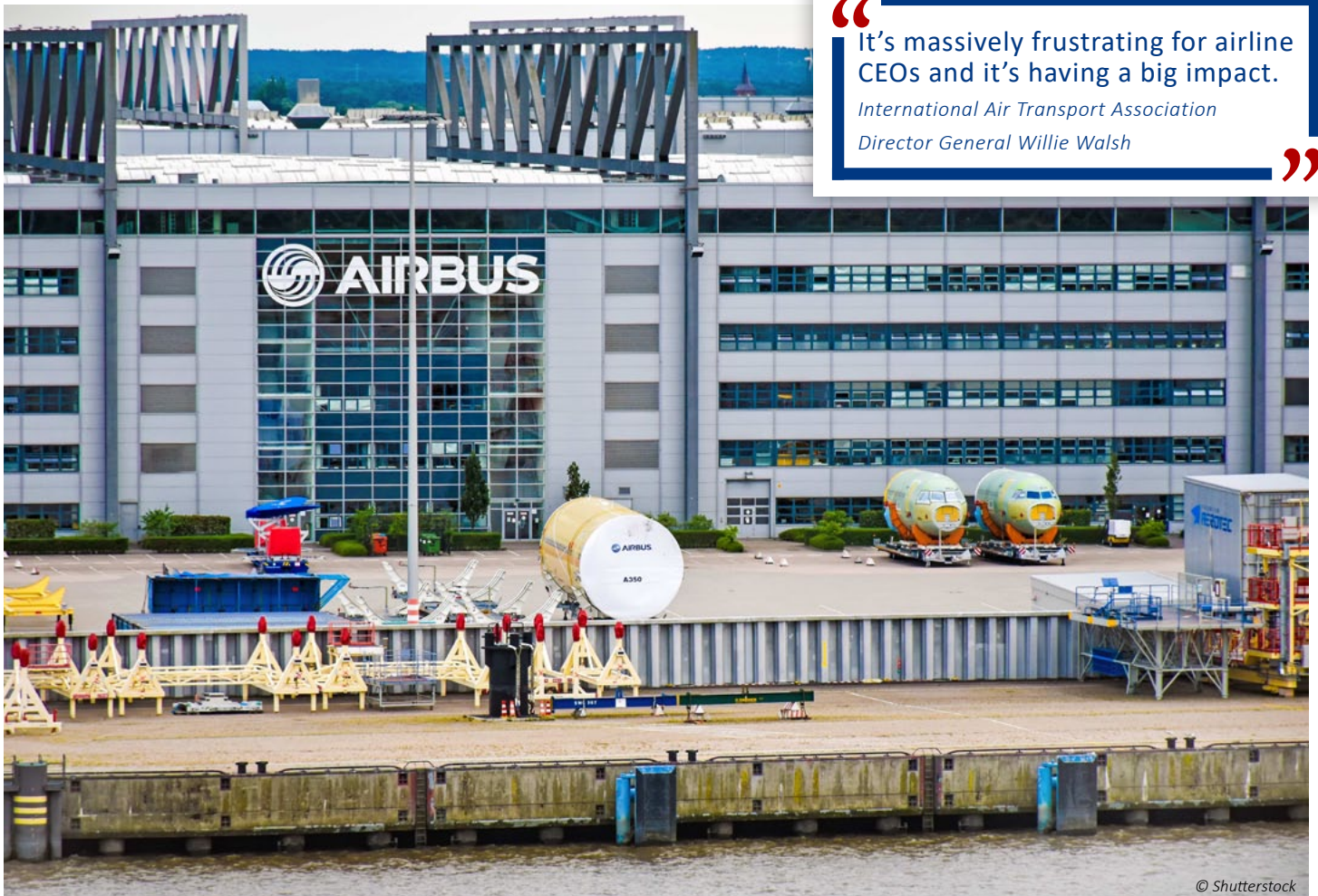


## Weekly Aviation Headline News



“It’s massively frustrating for airline CEOs and it’s having a big impact.”  
*International Air Transport Association  
Director General Willie Walsh*”

### No Sign of Boeing and Airbus Aircraft Delivery Improvements - IATA

Ryanair forced to revise down next year’s passenger traffic estimates because of delays

The International Air Travel Association (IATA) Director General Willie Walsh has spoken out about the current problems being created by the world’s two largest planemakers and their ongoing inability to deliver ordered planes on time. The delays for both Boeing and Airbus are “massively frustrating” and are getting no better Walsh said on Wednesday. At a conference in Brussels a number of leading carriers were complaining about resulting capacity constraints as a result of aircraft delivery delays, with Ryanair advising it was being forced to revise down its passenger traffic estimates for next year as a consequence. “It’s massively frustrating for airline CEOs and it’s having a big impact,” Walsh told an Irish think-tank. “It’s going to be a problem I think for a number of years to come. The message I get from airline CEOs is the situation doesn’t look like it’s getting any worse, so it seems to have bottomed out or plateaued, but it’s not yet getting better.” Boeing and Airbus have been struggling to meet delivery goals amid supply chain challenges, while an ongoing strike at Boeing has raised concerns about worsening

delays at the US planemaker. It has been a challenging week financially for both companies with substantial layoffs on the horizon. Having failed to operate profitably over the last five years, Boeing has announced that it is to lay off roughly one tenth of its workforce, approximately 17,000 people. Meanwhile its European Rival Airbus announced on Wednesday (October 16) that it is to lay off

up to 2,500 staff from its struggling Defence and Space division. Also at the conference European carriers urged Brussels to do more to secure a level playing field in the industry after bemoaning the fact that Chinese rivals are currently benefitting from a huge cost advantage because they are not restricted in flying over Russia. A number of carriers, including IAG-owned British Airways and Lufthansa recently had to cancel their routes to Beijing because they have been struggling with competition from Chinese airlines on Europe-Asia routes. According to Reuters news agency, Walsh, a former head of IAG, made it clear that to the best of his knowledge the European Union did not have any way to retaliate against Chinese carriers who fly through Russian airspace. “Our view, from IATA point of view, is Russian airspace should be open to everybody. This is a political issue. It’s not a security or safety issue,” he told Dublin’s Institute of International and European Affairs. “I can understand why the airlines are calling for it, but I can’t see any particular instrument available to address that.”



