

# Weekly Aviation Headline News

## WORLD NEWS

### Athens International Airport deploys new SITA technology

SITA has just completed the implementation of its airport management solution at Athens International Airport, delivering significantly improved airport processes, as well as operational and cost efficiencies. For the first time, the airport can share key operational data by opening its airport operating database to its stakeholders – airlines, government agencies, air navigation service providers, and other entities – providing all parties with the same real-time, data-rich view of the airport.

### Aeromexico and AFI KLM E&M form a long-term partnership

Aeromexico and AFI KLM E&M formalised the extension of two maintenance agreements, one dedicated to the component support of the Boeing 737 NG and Boeing 737 MAX aircraft and the other dedicated to the APU support of Aeromexico's Boeing 787 aircraft. The component support agreement, initially signed in 2018 and now renewed and the renewal of the 787 APU support agreement covers repair services and availability solutions.

### Avelo selects Orlando International Airport for third base

Avelo Airlines has announced Orlando as its third base, five new East Coast routes and a new integrated state-of-the-art flight crew training programme. Avelo now adds service between Orlando and Charleston, SC; Washington, D.C.; and Wilmington, NC. Establishing Orlando as Avelo's third base will unlock significant opportunities for the airline. Avelo anticipates that over time its new base will contribute tens of millions of dollars in positive economic impact. Avelo expects to serve at least 10 nonstop destinations from Orlando by the end of 2022.



Cathay March RPKs increased 44.9%..

Photo: Cathay Pacific

## Asia-Pacific airlines see traffic gains

But some uncertainties persist

Figures released by the Association of Asia Pacific Airlines (AAPA) showed improved growth in March 2022 international passenger demand, as more Asian economies eased travel restrictions. Measured in revenue passenger kilometres (RPK), international passenger demand jumped by 205.4% year-on-year, surpassing a 64.0% year-on-year expansion in available seat capacity. As a result, the average international passenger load factor rose significantly, by 23.9 percentage points to 51.6% in March, surpassing the 50% mark for the first time since the pandemic took hold.

There are some variations in the rate of recovery depending on markets served and the airline operator. At Cathay Pacific, the airline carried a total of 30,628 passengers last month, an increase of 65.2% compared to March 2021, but a 99% decrease compared to the pre-pandemic level in March 2019. The month's RPKs increased

44.9% year-on-year but were down 99% versus March 2019. The airline carried 97,166 tonnes of cargo last month, an increase of 16.6% compared to March 2021, but a 47.5% decrease compared with the same period in 2019.

After a relatively steady start to the year, rising headwinds on

capacity elsewhere, in April the carrier added services from Nur-Sultan and Almaty to Heraklion, Crete and announced new links from May 12 between London and Almaty, with a stopover at Aktau in western Kazakhstan.

Meanwhile Thai Airways resumed aircraft deliveries with the arrival of additional 777-300ERs in April that were part of the flight hour lease agreement signed in 2018.

Mr. Subhas Menon, AAPA Director General said the progressive reopening of borders

and easing of restrictions, including the removal of quarantines for vaccinated travellers and reduced testing requirements, have positively impacted international travel demand. "However, some uncertainty remains, as the pace of reopening continues to vary across the region, with some governments taking a more cautious approach. Major markets such as China and Japan remain largely closed off to international visitors."

**"Major markets such as China and Japan remain largely closed off to international visitors."**

*Subhas Menon, AAPA Director General*

multiple fronts dampened trade activity. Production disruptions and congestion at China's major ports, together with international trade sanctions in relation to the Ukraine-Russia war, strained global supply chains.

Air Astana had a rocky period in the last quarter having to adjust its dependence on the Russian market. In March the airline suspended all services to Russia. In the meantime, the airline has focused on adding

