Canada has demonstrated robust financial performance in the fiscal year 2023 compared to 2022, with notable improvements across key metrics. The airline's operating revenues reached CA\$21.833 billion, marking a significant 32% increase driven by a 20% growth in operated capacity. Operating expenses rose to CA\$19.554 billion, up 17%, primarily attributed to higher capacity and increased year-over-year traffic. The operating income surged to CA\$2.279 billion, reflecting an improvement of CA\$2.466 billion and achieving an operating

## MRO & PRODUCTION NEWS

### Werner Aero acquires E-Jet for disassembly



The acquired E190-jet will undergo disassembly at eCube in Wales, St Athan

© Werner Aero

Werner Aero, LLC has successfully acquired an additional E-Jet aircraft, E190 MSN 481, through a transaction with Nordic Aviation Capital (NAC), a regional aircraft leasing company. The acquired aircraft will undergo disassembly at eCube in Wales, St Athan, with the spare parts integrated into Werner's existing pool of E-Jet materials. This strategic move aims to enhance Werner Aero's support capabilities for its global customer base. CEO Mike Cazaz emphasised the company's proactive approach in bolstering its E-Jet spares to meet customer demands, particularly amid the current challenges posed by global supply-chain disruptions. The goal is to continually expand the Just-In-Time (JIT) inventory, ensuring immediate solutions for customer requirements. Werner Aero, renowned for its commitment to high-quality service, is offering asset management and logistical solutions to airlines worldwide. With a global presence, the company is recognised for its innovative and comprehensive global transportation solutions, specialising in the supply of jet engines, rotables pooling and repair management. Werner Aero holds ISO 9001 certification and is an FAA AC0056B approved supplier.

### Magnetic Engineering expands CAMO capabilities

Magnetic Engineering, a part of the Magnetic Group, has announced a significant expansion of its continuous airworthiness management organisation (CAMO) capabilities, now including the Airbus A220 and A350 aircraft. This expansion comes with the approval of the Estonian Civil Aviation Authority, marking a significant milestone in the company's growth and service offerings. The increase



Natalja Platonova, Head of Magnetic Talents

© Magnetic Engineering

in the demand for services for the new-generation aircraft has been one of the driving factors for the company to obtain new capabilities. As Magnetic Engineering supports a wide range of lessors and operators globally, extending the service portfolio also signals additional business opportunities for current customers and new partnerships. Natalja Platonova, Chief of Magnetic Talents sector, emphasised the company's commitment to growth and adaptability. "At Magnetic Engineering, we are guided by global trends, agility and commitment to meeting our clients' needs. This expansion is a natural next step in our development and ongoing growth strategy, fuelled by positive customer feedback. Rest assured; this is just one of many enhancements we plan to introduce this year." With the recently added capabilities, Magnetic Engineering reaffirms its position as a global leader in providing top-tier CAMO support across an extensive range of aircraft, including the A320 family, A330, Boeing 737 CL/NG/MAX, Boeing 777, Embraer jets, CRJ, Saab and more. This development is set to reinforce the company's dedication to excellence, innovation and customer satisfaction in the aviation industry.

## FINANCIAL NEWS

margin of 10.4%. Adjusted EBITDA followed suit, reaching CA\$3.982 billion with an 18.2% margin, surpassing the high-end of the guidance provided in Air Canada's October 30, 2023, news release. Net income for the year was CA\$2.276 billion, accompanied by diluted earnings per share of CA\$5.96, a notable turnaround from the previous year's net loss of CA\$1.7 billion and diluted loss per share of CA\$4.75. Adjusted net income also exhibited positive growth, reaching CA\$1.713 billion, with adjusted earnings per diluted share of CA\$4.56. Adjusted CASM increased by 2.2%, reaching 13.49 cents in 2023, in line with the guidance range provided in Air Canada's October 30, 2023, news release. This uptick was primarily driven by higher traffic and selling costs, increased labour expenses, a favourable maintenance cost adjustment recorded in 2022, and inflationary pressures on certain line items. Air Canada's strong financial performance is further underscored by increased net cash flows from operating activities, which reached CA\$4.320 billion, marking a CA\$1.952 billion increase. Free cash flow also saw a significant uptick, reaching CA\$2.756 billion, up by CA\$1.960 billion. The net debt to adjusted EBITDA ratio improved substantially, standing at 1.1 on December 31, 2023, compared to 5.1 on December 31, 2022. This improvement is attributed to the increase in adjusted EBITDA and a CA\$2.9 billion reduction in net debt. Looking ahead, Air Canada aims to continue its growth trajectory, planning to increase its ASM capacity by approximately 10% in the first quarter of 2024 compared to the same quarter in 2023. (£1.00 = CA\$1.70 at time of publication).