Willie Walsh, IATA's Director General © Shutterstock

**AIRCRAFT & ENGINE NEWS**

**Mandarin Airlines adds new ATR 72-600 to fleet**



Mandarin-Airlines turboprop aircraft

© ATR

Mandarin Airlines, the regional subsidiary of Taiwan’s China Airlines, has placed a firm order with ATR for one additional ATR 72-600, reaffirming the airline’s strong confidence in ATR as the ideal platform for Taiwan’s domestic operations. This strategic agreement follows swiftly after the airline’s order for six ATR 72-600 aircraft placed at last year’s Paris Air Show. The newly ordered aircraft is set to be delivered in the first quarter of 2026 to meet peak season demand. Of the six previously ordered aircraft, three have already been delivered, with the remaining three expected in the third and

fourth quarters of 2025. The state-of-the-art turboprop will join Mandarin Airlines’ existing fleet of 12 ATR 72-600 aircraft. Operating mainly from its hub at Taipei Songshan Airport, Mandarin Airlines is a key player in Taiwan’s domestic air network, providing crucial connections to eight destinations, including the islands of Kinmen, Penghu, and Matsu. These reliable air services ensure vital access to goods, services, and transportation, contributing to economic growth and social integration. Mandarin Airlines Chairman, Kao Shing-Hwang, expressed enthusiasm for the fleet expansion, saying: “The addition of this new ATR 72-600 highlights our confidence in ATR as the ideal platform for serving Taiwan’s domestic markets responsibly. The turboprop’s outstanding fuel efficiency, low operating costs, and reliability make it the perfect choice to strengthen our current routes and explore new services that will further boost the local economy and tourism across Taiwan.”

**Marabu Airlines takes delivery of two A320neos from JSA**

Jackson Square Aviation (JSA) has delivered two Airbus A320neo aircraft to Marabu Airlines, marking the first stage of a four-aircraft deal with the carrier. These deliveries are part of Marabu Airlines’ broader strategy to expand its fleet and strengthen its position in the competitive European holiday market. Daniel McGrath, JSA’s Head of EMEA Marketing, expressed enthusiasm about the partnership, stating: “We are delighted to partner with Marabu Airlines on this four-aircraft transaction package and welcome our newest customer. We look forward to supporting the airline in the months and years ahead.” Marabu Airlines, a relatively new player in the European aviation sector, was founded in 2022 as a leisure airline catering to holiday-makers across Europe. With its headquarters in Tallinn, Estonia, and operational bases in Hamburg and Munich, Marabu primarily operates flights to popular holiday destinations around the Mediterranean, Canary Islands and North Africa. The airline aims to provide affordable, reliable travel options, focusing on high-demand vacation routes. Axel Scheffe, CEO of Marabu Airlines, expressed his excitement about the latest additions to the airline’s fleet, stating: “We are incredibly happy to announce the latest addition to the fleet of Marabu Airlines. Tremendous teamwork made this possible, and we look forward to continued cooperation and partnership with the whole JSA team.” As Marabu Airlines continues to expand its presence in the holiday travel market, the addition of these new Airbus A320neo aircraft will enhance its capacity to meet growing demand and improve operational efficiency.



Marabu Airlines has taken delivery of two A320neos

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**AIRCRAFT & ENGINE NEWS**

**Deutsche Aircraft completes first test flight with 100% synthetic fuel**

German aircraft manufacturer Deutsche Aircraft has successfully completed the first-ever test flight using 100% synthetic zero-aromatics fuel in both engines of its D328® UpLift flying testbed. Conducted on October 9, 2024, at Oberpfaffenhofen Airport, this marks the first time a CS-25 aircraft has flown entirely on fuel chemically identical to power-to-liquid (PtL) fuel. The flight is the launch of the CLIMOART inflight emission measurement campaign, which aims to study the climate benefits of using 100% zero-aromatics PtL. This sustainable fuel, produced from renewable energy, water and CO2, has the potential to reduce CO2 emissions by up to 95% and mitigate non-CO2 effects. The CLIMOART campaign, supported by the German Federal Ministry for Economic Affairs and Climate Action (BMWK) under the LuFo-Klima Aviation Research Programme, is led by the German Aerospace Centre (DLR) and Deutsche Aircraft, with fuel partner Sasol. The D328® UpLift aircraft flies alongside DLR's Falcon 20E research aircraft, which measures emissions from the synthetic fuel and examines ice crystal properties in contrails. This project



The D328® Uplift flying testbed

© DLR

is also the first-time in-flight emissions from a CS-25 turboprop aircraft have been measured while using fully synthetic fuels. The synthetic fuel, supplied by Sasol, is produced using the Fischer-Tropsch process. While the current fuel is not derived from sustainable feedstock, known as "PtL-proxy," PtL fuels offer a promising path to climate-neutral aviation as they bypass feedstock limitations. Beyond reducing the CO2 footprint, the absence of aromatics in the fuel could significantly lower the warming effects of contrails and improve air quality at airports.

**Hi Fly expands fleet with two Airbus A330-200 aircraft**



Hi Fly is adding two Airbus A330 aircraft to its fleet

© AirTeamImages

Hi Fly, a global wet-lease specialist and charter airline, is expanding its fleet with two additional Airbus A330-200 aircraft, registered as 9H-MFS and 9H-HFL. These reliable aircraft will boost the company's capacity, further strengthening its role as a trusted partner for airlines seeking additional support. The newly added A330-200s are exclusively configured for economy class, seating 345 and 361 passengers, respectively. Each aircraft offers a generous seat pitch of up to 33 inches and inflight streaming for video entertainment. Recent interior upgrades include new leather seat covers and new carpets, providing a premium cabin appearance and improving overall passenger comfort. With a maximum range of 15,500 kilometres, the A330-200 family is known for its 99.4% operational efficiency, making it an ideal choice for airlines seeking to reduce costs and improve environmental performance. Hi Fly is EASA and IOSA certified, FAA approved and holds AOCs in Portugal and

Malta, allowing it to operate globally. Hi Fly's fleet, comprising Airbus A320, A330 and A340 aircraft, is available for wet lease and charter services, both passenger and cargo, on short-, medium- and long-term contracts. Its clientele includes airlines, governments, tour operators, freight forwarders, private individuals, and military organisations. With 19 years of operational expertise, wet leasing remains Hi Fly's core business.

**AIRCRAFT & ENGINE NEWS**

**ACIA Aero Leasing orders ten PW127M engines from P&W Canada**



ACIA Aero Leasing has ordered ten PW127M engines © Pratt & Whitney Canada

ACIA Aero Leasing (ACIA) has announced the signing of a contract with Pratt & Whitney Canada to purchase ten new PW127M engines. This programme will involve replacing existing engines and will enable ACIA Aero Leasing to better serve its current and expanding ATR customer base. Deliveries are set to begin in 2025. Neil Du Preez, Senior Vice-President of Technical & Asset Management at ACIA Aero Leasing, said: “We have made this substantial investment decision to ensure we can offer our customers the most attractive pre-owned ATR solutions in the market. This purchase gives us and our customers access to critical PW100 engine inventory as the industry continues to experience supply chain issues.”