## AIRCRAFT & ENGINE NEWS

### GE Aviation teams up with BAE Systems for hybrid electric flight demonstration programme's energy management

GE Aviation, the major global provider of jet engines, components and systems for commercial and military aircraft, has opted to collaborate with BAE Systems to design, test and supply energy management components for GE's recently announced megawatt (MW) class hybrid electric propulsion system which is currently in development. Back in October 2021 it was announced that NASA had chosen GE Aviation to mature a MW-class integrated hybrid electric powertrain for single-aisle aircraft and through NASA's Electrified Powertrain Flight Demonstration (EPFD) project, GE will test hybrid electric configurations on a modified Saab 340B to help prove out the technology. "We are excited about the opportunity to collaborate with BAE Systems on this demonstrator to advance energy storage systems at altitude," said Mohamed Ali, Vice President and General Manager of engineering for GE Aviation. Beyond energy storage, BAE Systems will provide the high-integrity controls and cables for the demonstrator's power management system, which will be tested on a CT7-9B turboprop engine. "We are harnessing our expertise in energy management systems and flight critical controls to support the development of electric propulsion systems for the future of flight," said Ehtisham Siddiqui, Vice President and General Manager of Controls and Avionics Solutions at BAE Systems. "This effort continues our longstanding relationship with GE." GE Aviation has been maturing components of high-power hybrid electric systems for over ten years, including motors, generators, power converters and power management systems. The electrification technologies GE Aviation is advancing are highly compatible with Sustainable Aviation Fuel (SAF) and hydrogen, as well as advanced engine architectures such as the open fan and new compact engine core designs.

### Jackson Square Aviation to finance one Airbus A350-900 aircraft to Air France

Jackson Square Aviation (JSA) has announced a purchase-and-leaseback financing to Air France with the delivery of one Airbus A350-900 aircraft and a second aircraft due to be delivered soon, both of which are under long-term leases. "We are delighted to provide further fleet financing solutions to Air France with the delivery of this latest technology A350-900 aircraft," said Chris Dailey, JSA President & Chief Commercial Officer. Christophe Million-Rousseau, SVP Marketing & Capital Markets EMEA, added, "We look forward to supporting Air France's fleet renewal plans." According to Air France, the Airbus A350-900 is the new flagship of Air France's long-haul fleet. Compared to previous-generation aircraft, it consumes 25% less fuel (i.e., 2.5 litres per passenger/100 km) thanks to the incorporation of materials which are up to 67% lighter – 53% composites and 14% titanium. In addition, its noise footprint is reduced by 40%.



Photo: Jackson Square Aviation has delivered one Airbus A350-900 to Air France

### CDB Aviation takes delivery of first A330 P2F freighter



Delivery ceremony of first A330 P2F freighter to CDB Aviation from Elbe Flugzeugwerke  
Photo: CDB Aviation

CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing Co., Limited (CDB Leasing), has taken delivery of the first freighter aircraft in the lessor's history, an A330-300 Passenger-to-Freighter (A330 P2F).

The aircraft was converted by Elbe Flugzeugwerke GmbH (EFW) and is the first of two A330 P2Fs leased to the lessor's launch customer, Mexico-based cargo carrier, mas. The carrier is expected to take delivery of the second aircraft in May. "This is an important and historic day for CDB Aviation as we see the fruit of two years of intense work and collaboration, culminating in the delivery of our very first A330 P2F since we made the strategic entry into freighter aircraft leasing," asserted Patrick Hannigan, CDB Aviation's Chief Executive Officer. "We are grateful to the mas team for trusting CDB Aviation to be a partner in supporting their innovative fleet strategy and for being our very first A330P2F customer."

### LCI and BETA Technologies sign order for up to 125 eVTOL aircraft

LCI, a leading aviation company and a subsidiary of the Libra Group, has signed an agreement with BETA Technologies (BETA), developer of a fully integrated electric aviation system, to acquire up to 125 of the company's electric vertical take-off and landing (eVTOL) aircraft. LCI's commitment for BETA's ALIA-250 eVTOL aircraft will enable the company to sustainably support operations across the globe. Under the terms of the deposit-backed agreement, LCI will initially acquire 50 aircraft with an option for a total of up to 125. The eVTOL aircraft are currently under development at BETA's facility in Burlington, Vermont. ALIA produces zero operational emissions, with a maximum range of 250 nautical miles, and is designed to carry five passengers and a pilot or 1,400 lbs (635 kgs) of payload. The aircraft will provide sustainable solutions for a wide range of applications including cargo, medical and passenger, with true point-to-point operations. Key advantages of ALIA include the ability to recharge in under an hour, a net-zero emissions profile and lower maintenance requirements. BETA is also developing charging infrastructure to support the electric aircraft, as well as electric ground vehicles.