### Qantas Group reports AU\$1.25 billion underlying profit before tax in H1 FY24

The Qantas Group maintains its commitment to customer experience and fleet expansion, achieving a AU\$1.25 billion underlying profit before tax in the first half of FY24. Earnings, although 13% lower than the corresponding period in FY23, reflect a normalisation in fares and capacity. The decline in earnings is attributed to lower fares impacting revenue per available seat kilometre by approximately AU\$600 million, alongside an AU\$146 million reduction in freight yields. However, increased flying contributed AU\$485 million and the unwinding of post-COVID restart transition costs added AU\$179 million to mitigate these challenges. Notably, unit costs (excluding fuel) experienced a year-on-year decrease of 5.2%. With total flying increasing by 25% on an available seat kilometre basis, the Group transported 3.3 million more passengers compared to H1 FY23.

### Lynx Air ceases operations amidst financial struggles

Lynx Air, a Calgary, Canada-based airline dedicated to providing affordable air travel for Canadians, is set to cease operations on Monday, February 26. The low-cost carrier revealed this decision concurrently with the announcement of securing an initial order for creditor protection from the Court of King's Bench of Alberta. According to CBC News, Lynx Air cited various challenges, including escalating operating costs, soaring fuel prices, fluctuating exchange rates, rising airport charges and a challenging economic and regulatory landscape. Despite significant efforts such as business growth, operational enhancements, cost-cutting measures and attempts to explore a sale or merger, the company acknowledged that the obstacles were insurmountable. The airline specified that it would conclude its operations precisely at 12:01 a.m. MT on Monday, with flights continuing until that moment. In response to inquiries from CBC News, a spokesperson for Lynx Air conveyed that mounting financial pressures had rendered it impossible to sustain its operations. Previously known as Enerjet, privately-owned Lynx Air took flight in April 2022, vowing to provide ultra-affordable services to travellers. The airline's inaugural journey occurred in April 2022, whisking passengers from Calgary to Vancouver. During the unveiling of its plans in 2021, the then-CEO expressed the company's mission to connect Canadians with people and places. Merren McArthur, who resigned for personal reasons last year, stated, "Airlines have traditionally been high here in Canada, and we at Lynx believe in meeting Canadians' needs who can't afford to travel or can't afford to travel as often as they'd like." At the time of its launch, Lynx Air disclosed leasing 46 new Boeing 737 aircraft. In June of that year, McArthur informed the Calgary Herald that the airline employed approximately 420 individuals. Lynx Air commenced operations to various Canadian cities in 2022, including Calgary, Edmonton, Halifax, Toronto, Vancouver, and Victoria, B.C.



Low-cost carrier Lynx Air said it has to cease operations  
 © Shutterstock

## INFORMATION TECHNOLOGY



Magnetic Group hangar in Tallinn, Estonia

© Magnetic MRO

**Magnetic Group**, a prominent MRO service provider based in Tallinn, Estonia, has chosen to integrate AMOS as its new maintenance and engineering solution from **Swiss AviationSoftware** (Swiss-AS). This partnership reflects Magnetic Group's commitment to advancing operational efficiency and optimising