**Nova Scotia renews helicopter fleet with Airbus H125 order**

The government of Nova Scotia has placed an order for four Airbus H125 helicopters as part of a complete fleet renewal for the Department of Natural Resources and Renewables. These aircraft will support rapid responses to wildfires, search and rescue operations, emergency and personnel transportation in remote areas, and aerial surveillance. “Emergencies like wildfires are becoming more and more prevalent because of climate change. That’s why we’re doing all we can to be prepared, including upgrading our fleet of helicopters. The Airbus H125s have served us well in fighting wildfires and for other uses,” said Tory Rushton, Minister of Natural Resources and Renewables. The Department previously received four Airbus H125 helicopters in 2016, and the decision to place this new order highlights their satisfaction with the aircraft’s versatility and performance in meeting their mission requirements. The new helicopters will be customised with various Canadian-designed supplemental type certificates (STCs) and optional equipment, including battery relocation, high-visibility doors, squirrel cheek cargo pods, longline release with a 50 AMP plug, cargo mirrors, an enlarged floor window, a cable cutter, litter kit, airframe fuel filter, blade tie-down kit and an optimised utility panel. The H125 is renowned for its exceptional performance, manoeuvrability, and capability in hot and high environments. Its flat cabin floor and wide range of optional equipment and STCs allow for quick reconfiguration to suit various missions, including aerial work, firefighting, law enforcement, rescue, air ambulance and passenger transport. The H125 family comprises over one-third of the Airbus in-service fleet globally, with nearly 1,500 in North America alone and is part of the Ecureuil family, which has accumulated over 40 million flight hours worldwide.



Airbus H125 helicopter

© Airbus Helicopters / Mike Reyno

**MRO & PRODUCTION NEWS**

**Tamarack Aerospace announces Rheinland Air Service partnership**



© Rheinland Air Service

Tamarack Aerospace Group has announced its expanded presence in Europe through a new dealership agreement with Rheinland Air Service (RAS) in Germany. This partnership will bring Tamarack’s revolutionary Active Winglet technology to German aircraft owners and operators, benefitting from RAS’s extensive expertise and high service standards. Based in Moenchgladbach, Rheinland Air Service will now offer installations of Tamarack’s patented Active Winglets, further strengthening Tamarack’s foothold in Europe. RAS will ensure efficient installations, known for minimal downtime, enabling customers to enhance their aircraft’s fuel efficiency, range, safety, and performance. Tamarack’s Active Winglets are especially attractive to European customers for their emissions reductions and noise pollution improvements. RAS Director of Business Aviation Maintenance, Ingo Plückthun, stated: “We carefully evaluated the performance and safety benefits of the Tamarack upgrade across aircraft models from the M2 to the CJ3+. After thorough analysis, we are proud to offer this high-quality upgrade to our customers.”

Tamarack CEO, Nick Guida, expressed his excitement to partner with Rheinland Air Service: “This partnership expands our global network, allowing more aircraft owners in Germany and beyond to benefit from our fuel-saving, emission-reducing technology. RAS’s commitment to quality aligns perfectly with Tamarack’s values.” Tamarack’s Active Winglets are a lightweight, innovative solution that significantly boosts aircraft performance, offering fuel savings, improved climb performance, and enhanced safety without structural modifications. With nearly 10% of the CitationJet fleet already upgraded with Tamarack technology, demand continues to rise following a positive safety update from the NTSB earlier this year.

**MRO & PRODUCTION NEWS**

**Embraer to invest up to US\$70 million in Texas MRO expansion**

Embraer has announced an expansion of its maintenance, repair and overhaul (MRO) services network in the United States to support the growing fleet of E-Jets. This includes the opening of a new Embraer-owned service centre at Perot Field Alliance Airport in Fort Worth, Texas. In partnership with the City of Fort Worth, Denton County, and the State of Texas, Embraer plans to begin operations in an existing hangar in early Q2 2025, while construction on a second hangar is expected to be completed by 2027. The new facilities will increase Embraer’s capacity to serve E-Jet customers in the US by 53%. The total investment could reach up to US\$70 million and is anticipated to create approximately 250 new aviation jobs in Texas. Carlos Naufel, President and CEO of Embraer Services & Support expressed excitement at receiving final approval for the significant expansion of its MRO business, which supports ongoing investment in the US market. “We have a long-standing relationship with the State of Texas and look forward to our partnership with Hillwood at Alliance, and the opening of this new service centre will create hundreds of highly skilled jobs in a vital segment for the aviation industry.” The new service centre in Fort Worth will be integrated into Embraer’s global network, which comprises 80 authorised centres and 12 owned service centres worldwide.



Embraer will invest up to US\$70 million into its Texas MRO expansion © Embraer

**EFW receives A321P2F validation in South America**



The Airbus A321P2F programme has received validation of its STC from Brazil’s National Civil Aviation Agency © EFW

Elbe Flugzeugwerke GmbH (EFW), the centre of excellence for Airbus passenger-to-freighter (P2F) conversions and a joint venture between ST Engineering and Airbus, has received validation of its Supplemental Type Certification (V-STC) for the Airbus A321P2F programme from Brazil’s National Civil Aviation Agency (ANAC). This significant achievement coincided with the redelivery of an A321P2F aircraft to EFW’s customer, AerCap, for leasing to Azul Cargo. This aircraft marks the first-ever A321P2F to operate in South America. Azul Cargo plans to expand its air cargo fleet with an additional A321P2F by the end of this year. With the V-STC from ANAC, EFW’s conversion programmes are now validated by major aviation authorities across all continents, enabling the company to offer aircraft conversions, registrations, and operations throughout the Americas, Europe, the Middle East, Africa, Asia, and Australia. “With the validated STC for our A321P2F programme obtained from the Brazilian aviation authority, we look forward to introducing this freighter conversion solution to the wider South American market,” said Jordi Boto, CEO of EFW. “The validated STC, along with the first-ever A321P2F to be operated in South America by Azul Cargo, marks a major milestone

that strengthens the global presence of our Airbus converted freighters.” Prior to ANAC’s V-STC, A321P2F aircraft in the Americas were registered in North America, flying cargo to destinations in the U.S. and several countries in Central America. EFW’s widebody A330P2F freighters, operated by airlines registered in the Americas, primarily serve domestic routes in the U.S. and Mexico, as well as routes connecting North America with South America and Asia. More than ten percent of all EFW P2F aircraft in operation globally are registered in the Americas, having completed over 4,000 flights in the past 12 months. EFW’s A330P2F and A320P2F/A321P2F conversion programmes are developed in collaboration with ST Engineering and Airbus, with EFW holding the supplemental type certificate and leading the overall programme as well as marketing and sales efforts.

**QAI Aviation expands operations and increases hangar space**

QAI Aviation has announced a major expansion through a recent asset purchase, including additional hangar space at Rostraver Airport. The new space increases the company’s footprint by an additional 15,000 ft<sup>2</sup>, bringing the total to approximately 100,000 ft<sup>2</sup> of hangar space. “This strategic purchase marks a pivotal moment in QAI’s growth trajectory and underscores its commitment to enhancing service offerings and operational efficiency,” said QAI Aviation President Bob Sieber. The newly acquired assets include tooling equipment, engineering data, and facilities that will enable QAI Aviation to broaden its service capabilities, meet increasing market demand, and strengthen its competitive position within the industry. This expansion supports QAI’s ongoing mission to provide top-tier aviation services with the latest technology and superior performance. “The addition of these assets enhances our operational capacity and reaffirms our dedication to delivering exceptional value to our customers. We are excited about the opportunities this expansion brings and look forward to leveraging these assets to drive innovation and efficiency,” said Sieber. The company is currently based at Allegheny County Airport (KAGC) in West Mifflin, PA. As the primary FAA-designated reliever for Pittsburgh International Airport, it handles a high volume of general, business, and corporate aviation activities.