ALIA-250 eVTOL aircraft

Photo: BETA



# REPAIR MANAGEMENT

- Quote Management
- Repair Management
- Warranty Management
- Retrofit Management
- Logistics Management



GA Telesis has an extensive network of OEMs, top tier suppliers and in-house MRO capabilities.

Let our expert global repair management team manage your supplier base and lower your repair costs while reducing overall turn-time.

EMAIL: [repairmanagement@gatelesis.com](mailto:repairmanagement@gatelesis.com)

## AIRCRAFT & ENGINE NEWS

### Go2Sky of Slovakia leases additional Boeing 737-800NG aircraft



Go2Sky's Boeing 737-800 aircraft

Photo: ISIS Aviation Services

Go2Sky of Slovakia has leased one Boeing 737-800 aircraft, MSN 34684, from a Dublin-based lessor. The aircraft was manufactured in 2006 and had been operated by TUIfly since new. The aircraft is painted white and is equipped with Scimitar winglets and 189Y leather seats. It was delivered to Go2Sky in Lleida, Spain on April 27, 2022. The lease was arranged by ISIS Aviation Services of Norwich, England acting as sole agent on behalf of Go2Sky. Go2Sky is an IOSA-certified ACMI specialist Boeing 737NG operator with past clients including prestigious operators such as Norwegian, Transavia and TUI. "We are very pleased to be finally in the position to commence expanding our fleet again," said Daniel Ferjancek, CEO of Go2Sky. "The aircraft will immediately be deployed on lease to another ACMI customer".

### Airbus and ITA Airways partner to develop urban air mobility in Italy



CityAirbus NextGen electric vertical take-off and landing (eVTOL) aircraft

Photo: Airbus

Airbus and ITA Airways have signed a Memorandum of Understanding to collaborate on urban air mobility (UAM) in Italy. The two companies will explore the creation of tailored UAM services, by identifying strategic use cases for emission-free mobility solutions.

The agreement foresees a joint approach toward local mobility stakeholders in order to onboard additional partners for the safe and sustainable launch of operations with the CityAirbus NextGen electric vertical take-off and landing (eVTOL) aircraft, currently in development. The parties also agree to identify pilot cases with the goal of securing public acceptance of UAM by demonstrating the added value that it can bring to communities. ITA Airways is the Italian flag carrier airline. It was created in 2021, with sustainability as one of the fundamental pillars of its business plan. The company has shown a keen interest in innovative projects to decarbonise aviation, such as the development of urban air mobility through eVTOLs. ITA Airways recently directly purchased 28 aircraft from the manufacturer, including seven A220s, 11 A320neos and ten A330neos. The A350 will also join the company's fleet this summer.



## MRO & PRODUCTION NEWS

### Avelo Airlines becomes new Lufthansa Technik customer

Avelo Airlines has awarded Lufthansa Technik with a contract to supply material for its growing fleet of Boeing 737NG aircraft. This agreement is the first cooperation between the two companies. In the years ahead, Lufthansa Technik will provide Avelo with consumables and expendables to support the new low-fare airline as it grows. Lufthansa Technik operates an extensive network of supply and MRO facilities and guarantees Avelo industry-leading performance with this agreement. Avelo commenced operations in April 2021 and currently operates a fleet of eight 737NG aircraft (five 737-700s and three 737-800s). The airline plans to add additional 737NGs to its fleet by the end of 2022. The carrier serves 18 popular destinations across the U.S., including its West Coast base at Los Angeles' Hollywood Burbank Airport (BUR) and its East Coast base at Tweed-New Haven Airport (HVN).

### GA Telesis MRO Services completes its first set of CFM LEAP engine nacelles

GA Telesis' MRO Services Composite Group has completed development of its capabilities to support CFM LEAP engine nacelle components. In April, MRO Services carried out repairs and delivered its first two inlet cowls to a U.S.-based LEAP operator. This is a new milestone in GAT's evolution to become a fully integrated business partner with its airline customers. Nacelle repairs and overhauls are conducted at the Composite FAA/EASA/CAAC-approved repair station near Fort Lauderdale/Hollywood International Airport. The aerostructures operation specialises in overhauling and repairing composites and large metallic structures. This new capability enhances MRO Services' capabilities, covering engine nacelles for LEAP engines in addition to its vast existing capabilities for other nacelle systems and flight control structures on most modern aircraft types. Additionally, the company has significant capabilities to repair and overhaul crew seats for a growing number of commercial aircraft platforms.