maintenance processes across its operations. After a thorough evaluation, Magnetic Group selected AMOS for its functional depth, cutting-edge technology, and Swiss-AS' expertise. With confidence in Swiss-AS' track record of over 200 successful implementations, Magnetic Group is prepared to transition from its legacy systems and adopt AMOS' best practices. Magnetic Group has chosen the AMOS MRO edition, expanding the scope of AMOS features with dedicated MRO functions, showcasing a substantial commitment to refining its maintenance management capabilities. The project, expected to conclude within 12-14 months, marks a pivotal milestone in Magnetic Group's technological advancement initiative. The implementation strategy encompasses multiple phases, with Phase 1 focusing on deploying AMOS across Magnetic MRO's operations and Phase 2 involving the addition of a dedicated entity for Magnetic Line. Leveraging the "multi-entity" functions in AMOS, Magnetic Group can consolidate financially independent entities within one system, offering centralised logistics modules, entity-specific financial tracking and the ability to manage transactions between entities. To ensure a smooth and swift implementation project, Swiss-AS will provide a comprehensive array of project services. Adopting a "Train-the-Trainer" approach for technicians, Magnetic Group aims to facilitate knowledge transfer, empowering employees to effectively harness the full potential of AMOS. One of the key advantages of Magnetic Group joining the AMOS community is the seamless exchange of information and synergies it fosters. With many of its customers already utilising AMOS, this integration will facilitate data exchange via AMOScentral and enhanced collaboration in managing work packages and maintenance operations.



## FINANCIAL NEWS

Despite ongoing normalisation, travel demand remains robust across all sectors, with leisure leading and business travel approaching pre-COVID levels. Qantas Frequent Flyers have expressed strong intent to spend on travel over the next six months, surpassing other major spending categories. In addition to financial performance, the Qantas Group has unveiled significant customer-focused investments. Highlights include the revelation of interiors for new A220 aircraft, an expedited rollout of Wi-Fi on international flights, a major digital platform upgrade, and the launch of a double Qantas Points/Status Credits offer for Frequent Flyers, complemented by regular domestic and international fare sales. Emphasising its commitment to its workforce, the Group heavily invests in recruitment, training, and career opportunities associated with new aircraft. Recognizing employee efforts, around 24,000 non-executive staff members will receive a AU\$500 staff travel voucher, further enhancing access to already discounted standby fares for Group employees, their families, and friends. (£1.00 = AU\$1.93 at time of publication).

## INFORMATION TECHNOLOGY

**Trax**, a global provider of digital aviation maintenance and engineering software, has announced a strategic partnership with **Singapore Airlines** (SIA) for the implementation of its eMRO and TraxDoc solutions. This collaboration aims to support SIA's advancing digital documentation requirements. SIA has chosen Trax's products to meet its needs for creating maintenance work instructions and related technical documentation through a comprehensive enterprise solution. The integration of Trax's eMRO will facilitate the seamless authoring, approval and packaging of maintenance tasks for SIA. Additionally, the incorporation of TraxDoc will provide supplementary advantages by importing original equipment manufacturer (OEM) and other content, automating the generation of digital task cards and relevant data without the necessity for managing extra databases. Jose Almeida, President of Trax, expressed gratitude for the opportunity to contribute advanced technological solutions to support SIA's digital transformation in technical documentation. Almeida stated, "This agreement not only enhances our presence in the Asia-Pacific region but also positions us strongly to assist other airlines in the area contemplating the replacement of their legacy maintenance systems with readily available cloud and mobile software solutions like Trax."

## OTHER NEWS



Representatives of Embraer and CAE at the unveiling of the new CAE 7000XR Series FFS in Singapore © Embraer

**Embraer** and **CAE** have officially opened the first E-Jets E2 full-flight simulator (FFS) in the Asia Pacific (APAC) region. This state-of-the-art simulator, located at the Singapore-CAE Flight Training Centre near Changi Airport, is part of the E-Jets E2 training programme offered by the recently expanded Embraer CAE Training Services (ECTS) joint venture. The E2 training programme incorporates CAE's competency-based training assessment (CBTA) courseware, interactive classroom instruction utilising the CAE Simfinity virtual simulator (VSIM) and practical training in the cutting-edge CAE 7000XR Series FFS. The simulator has received certification from the Civil Aviation Authority of Singapore in December 2023. Already in action, pilots from Singapore Airlines' subsidiary, Scoot, have commenced training in preparation for the Embraer E190-E2 aircraft's upcoming entry into service with the airline later this year. The comprehensive training includes exposure to all aspects of flight through CAE's latest-generation FFS, allowing pilots to practice various scenarios and enhance their skills ahead of the aircraft's inaugural revenue flights. Complementing the E2 full-flight simulator are interactive touch screen training sessions in the classroom, accelerating the learning process. The VSIM, serving as a powerful familiarisation and practice tool, provides access to all aircraft systems, offering a significant enhancement to traditional commercial pilot training. Instructors can utilise the VSIM as a versatile classroom and briefing tool, while pilots can leverage it for familiarisation and individualised training.