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**FINANCIAL NEWS**

**Virgin Australia reports strong FY24 results with 18.2% EBIT growth**

Virgin Australia has built on its FY23 return to profitability, delivering an even stronger performance in FY24. Underlying EBIT rose by 18.2% to AU\$519 million, despite facing challenges such as supply chain constraints, unprecedented industry inflation and strong competition. The group's result represents an underlying EBIT margin of 9.7%, up from 8.8% in FY23. The airline's core business—which includes domestic, short-haul international, and regional/charter services—reported revenue of AU\$5.1 billion, marking a 5.6% increase. Underlying EBIT for the airline was AU\$392 million, up 8.2%, with a margin of 7.6%. This margin includes group overheads, a legacy contract with Velocity and significant salary investments for frontline staff during FY24. Virgin Australia's Velocity Frequent Flyer programme also performed strongly, recording AU\$409 million in revenue—an impressive 23.8% rise. Underlying EBIT reached AU\$115 million, with a margin of 28.2%. Velocity saw a 13% increase in active members, growing its membership base to 12 million. The airline's ongoing transformation agenda, now in its fourth year, has been pivotal in returning to profitability. Key focus areas include revenue management, ancillary revenue, digital enhancements, fleet reconfiguration, operational productivity, and ongoing cost reductions. Velocity also expanded its partnerships and products, boosting member engagement and programme efficiency. In FY24, Virgin Australia continued to invest in fuel-efficient aircraft and customer-focused innovations. Notable developments included introducing baggage tracking across domestic and international networks and launching a self-service disruption management tool, Rapid Rebook. Over 500,000 customers have already used this tool for rebooking. (US\$1.00 = AU\$1.49 at time of publication).

**MTU Aero Engines raises 2024 earnings forecast**

MTU Aero Engines AG has revised its earnings outlook for 2024, now expecting an adjusted EBIT of slightly over €1 billion. Previously, the company had forecasted adjusted EBIT between €950 million and €980 million. This improved outlook is based on strong performance across all business segments despite ongoing market challenges. Preliminary figures for the first nine months of 2024 show MTU generated an adjusted revenue of €5.29 billion, with €1.79 billion from its OEM business and €3.58 billion from its commercial maintenance operations, prior to consolidation effects. Adjusted EBIT for the same period was €744 million, with an EBIT margin of 14.0%. The OEM business contributed €444 million to the EBIT, while €300 million came from the commercial maintenance segment. As of September, free cash flow stood at €213 million. MTU's revenue and free

**MRO & PRODUCTION NEWS**

**BAS opens new stock hub in Shannon, Ireland**

Broward Aviation Services (BAS) has launched a new state-of-the-art stock facility in Shannon, Ireland. The facility includes a 10,000 ft<sup>2</sup> warehouse and office space with an inventory valued at approximately US\$15 million. Situated near Shannon International Airport, this strategic development aims to reduce air miles for parts deliveries while building a global distribution network, starting with the EMEA region. The Shannon hub will serve as a commercial centre focused on sales, customer support, and Aircraft on Ground (AOG) services. It will be fully supported by BAS headquarters in Florida, US. Although further expansion in Ireland is possible, BAS plans to open its next distribution hub in Asia. Tracey Downes, Managing Director of Broward Aviation Services Ireland, emphasised the benefits the Shannon facility will bring to BAS' European, Middle Eastern and African (EMEA) customers. "We have found that EMEA customers value BAS' renowned quick response times, and now, with a presence right on their doorstep, they are eager to do business with us for aircraft and engine parts," said Downes. Ireland's strong aviation ecosystem, with its skilled teardown facilities, maintenance, repair and overhaul (MRO) centres, and repair shops, provides significant opportunities for BAS. The company plans to collaborate with these local facilities to enhance efficiency in aircraft and engine dismantling. Downes highlighted that making these processes more efficient would allow BAS to pass on cost and time savings to airlines across the EMEA region.



BAS' new facility in Shannon, Ireland

© Broward Aviation Services

**FINANCIAL NEWS**

**Britten-Norman secures major investment to boost aircraft production**



Islander aircraft in flight

© Britten-Norman

Britten-Norman, a UK utility aircraft manufacturer, has successfully completed its second funding round, securing significant capital from Northern Ireland-based Beechlands Enterprises. This investment will accelerate production of the iconic Islander aircraft and transform the company's aftermarket business. The firm will expand its UK manufacturing operations, aiming

to produce up to eight aircraft annually in phase one. The focus will be on the unleaded piston version of the Islander, with around 20% of deliveries being turboprops. As part of its manufacturing focus, Britten-Norman will invest in advanced tools and machinery, enhancing component production capabilities. These upgrades are expected to reduce lead times, increase output and improve overall cost efficiency. In connection with the investment, Patrick Cowan, former Deputy Chief Engineer at Belfast-based aeroplane manufacturer Short Brothers, will join the Britten-Norman board. Alison Rankin Frost, Director of Beechlands, said: "We're delighted to invest in Britten-Norman. Great people, great product and, now we have provided more capital, great prospects." William Hynett, Britten-Norman's CEO, commented: "This welcome investment from Beechlands will enable Britten-Norman to complete its aircraft manufacturing repatriation programme, with the first aircraft destined for the Falkland Islands. We will also be focusing on our important international aftermarket operations, ensuring our long-term position as the manufacturer of choice for reliable, high-intensity, low-cost, short-field, sub-regional air transportation."

**FINANCIAL NEWS**

cash flow guidance remain unchanged, with expected revenue between €7.3 billion and €7.5 billion and free cash flow projected to be in the low triple-digit million-euro range for the year. The company will publish its detailed financial figures for the first nine months of 2024 on October 24. (€1.00 = US\$1.09 at time of publication).

**APOC Aviation secures multi-million funding from Deutsche Bank**

APOC Aviation has secured a multi-faceted financing facility with Deutsche Bank through its transportation structured finance group. The funds will be utilised to expand APOC’s existing business portfolio while supporting further vertical integration of future complementary solutions. The flexibility provided by Deutsche Bank will allow APOC to grow substantially in both the short and medium term. APOC plans to allocate US\$140 million for capital expenditure on aircraft and engine assets over the next twelve months. “APOC is pursuing a dynamic trajectory as the business capitalises on opportunities that have been identified for expansion. We are pursuing a strategy of controlled growth that will propel APOC into a different stratum for trading, stocking and leasing aircraft assets,” commented Gavin Simmonds, CEO. “We will be very active in the market globally, so capital backing from an international major bank with an impeccable pedigree and reputation validates our plans. At the outset, we were focused on securing a facility of appropriate size with diverse borrowing criteria across a broad portfolio and aligned to our ambitious growth strategies. We have found Deutsche Bank’s open approach to be closely aligned to APOC’s company ethos and aspirations.” APOC’s majority shareholder is private equity investor Egeria, which has worked closely with the company since 2020. The Netherlands-based fund continues to drive APOC’s transformative global presence, focusing on ongoing vertical integration as the industry experiences sustained recovery.