### Future focus at Aero Norway

Aero Norway, the independent engine MRO provider and trusted partner for customers operating CFM56-3, CFM56-5B and 7B engines, is focusing its energies on a dedicated strategy that will see stability and investment deliver tangible customer benefits. The plan is underpinned by a rigorous evaluation of processes and procedures, covering all areas of the business from the

## AIRCRAFT & ENGINE NEWS

### British judge sides with Airbus over cancelled Qatar Airways A321 order



After paint problems were discovered Qatar Airways grounded its entire fleet of 23 A350 aircraft  
Photo: AirTeamImages

Qatar Airways has failed in its bid to have a contract for 50 Airbus A321neos reinstated after Airbus revoked it as a consequence of the feud between the two companies over A350 safety issues which has been escalating over the past year. After paint problems were discovered on A350s that Airbus had delivered to Qatar Airways, under the guidance of Qatar's Civil Aviation Authority, the Gulf carrier grounded its entire fleet of 23 of the jets and has subsequently refused to take delivery of three new A350s, the last time in April this year which Airbus then, as with the previous two, quietly cancelled the delivery. In a countermeasure, in January this year the European planemaker cancelled Qatar Airways order for 50 of its A321neos. Qatar Airways had originally claimed defects in the A350s paintwork, a matter which Airbus has accepted, included small spider cracks, larger cracks around the window frames, exposure of the lightning protection and the underlying composite surface, and damage to the lightning protection layer. However, more recently the Doha-based carrier has upped the ante by stating that the surface flaws on the A350 has raised the risk of fuel tanks igniting. Airbus has always maintained that the paint defects have no adverse effect on the jet's safety. Qatar Airways is suing Airbus for US\$1 billion in compensation for the grounded jets, while Airbus is countersuing Qatar Airways for US\$220 million for the first two A350s the carrier refused to take delivery of. Airbus has also challenged the originally agreed compensation credit of US\$206,500 per grounded jet per day as it feels that the carrier was incorrectly labelling the paint surface and anti-lightning mesh problems as safety concerns to collect the compensation credits. Airbus also feels that Qatar Airways has exacerbated the paint problem in order to cancel delivery of the A350s during a time of weak demand for flights. In relation to the cancelled A321s, Qatar Airways has claimed it needs the new jets to enable it to open up new routes and there are no alternatives available. However, the judge rejected this claim as it was felt that the carrier could either lease jets or deploy 737 MAX jets that it had provisionally ordered from Boeing. The judge's ruling in favour of Airbus cancelling the A321 order now means it is free to market the in-demand jets to other carriers. (£1.00 = US\$1.26 at time of publication).

## MRO & PRODUCTION NEWS

development of its team to the augmentation of its industry-renowned capabilities. CEO Glenford Marston put extensive measures in place during 2020/21 to ensure that the engine MRO specialist was well placed to flex with prevailing market forces and able to sustain its commitment to fast turn-around times. "To maintain a premium service for our customers – MROs, independent engine owners and leasing companies – we took steps to underpin the business in three ways: financial support to deliver working capital; sourcing of repair partners to complement our flexibility of work scope and the development of highly trained engineers to ensure continuity of skill sets," comments Marston. "Investment in our people and processes is ultimately an investment in our future." "In the current environment, many customers do not want to pay for a full performance restoration," explains Marston. "Aero Norway has adapted to provide a wider range of options and we're very capable of completing 'surgical strikes' and can improve EGT margin without the need to complete a core performance restoration. If an operator wants to fly out the remaining LLP life but needs to improve EGT margins, then they know they can contact us with confidence." Aero Norway has an active trading programme including the buying and selling of used material and the teardown of engines for parts. "The volume of material for the CFM56-3 engine has fallen over the past five years," explains Marston. "Yet in 2021 Aero Norway completed work scopes on over forty CFM56-3 engines. Pre-pandemic it was believed that the number of CFM56-3 engines passing through our facility would decline as the impetus moved towards the CFM56-5B/-7B series. However, a significant uptick in utilisation rates by many 737 CL freighter operators translated to an urgent requirement for the completion of several maintenance tasks on the legacy engine type. Marston goes on to say that Aero Norway's focus on CFM56-5B/-7B engines is only partially driven by the high number of upcoming A321 and 737-800 P2F conversions. The effect of the 737 MAX delay has also meant that many -5B/7B engines have remained on-wing for longer than planned and these will soon require a variety of shop visits. The CFM56-5B is the engine choice of the global A320 family owing to its high reliability and durability, and the CFM56-7B is exclusively powering the B737 NG – making it the most popular engine combination in commercial aviation. To support its activities, the company has made significant investments in upgrades to its equipment with the addition of high-speed grinding and plasma spraying machines. In addition to investments in operations, Aero Norway is looking to augment its -5/-7 customer portfolio whilst maintaining its three-customer base and increasing its competitive edge. The company's plans for 2022 also incorporate its