### Airbus and TotalEnergies

have inked a strategic partnership to tackle the hurdles of decarbonising aviation through sustainable aviation fuel (SAF). Aligned with the goal of achieving net carbon neutrality in aviation by 2050, the collaboration focuses on significantly reducing the sector's CO2 emissions, with SAF playing a pivotal role. TotalEnergies' SAF has the potential to slash up to 90% of CO2 emissions over its lifecycle compared to traditional fossil fuels. The partnership encompasses the supply of sustainable aviation fuels by TotalEnergies to meet more than half of Airbus' needs in Europe. Additionally, a comprehensive research and innovation programme will be initiated to develop 100%-sustainable fuels tailored to the design of current and future aircraft. The study will also explore the impact of sustainable aviation fuels on reducing CO2 emissions and non-CO2 effects, including contrails. Patrick Pouyanné, Chairman and Chief Executive Officer of TotalEnergies, expressed enthusiasm about the collaboration, stating, "The development of sustainable aviation fuels is at the heart of our Company's transition strategy. We are pleased to form a strategic alliance with Airbus to collectively address the challenge of aviation decarbonisation. TotalEnergies is committed to meeting the sector's demand for a reduced carbon footprint, aiming for an annual SAF production target of 1.5 million tonnes by 2030."



TotalEnergies has been supplying SAF for Airbus' aircraft deliveries in Toulouse since 2016 © Airbus

## INDUSTRY PEOPLE



Grazia Vittadini and Dieter Vranckx

• The Lufthansa Group is starting the next phase of its corporate development with a realignment of the Board of Directors. The restructuring coincides with the departure of four board members. According to schedule, the terms of office of **Harry Hohmeister** and **Detlef Kayser** end in the current year. At the same time, **Christina Foerster** and **Remco Steenbergen** are leaving by mutual consent. The Supervisory Board passed the following resolutions at its meeting on February 22, 2024: **Grazia Vittadini** will be appointed to the board on July 1, 2024. As Chief Technology Officer, she will take over the "Technology and IT" department, which will also include responsibility for the "sustainability" area. She receives a contract with a term of three years.

Also, with effect from July 1, 2024, **Dieter Vranckx**, currently CEO of Swiss International Air Lines, will be appointed to the Board of Directors "Global Markets and Commercial Management Hubs". He also receives a three-year contract. The "Customer Experience" and "Group Brand Management" areas, which were previously part of the "Brand & Sustainability" department, will also be assigned to the department. The "Group Finance" board department is to be filled. Until the new appointment is made, **Michael Niggemann** will temporarily lead the finance department in addition to his board responsibility for "Human Resources, Logistics and Non-Hub Transport" (formerly "Human Resources & Infrastructure"). With his move to Frankfurt, Dieter Vranckx will take over the mandate of Vice Chairman on the Board of Directors of Swiss International Air Lines from **Remco Steenbergen**, who is resigning from the mandate when he leaves. **Karl-Ludwig Kley**, Chairman of the Supervisory Board of Deutsche Lufthansa AG: "The challenges for our industry and our company are different than in previous years, but they remain enormous. We want to approach it with new momentum and a changed team that combines even more international experience and diverse perspectives. The

interaction with our customers, investors, partners, but also the collaboration within the Lufthansa Group requires a strong understanding of teamwork more than ever. We also expect this from our new management team."

• Qantas has announced two new board members, including a new Chairman, as part of its ongoing renewal. **John Mullen** will join the Qantas Board from July 1, 2024, as Non-Executive Director and Chairman Elect and will assume the role of Chairman ahead of the company's annual general meeting (AGM) this October. **Dr Nora Scheinkestel** will also join the Board from March 1, 2024, as a Non-Executive Director and Chair of the Remuneration Committee. Both, Mullen and Dr Scheinkestel's positions on the Board will be put to shareholders at the AGM. Mullen expects to reduce his existing professional commitments over time. These new appointments follow the retirement of long-serving directors **Maxine Brenner** and **Jacqueline Hey**, who will step down after the company's half year results and the retirement of current Chairman, **Richard Goyder**, prior to the AGM. Announcing the changes, Goyder said: "Careful management of the board renewal process has been an important part of guiding Qantas through this intense period and the selection of a new Chair reflects a new chapter.