**VSE Corporation announces acquisition of Kellstrom Aerospace**



© Kellstrom Aerospace

VSE Corporation (VSE) has signed a definitive agreement to acquire Kellstrom Aerospace Group (Kellstrom), a portfolio company of AE Industrial Partners, and a diversified global distributor and service provider supporting the commercial aerospace engine aftermarket. The transaction is subject to customary closing conditions, including regulatory review, and is expected to close in the fourth quarter of 2024. The total consideration for the transaction is approximately US\$200 million, consisting of around US\$185 million in cash and US\$15 million in shares of the company’s common stock, subject to working capital adjustments. The acquisition is expected to be funded by anticipated proceeds from an equity financing and borrowings from VSE’s existing credit facility. Kellstrom aligns closely with VSE Aviation’s growth strategy by enhancing exposure to the commercial aerospace engine aftermarket, where it combines new customers, distribution products, MRO capabilities, and technical services, driving growth in this rapidly expanding sector. With over 95% of its distribution revenue stemming from long-standing relationships with leading OEMs, Kellstrom supports VSE Aviation’s core OEM-centric strategy. Additionally, approximately 50% of Kellstrom’s revenue comes from outside North America, particularly in the high-growth APAC region. The integration of Kellstrom is expected to create significant synergies, as it complements VSE Aviation’s technical OEM-focused distribution business and enhances the capabilities of the recently acquired Turbine Controls, Inc.

**Eve secures US\$88 million from BNDES for eVTOL production**

Eve Air Mobility (Eve) has secured a US\$88 million loan from Brazil’s National Development Bank (BNDES) to fund the development of its electric vertical take-off and landing (eVTOL) aircraft production facility in Taubaté, São Paulo. This financing builds on the successful partnership between Eve and BNDES, following the 2022 approval of a US\$92.5 million line of credit to support Eve’s eVTOL development programme. The new loan, structured with sub-credits from both domestic and international sources, has a maturity period of 16 years. Eve plans to gradually expand the facility’s production capacity to eventually manufacture up to 480 aircraft per year, in four modules of 120 aircraft each, following a capital-efficient, scalable approach as market demand grows. Eve holds the industry’s largest backlog, with letters of intent (LOIs) for 2,900 eVTOLs from 30 customers across 13 countries, representing potential sales revenue of US\$14.5 billion. The aircraft features eight dedicated propellers for vertical flight and fixed wings for cruising, with no in-flight repositioning of these components. It is equipped with an electric pusher powered by dual motors, offering propulsion redundancy for superior performance, safety, and low operating costs.



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**MILITARY AND DEFENCE**

**Airbus to cut up to 2,500 jobs in Defence and Space division by 2026**

Airbus has announced plans to cut up to 2,500 jobs in its Defence and Space division by mid-2026, aiming to enhance competitiveness by streamlining its organisational structure. Specific details of the restructuring plan have not yet been disclosed. The announcement follows Airbus' report of a decline in second-quarter profits in July. Earlier this year, the company revised its adjusted earnings forecast to around €5.5 billion for 2024, down from an earlier estimate of €6.5 to €7 billion. Mike Schoellhorn, CEO of Airbus Defence and Space, explained that the division has faced significant challenges in recent years, including disrupted supply chains, rapid changes in warfare, and cost pressures from budget constraints. While transformation efforts from 2023 have improved operational performance, further steps are needed to adapt to the increasingly difficult space market. To remain a competitive leader, the division must become faster and leaner. Airbus will continue to act responsibly towards its employees during this transition, but stressed the need for adaptation to lead the European defence aerospace sector. (€1.00 = US\$1.08 at time of publication).

**OTHER NEWS**

**Boeing** has announced plans to cut 17,000 jobs in an effort "to align with our financial reality" as the aerospace giant faces ongoing challenges from a major strike and the fallout from its latest safety crisis, The Guardian reported. The company also revealed it will delay the first delivery of its 777X commercial jetliner by a year and warned investors of "substantial" new losses in its struggling defence division. Kelly Ortberg, Boeing's new chief executive, acknowledged the need for "tough decisions" and "structural changes". In a memo to staff on Friday, October 11, he stated: "We need to be clear-eyed about the work we face and realistic about the time it will take to achieve key milestones on the path to recovery." Approximately 33,000 Boeing workers in Washington and Oregon have been on strike for a month, halting production of the company's 737 Max, 767 and 777 jets due to a pay dispute. Negotiations remain deadlocked. Boeing has had a challenging year, exacerbated by a cabin panel blowout in January during a flight of an Alaska Airlines MAX-9 jet, which raised fresh concerns about the safety and quality of its planes. Ortberg told staff that the company "must... reset our workforce levels to align with our financial reality" and plans to reduce its total workforce by approximately ten percent, including executives, managers and employees. Ortberg promised more specific details next week about the impact on individual departments. Following the announcement, Boeing's shares dropped by 1.6% in after-hours trading.

**Sikorsky secures US\$6 million DARPA award to advance Black Hawk autonomy**

Sikorsky, a subsidiary of Lockheed Martin, has been awarded US\$6 million by the Defense Advanced Research Projects Agency (DARPA) to integrate its ALIAS/MATRIX™ flight autonomy system into the U.S. Army's experimental fly-by-wire UH-60M Black Hawk® helicopter. Known as the MX, the upgraded aircraft will enable the U.S. Army Combat Capabilities Development Command (DEVCOM) to test a range of



DEVCOM's MX Black Hawk aircraft to be equipped with the MATRIX autonomy system © Lockheed Martin

autonomy capabilities, from single-pilot operation to fully autonomous flight. The MATRIX system forms the foundation of DARPA's ALIAS (Aircrew Labor In-cockpit Automation System) programme. As part of ALIAS in 2020, Sikorsky provided the necessary hardware and engineering to add fly-by-wire flight controls to the MX aircraft. Once integrated with the MATRIX autonomy system, the MX aircraft will closely mirror Sikorsky's UH-60A fly-by-wire Optionally Piloted Black Hawk, a flying lab that has undergone extensive testing of MATRIX technology over hundreds of flight hours. Sikorsky is set to integrate the MATRIX system into the MX helicopter in 2025. The aircraft will enable DEVCOM to explore practical applications and operational concepts for scalable autonomy. Testing will include evaluating sensor systems for obstacle and threat avoidance, as well as developing standards and specifications for the system's interface with the MATRIX and fly-by-wire flight control systems. In July 2024, Sikorsky and DARPA demonstrated to U.S. military personnel and senior Department of Defense officials how the Optionally Piloted Black Hawk can be controlled by an operator in the cabin or from the ground via a tablet, simply by setting high-level mission goals. These demonstrations built on earlier autonomous flights showcased during Project Convergence 2022, where Sikorsky and DARPA successfully demonstrated how the Black Hawk, without any crew onboard, could safely conduct cargo resupply missions. Autonomous systems like MATRIX technology are integral to Lockheed Martin's 21st Century Security® strategy, which focuses on modernising the Black Hawk to stay ahead of evolving threats.