### Horizon Air chooses dentCHECK digital damage-mapping to enhance fleet maintenance operations



dentCHECK at Horizon Air

Photo: 8tree

Horizon Air, a leading regional carrier in the western U.S., has begun using 8tree's dentCHECK to enhance the efficiency and quality of its aircraft damage-mapping and reporting activities. dentCHECK is a handheld and portable completely wireless 3-D scanner tool with integrated AR that is purpose-built for the aviation maintenance industry. Delivering real-time 'go/no-go' answers at the push of a single-button, the tool significantly reduces damage mapping and reporting times, compared to traditional manual methods that use depth-gauges and straight-edges. Approved and recognised by all major aerospace OEMs (Airbus, Boeing, Bombardier and Embraer), dentCHECK is used by the world's leading airlines/MROs for fast and accurate damage mapping and SRM-compliant multi-ident reporting. When compared to traditional inspection methods, dentCHECK delivers a 90% gain in efficiency and 35x better measurement

consistency. "We are delighted to welcome Horizon Air to 8tree's growing base of dentCHECK customers", said Arun Chhabra, CEO, 8tree. "Horizon joins the rapidly growing global aviation community of more than three dozen airlines, MROs and OEMs who rely on dentCHECK for verifiable end-to-end digital damage mapping and reporting, across a wide variety of commercial, cargo, business and defence aircraft. We look forward to empowering Horizon's maintenance operations and having them experience 8tree's exceptional customer service."

### StandardAero to provide APU support for HOP!'s E170/E190 regional jet fleet

StandardAero has been selected by HOP!, the regional arm of Air France, to provide MRO services for the Pratt & Whitney Canada APS 2300 auxiliary power units (APUs) equipping the airline's fleet of Embraer E170 and E190 regional jets. Under the exclusive multi-year agreement, StandardAero will provide MRO services for HOP!'s APS 2300 APUs from its Tennessee, TN location, which is an OEM-approved Authorized Repair Facility (ARF) for the APS 2300. This new contract expands StandardAero's long-standing support of HOP!, the company having previously provided MRO services for several different engine types operated by the French carrier, including the GE Aviation CF34-8.



HOP! Embraer E190 aircraft

Photo: AirTeamImages



## MRO & PRODUCTION NEWS

continued commitment to lean excellence, as well as implementation of a path toward digitalisation and expansion of internal repair capabilities. Marston confirms that the company will begin its introduction to phase one of its scheduled LEAP 1A/1B capabilities in Q4, 2023.

### Kellstrom Aerospace and Amglo Kemlite Laboratories sign worldwide commercial aftermarket distribution agreement

Kellstrom Aerospace, a global commercial aftermarket OEM Distribution leader providing a comprehensive range of aircraft lifecycle solutions, has been appointed as worldwide aviation commercial aftermarket distributor of Amglo Kemlite Laboratories for commercial aerospace lighting products. This commercial aftermarket partnership will allow Kellstrom Aerospace to support the material requirements of international airlines and MRO customers with factory-new Amglo Kemlite quartz halogen landing and taxi lights. These lights are Boeing IPC approved for many Boeing aircraft models and meet the corresponding ANSI specs for many additional aircraft manufacturer applications; moreover, FAA-PMA approval has been granted on most other major aircraft types. Amglo Kemlite quartz halogen landing and taxi lights continue to shine as the halogen lamp remains the most cost-effective solution and where halogen lamps have an installed base of 80-90% of in-service aircraft. Additionally, Kellstrom and Amglo Kemlite will partner in support of customer LED retrofit programmes.