• Boeing has taken decisive action to replace the head of its 737 MAX programme, **Ed Clark**, following a concerning cabin panel blowout that has heightened the company's efforts to restore its reputation. Clark, who also served as the general manager of Boeing's Renton, Washington plant, is stepping down immediately, as reported in an internal memo, with the information first disclosed by the Seattle Times. The aerospace giant has been working tirelessly to reassure regulators, airlines and passengers after a recent incident forced a brand-new 737 MAX 9 jet into an emergency landing. The alarming event occurred during an Alaska Airlines flight, resulting in the grounding of 171 MAX 9 jets for several weeks. This incident represents Boeing's most significant safety crisis since the tragic crashes of its MAX 8 jets in 2018 and 2019, claiming the lives of 346 people. **Katie Ringgold**, currently the Vice-President of 737 delivery operations, will assume the role of the ousted programme chief. Additionally, Boeing has established a new position, appointing **Elizabeth Lund** as the Senior Vice-President for quality

in its commercial airplanes business. The decision to make these changes follows an initial report by the U.S. safety regulator, the National Transportation Safety Board (NTSB), which revealed that the Alaska jet's cabin panel was missing four crucial bolts. The NTSB pointed out that the absent bolts, meant to secure the door plug in place, played a role in the emergency situation. **Stan Deal**, head of Boeing's commercial airplanes division, emphasised in a message to employees that these changes reflect the company's "enhanced focus on ensuring that every airplane we deliver meets or exceeds all quality and safety requirements. Our customers demand and deserve, nothing less."

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### 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	
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

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				
(1) CF34-10E5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(2) CF34-3A	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(1) CF34-10E5A1	Mar 2024 - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+1 954-478-7195

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## Commercial Engines

CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF6-80E1A4/B	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5B3/3	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiaaviation.com	+1 786-785-0777
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B3/P	Now - Lease				
(1) CFM56-5B1/P	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(1) CFM56-5B4/P	Now - Sale / Lease	Magellan Aviation Group	Bradley Hogan	engines@magellangroup.net	+1 704-504-9204
(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) CFM56-5B4/P	Now - Sale/Lease/Exch.	AeroDirect	Steve Berner	sberner@aerodirect.com	+1 708-207-5348
(1) CFM56-5B2/P	Now - Sale/Lease/Exch.				
(1) CFM56-5B4/P	Now - Sale	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7040
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B26/3	Now - Lease				
(4) CFM56-5B6/P	Now - Sale				
(3) CFM56-5B5/P	Now - Sale				
(1) CFM56-5B3/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-5B5/P	Now - Lease				
(1) CFM56-5B4/P	Now - Lease				
(1) 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	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) PW1133G-JM	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
PW 4000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW4168A	Now - 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	Magellan Aviation Group	Bradley Hogan	engines@magellangroup.net	+1 704-504-9204
(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.				
(1) Trent 772B-60	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) V2527-A5	Now - 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 - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiairline.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	+1-312-549-4459
(1) GTCP36-150	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(2) A340 LG Shipset (3) 767 LG Shipset		GA Telesis		landinggearsales@gatelesis.com	
GTCP131-9A (2), GTCP131-9B(2) (1) GTCP331-200, (1) GTCP331-250 APS500C14(3), APS1000C12(2), APS2000 APS2300, APS3200(2), APS5000(2) PW901A(4), PW901C(2) TSCP700-4E	Now - Lease Now - Lease Now - Lease Now - Lease Now - Sale / Lease Now - Sale	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) 131-9A, (2) 131-9B (Max compliant), (1) APS2300 (3) 131-9B, (1) 331-200, (2) 331-350, (1) 331-600 Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(2) APU GTC131-9B Engine stands now available	Now - Sale / Lease Now - Lease	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368