**Honeywell and Merlin partner to bring autonomy to wide range of aircraft**



The new partnership between the two companies will focus on retrofitting fixed-wing military aircraft with Merlin's automation system © Honeywell

Honeywell and Merlin, a developer of autonomous flight technology for fixed-wing aircraft, have announced the signing of a memorandum of understanding (MOU) to bring autonomy to a wide range of aircraft, including military fleets. The collaboration will integrate Merlin Pilot, a non-human pilot system, with Honeywell Anthem's advanced avionics suite to reduce pilot workloads and

enhance operational efficiency for special missions. Honeywell Anthem offers an intuitive user interface and advanced flight management system, complementing Merlin Pilot's automation capabilities to provide safe and robust automated flight tasks across various aircraft types. Initially, the partnership will focus on retrofitting fixed-wing military aircraft with Merlin's automation system, allowing for reduced crew operations and, eventually, un-crewed flights. Unlike fully autonomous systems designed for new aircraft, this solution upgrades existing military aircraft by reducing the need for multiple pilots while maintaining rigorous safety standards. "This collaboration will benefit the military significantly, as this autonomy solution helps alleviate the pilot shortage by reducing the number of pilots required for certain aircraft operations," said Bob Buddecke, President of Electronic Solutions at Honeywell Aerospace Technologies. "By enabling single-pilot operations and automating key tasks, this partnership provides a scalable and safe solution to ease pilot workload and optimise fleet operations for both the military and commercial aviation sectors." Merlin is a venture backed aerospace start-up building a non-human pilot to enable both reduced crew and un-crewed flight.

## OTHER NEWS

**Cargolux**, a European all-cargo airline, has announced the renewal of its long-standing partnership with **Unilode Aviation Solutions** (Unilode) for Unit Load Device (ULD) management services. Cargolux first entrusted Unilode with the management of its ULD fleet in 2009. Since then, Unilode has supported the airline's fleet and route network expansion by delivering ULD management services and digital connectivity through its fleet of 172,000 ULDs. Unilode provides a dedicated customer success team based in Luxembourg, with network planning managed from its Operations Control Centre in Bangkok. Maintenance and repairs are carried out at 50 Maintenance, Repair, and Operation (MRO) facilities worldwide. As the owner and operator of a digitally enabled ULD fleet, Unilode's unique pooling system and digital capabilities, including the E-ULD App and customer portal, will continue to enhance Cargolux's operations. Cargolux is dedicated to maintaining its position as a leader in the air cargo industry. By adopting innovative technologies, Unilode's digital advancements will allow us to improve the services we provide to our cargo customers. Collaborating with strategic partners who share our values and vision is essential, and we are pleased to continue our strong partnership.

The **U.S. Department of Transportation** (DOT) has imposed a US\$4 million fine on **Lufthansa** for discriminating against Jewish passengers travelling from New York to Budapest via Frankfurt in May 2022. The incident involved 128 Jewish passengers, many of whom were wearing traditional Orthodox Jewish attire, who were denied boarding on their connecting flight in Germany. Lufthansa reportedly took this action based on the alleged misconduct of a few individuals on the initial flight, though the airline treated all passengers as part of a single group. Many of the passengers did not know each other or travel together. The investigation, prompted by over 40 complaints, found that Lufthansa's actions unfairly penalised Jewish passengers for the behaviour of a few, without distinguishing between those who followed crew instructions and those who did not. During the first leg of the journey, Lufthansa's captain alerted security about certain passengers allegedly failing to comply with crew directions. As a result, security placed a hold on the tickets of over 100 passengers connecting to Budapest, all of whom were Jewish, and they were refused boarding in Frankfurt. Despite not identifying any individual non-compliant passengers, Lufthansa's staff determined it was impractical to evaluate each passenger's behaviour individually, leading to a blanket denial of boarding for all Jewish passengers with a final destination of Budapest. This US\$4 million penalty is the largest ever issued by the DOT for civil rights violations by an airline. U.S. Transportation Secretary Pete Buttigieg stated, "No one should face discrimination when they travel," adding that

## INFORMATION TECHNOLOGY



Rolls-Royce's Power Systems division has selected IFS cloud  
 © IFS

**Rolls-Royce's** Power Systems division, under its mtu-brand, will implement **IFS Cloud** to enhance its global service operations and support its strategic goals of efficiency, sustainability and growth. As Power Systems transitions to a solution-provider approach, with over 10,000 employees, it sought an innovative solution to improve service-level agreement (SLA) fulfilment and boost scheduling efficiency. Using Industrial AI, IFS Cloud will transform service operations by delivering advanced real-time insights and dynamic scheduling capabilities, streamlining service workflows and providing more agile and accurate service to clients worldwide. Through the IFS Cloud Planning, Scheduling and Optimisation (PSO) module, Rolls-Royce's Power Systems division will gain improved visibility into service data, enabling the expansion of long-term maintenance contracts and increasing spare parts sales. This optimisation will enhance scheduling and engineer deployment, improving first-time fix rates and ensuring consistent SLA fulfilment across its engine fleet. IFS Cloud's What-If Scenario Explorer (WISE) will further enhance planning by simulating different scenarios for resource allocation, maintenance scheduling and capacity planning. By anticipating challenges such as demand fluctuations or technician availability, Rolls-Royce's Power Systems will make proactive, data-driven decisions, better aligning operations with SLAs and improving resource efficiency. Joern Lindstaedt, VP Global Customer Service – Power Systems at Rolls-Royce, said: "After evaluating various potential partners, it was evident that IFS Cloud would significantly transform our service operations, making it the clear choice. With enhanced real-time insights and dynamic scheduling, we anticipate substantial improvements in service delivery and customer satisfaction, supporting our efficiency and sustainability goals." Automating much of the planning and dispatching process with IFS Cloud will reduce the need for manual interventions, enabling new dispatchers to quickly manage resource allocation, schedule service appointments and adjust plans with greater ease.

## OTHER NEWS

In preparation for the arrival of its much-anticipated Airbus A350 aircraft, **Emirates** has invested approximately US\$48 million in cutting-edge training equipment and systems for both its pilots and cabin crew. This significant investment underscores the airline's commitment to achieving the highest standards of excellence in crew training. The new training suites include three full-flight simulators integrated with innovative Pilot Support Systems (PSSs), a fixed-base training device, a cabin emergency evacuation trainer and a door trainer. This comprehensive set of tools is designed to optimise the training experience and ensure that both pilots and cabin crew are equipped with the skills required for safe and efficient operations. A key feature of this investment is the PSS, an industry first, which was entirely developed in-house by Emirates. The PSS enhances the pre-flight briefing phase by enabling trainees to engage in an interactive flight deck set-up, allowing them to build flight plans in a fully immersive environment. Once in the simulator, the set-up is recalled resuming the training seamlessly. The PSS also includes a debriefing function that allows instructors to replay recorded sessions to review crew performance. Emirates' first A350 full-flight simulator has achieved a level D qualification, the highest standard for this type of simulator, from the European Union Aviation Safety Agency (EASA). The qualification was achieved with zero findings, an impressive accomplishment in the simulation industry. This advanced technology not only increases the efficiency of training but also empowers pilots to confidently master the skills required for smooth A350 operations. The second simulator is currently in the acceptance phase and is expected to receive EASA approval by November. Additionally, the A350 fixed-base training device replicates the flight deck environment with the use of visual and audio systems, making training sessions as realistic as possible. This advanced training infrastructure will support the airline's growth as it prepares for the arrival of 65 A350s and a mix of 205 Boeing 777Xs, which will enhance its flexibility to launch new routes and improve service on existing ones. Later this year, Emirates will open its state-of-the-art pilot training facility, covering 63,318 ft<sup>2</sup> and capable of housing six full-flight simulator bays for the A350 and Boeing 777X aircraft. Across its training facilities, Emirates will offer 17 full-flight simulators, providing more than 130,000 training hours annually, allowing its pilots to continually sharpen their flying skills.



Inside the A350 full-flight simulator © Emirates

**OTHER NEWS**

the DOT is committed to enforcing passengers' civil rights and holding airlines accountable. Lufthansa's actions highlight the risks of unfairly treating entire groups based on the conduct of a few, particularly when the individuals affected are part of a specific ethnic or religious community. The fine serves as a strong message to airlines regarding the importance of non-discriminatory practices in air travel.

**Skyservice Business Aviation** (Skyservice) has begun construction on a 60,000 ft<sup>2</sup> fixed-base operator (FBO) and hangar complex at Napa County Airport (APC). "We are thrilled to begin construction of our new private jet centre in Napa," said Skyservice President and CEO Benjamin Murray. "Napa is a truly remarkable region in the United States, celebrated for its exceptional wines, culinary mastery, and luxurious accommodations. Now is the ideal moment to connect the local business aviation community with a private jet centre that aligns with the esteemed reputation of this region." The development, situated on a 15-acre parcel of land, will feature a luxury FBO facility, a rooftop restaurant for casual dining, events, and parties, office space, a 40,000-square-foot hangar, and a nine-acre ramp. The hangar will include 28-foot-high doors to accommodate the latest jet models from Bombardier, Dassault and Gulfstream, while also catering to the general aviation community at the airport. "Today marks a significant milestone for Napa County and our vision to redevelop the airport," said Joelle Gallagher, Chair of the Napa County Board of Supervisors. "With this groundbreaking, we are one step closer to seeing the expansion and modernisation of the airport come to life, which will also help create jobs and support our local economy. Skyservice is a valued partner in the pursuit of sustainable aviation operations." While construction is underway, Skyservice will continue to provide comprehensive FBO services, including ground handling, aircraft refuelling, lounge amenities, flight crew lounges and sleep rooms and ground transportation. The construction of the Skyservice Napa FBO is expected to be completed by late 2025.

**INDUSTRY PEOPLE**



Jan De Raeymaeker

• easyJet has appointed **Jan De Raeymaeker** as its Chief Financial Officer (CFO), effective January 20, 2025. He will succeed **Kenton Jarvis**, who, as previously announced, will take over from

**Johan Lundgren** as Chief Executive on January 1, 2025. De Raeymaeker is currently



PLAY will focus more on leisure markets in Southern Europe

© PLAY

**PLAY**, the low-cost Icelandic airline, is making a significant shift in its business model by placing greater emphasis on strong leisure markets out of Iceland, while reducing its focus on connecting passengers between North America and Europe. The airline's point-to-point routes, particularly between Iceland and Southern Europe, have been consistently popular and profitable. However, its hub-and-spoke operations across the Atlantic have delivered disappointing results in 2024, partly due to increased competition in the North American market, which has negatively impacted PLAY's financial performance. In response, PLAY is cutting capacity on its North Atlantic routes, with a reduction in destinations in North America and Northern Europe by mid-2025. Instead, the airline will focus more on leisure markets in Southern Europe. In line with this shift, PLAY will begin utilising part of its fleet outside of Iceland, starting with a partnership with U.S. carrier GlobalX in Miami from November 1, 2024, to March 15, 2025. To support this, PLAY has applied for an air operating licence in Malta, expected to be finalised by spring 2025. The first aircraft under the Maltese AOC will operate from Tenerife to Keflavik and Akureyri in Iceland and other destinations. PLAY anticipates operating six to seven aircraft under its Icelandic AOC and three to four under the Maltese AOC. Despite these operational changes, PLAY's financial position remains stable, with no plans to raise capital. However, the airline's EBIT for 2024 is expected to fall below last year's results, reflecting the greater-than-expected impact of increased transatlantic capacity in spring and summer 2024.

**AJW Group** is further strengthening its presence in Japan with the appointment of **Mitsui & Co.** as its exclusive sales representative. This strategic partnership enhances AJW Group's ability to support the Japanese market, facilitating the supply and support of aircraft components through contracted services such as power-by-the-hour (PBH). It also provides comprehensive maintenance, repair and overhaul (MRO) capabilities for aircraft components within the region. Aligned with AJW Group's global growth strategy, this collaboration will expand the Group's footprint in Japan's aviation sector. AJW Technique, the Group's MRO facility based in Montreal, was the first independent component MRO in the world to receive Japan Civil Aviation Bureau (JCAB) approval under the Bilateral Aviation Safety Agreement (BASA) with Transport Canada (TCCA), a milestone achieved in January 2019. This recognition highlights AJW Technique's adherence to JCAB regulations and positions the Group as a trusted partner in the Japanese MRO market. Nick Ward, Senior Vice President of Global Sales and Business Development at AJW Group, said: "Our partnership with Mitsui expands our ability to enhance our aircraft components and supply chain solutions to serve this key market and provides enhanced MRO support for our Japanese customers, utilising AJW Technique's extensive capabilities."



Nick Ward SVP Global Sales and Business Development

© AJW Group

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**INDUSTRY PEOPLE**

the Chief Financial Officer of Linesa, Europe's largest private rail freight operator, where he oversees the Finance, Legal and Purchasing departments. Prior to his role at Linesa, he was CFO of Brussels Airlines, where he played a key role in transforming the company's finance operations and contributed to a significant increase in passenger numbers as part of the airline's commercial repositioning. Earlier in his career, De Raeymaeker held management positions at Arthur D. Little and De Valck Consultants, focusing on business strategy and technology.



Menzies Aviation has announced a series of senior appointments in the Americas region  
 © Menzies Aviation

- Menzies Aviation (Menzies) has announced a series of senior appointments in the Americas region, enhancing its leadership team. Among the new appointments, **Oliver Ashton** has been promoted to Senior Vice President, Cargo Americas, while **Chris Dohne** steps into the role of Senior Vice President, Sales, Commercial & Business Development. **Arvin Nagules** has taken on the newly created position of Senior Vice President, Organisational Change, Americas, and **Nigel Shuttleworth** assumes the role of Senior Vice President, Ground Handling, North America and the Caribbean. Ashton, now Senior Vice President, Cargo Americas, brings over 20 years of aviation experience, including 15 years at Avianca, where he was instrumental in the airline's integration following mergers in Colombia and Ecuador. He joined Menzies in 2021 as a consultant, later serving as Commercial Director and Cargo Operations Director for the LATAM region. Dohne, who started with Menzies as an intern in 2012, has held several positions including Project Manager and VP Commercial. In his new role, he will oversee Menzies' expansion plans across the Americas. As Senior Vice President, Organisational Change, Americas, Nagules will lead organisational transformation, advance IT strategies, and enhance employee engagement. He joined Menzies in 2020, having previously held leadership roles at WestJet Airlines. After nearly 30 years with Menzies, Nigel Shuttleworth becomes Senior Vice President, Ground Handling, North America & the Caribbean.

bean. He has held various roles, including Cargo Operations Manager and General Manager, and will now focus on delivering safe and consistent ground handling services across the region.



Philippe Marie

- Air Tahiti Nui, the flagship carrier of French Polynesia, has appointed **Philippe Marie** as its new Chief Executive Officer. With extensive experience across the aerospace, financial, and legal sectors, and a deep understanding of French Polynesia, Marie is well-positioned to lead the airline from its Papeete headquarters towards new growth and opportunities. Marie previously served as Secretary General of Air Tahiti Nui between 2004 and 2007. Most recently, he was President of MARARA Paiement, a financial institution in Tahiti, where he modernised payment solutions and advanced financial technology. His career also includes fourteen years as Deputy General Manager at Banque de Tahiti, and a subsequent role as Technical Advisor on Financial and Economic Matters for the Government of French Polynesia, where he helped shape local financial laws and frameworks. Marie's vast knowledge of the destination is expected to enhance the airline's operational integrity and compliance while building on its strong partnerships and solid foundation.



Mathieu Essenberg will start his new role as EVP of KLM E&M on January 1, 2025  
 © KLM E&M

- From January 1, 2025, **Mathieu Essenberg**, currently EVP Hub Operations overseeing Ground Services, will succeed **Ton Dortmans** as Executive Vice President of KLM Engineering & Maintenance (KLM E&M). Essenberg has been with KLM since 2002, holding various management roles at KLM Cityhopper and in-Flight Operations. He served as SVP Airframe/Operations at KLM E&M, where he was responsible for aircraft maintenance across KLM's fleet and for global customers. Additionally, he has 20 years of flying experience as a captain on the Boeing 737 for both KLM and KLM Cityhopper. In 2022, Essenberg was appointed EVP Hub Operations, leading the Ground Services division. He will officially step into his new role in January 2025, with **Ton Dortmans** supporting him during the handover to ensure a smooth

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transition. Dortmans, who will retire in summer 2025 after an illustrious 40-year career with KLM Royal Dutch Airlines, has held numerous senior roles since joining KLM on August 1, 1985. Initially working in Engineering & Maintenance, he later transitioned to Ground Services, where he was responsible for redesigning ground handling processes. From 1998 to 2008, he held key positions in Flight Operations, including Air Traffic Management and Deputy EVP Flight Operations, before returning to KLM E&M in December 2008. He became EVP of KLM E&M in February 2012 and joined the Executive Teams of both KLM and AFI KLM E&M. During his final months, Ton will focus on overseeing major projects for AFI KLM E&M and collaborating with OEMs and on supply chain initiatives alongside **Anne Brachet**.

### Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
B737-400F	Royal Aero	CFM56-3C1	29204		Now	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	
B737-800 SF	GA Telesis		33814	2004	Now	Sale / Lease		aircraft@gatelesis.com	
B767-300ERBCF	Altavair	PW4060-3	28141	2000	Now	Now	Gareth Henry	gareth.henry@altavair.com	+353 87 330 9220
B767-300ERBCF	Altavair	PW4060-3	30563	2000	Now	Now	Gareth Henry	gareth.henry@altavair.com	+353 87 330 9220
B777-300ER	BBAM	GE90-115BL	39237	2013	Now	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

AE3007 Engines	Sale / Lease	Company	Contact	Email	Phone
(8) AE3007A1	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF34-10E	Now - Sale	Lufthansa Technik AERO Alzey	Johannes Otto	johannes.otto@lhaero.com	+49-151-589-39560
(2) CF34-10E	Now - Lease				
(1) CF34-8C5	Now - Sale / Lease	ASI Aero	Dave Silvers	daves@asiaero.net	+561.931.6650
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-10E5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CF34-8C5A1	Now - Sale / Lease	Magellan Aviation Group	Bradley Hogan	engines@magellangroup.net	+1 704-504-9204
(2) CF34-3A	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(1) CF34-10E5A1	Now - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+1 954-478-7195



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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				
(3) CFM56-5C4	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-5B4/P	Now - Lease				
(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) CFM56-5B4/3	Now - Lease				
(1) CFM56-5B5/P	Now - Lease				
(1) CFM56-5B6/3	Now - Lease				
GE90 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) GE90-94B	Now - Sale	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1B25	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717



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### Commercial Engines

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW150A	Oct 2024 - Lease	Lufthansa Technik AERO Alzey	Johannes Otto	johannes.otto@lhaero.com	+49-151-589-39560
(2) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW127M	Now - Sale/Lease/Exch.				
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	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) V2533-A5	Now - Sale/Lease/Exch.				
(1) V2530-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiaaviation.com	+1 786-785-0777

### 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					
(3) 3800702-2, (2) 3800708-1	Now - Lease	Magellan Aviation Group		apuleasing@magellangroup.net	+1 704.504.9204
(4) APU EMB145LR, Model: 4504113A	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(4) EMB145 LG Shipsets	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(1) GTCP36-150	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(5) A340 LG Shipset, (1) B777 LG Shipset (2) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(3) 767 LG Shipset, (1) A320 Shipset, (5) A330 LG Shipset, (1) A330 Shipset					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) GTCP331-200, (1) 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				
(2) 131-9A, (1) 131-9B (Max compliant), (1) APS3200, (1) 331-500		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(5) 131-9B, (1) 331-350, (2) 331-200, (2) APS3200 "C", (1) 85-129H					
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				