### Spirit AeroSystems signs repair centre agreement with GAMECO

Spirit AeroSystems has announced an agreement with Guangzhou Aircraft Maintenance Engineering Company (GAMECO) to be the Spirit authorized repair centre in Mainland China. GAMECO was founded in 1989 as a joint venture of China Southern Airlines, Hutchison A/C Maintenance Investment and South China International A/C Engineering. Initially, GAMECO will provide repair services to replace Boeing 757 RB211 inlet cowlings and A330 Trent inlet cowlings, with plans to expand into nacelle work for Spirit customers. Spirit has signed agreements with two freight carriers to place 757 inlet cowl work with GAMECO. In February, Spirit signed a contract with YTO Cargo Airlines (YTO), based in Hangzhou, China and in September 2021, Spirit signed a ten-year agreement with SF Airlines (SFA), a cargo carrier based in Shenzhen, China. Spirit's aftermarket business revenues have grown substantially from US\$186 million in 2019 to US\$239.9 million

### Satair and Eaton extend exclusive distribution agreement



Photo: Satair

tion to Eaton's Titchfield, UK, facility, in the United States and the United Kingdom to the commercial transport segment. Eaton is a leader in delivering an unsurpassed range of reliable and fuel-efficient systems for today's commercial aircraft, including Airbus and Boeing platforms. Eaton's aerospace portfolio includes, among other products, engine fuel pumps, fuel distribution and vent systems and motion control solutions, all designed to optimize safety, reliability and weight savings while helping customers lower lifecycle costs and reduce emissions. Satair and Eaton entered into an agreement in 2010 which marked a change in the dynamics of the support structure for Eaton's fuel and motion control products, going from direct support of commercial aftermarket customers to support through Satair's global distribution network.

Satair, an Airbus Services company and leader in the commercial aerospace aftermarket, and Eaton have signed a contract to renew their exclusive global distribution agreement for a multi-year period. Satair will now distribute Eaton's fuel and motion control products from Eaton's Grand Rapids, Mich., and Euclid, Ohio, facilities in addition

### Safran signs maintenance agreement with AJW Group

Safran and AJW Group have signed a contract to maintain electrical power generators, electrical contractors and ventilation systems equipment. This contract covers more than 350 Airbus A320 and A330 aircraft, including AJW Group's flagship customers' fleets. This is an exclusive contract for a period of five years and will support around 50 Auxiliary Power Unit generators (APUs) and more than 100 ventilation systems per year.



Safran and AJW Group have signed a contract at MRO Americas, Texas  
Photo: Safran, Christophe Van den Brouck

Safran Electrical & Power will repair its APUs as well as all the electrical contractors, whereas Safran Ventilation Systems will maintain the ventilation systems (avionics fans, skin air valves, brake cooling fans). Once repaired, the equipment will be shipped to AJW's headquarters in the UK. Safran as the Original Equipment Manufacturer (OEM) will provide state-of-the-art repairs improving drastically the reliability of the components.

## MRO & PRODUCTION NEWS

in 2021 and is targeting to grow the aftermarket business to US\$500 million in revenue by 2025. (£1.00 = US\$1.25 at time of publication).

### Mobil Jet™ Oil 387 now approved for International Aero Engines V2500 engine

ExxonMobil has released that Mobil Jet™ Oil 387, a synthetic high-performance-capability turbine engine oil, has been approved by International Aero Engines (IAE) for use in its V2500 engines. IAE V2500 engines are used by thousands of aircraft in commercial service, including the widely used Airbus A320 narrow-body airliners. "Compared to other turbine engine oils, Mobil Jet Oil 387 provides a unique combination of outstanding coking performance and seal gentleness – the 'sweet spot' operators should expect from modern high-thermal stability and high-performance-capability oils in their engines," said Ed Barnes, Global Chief Engineer – Aviation Lubricants at ExxonMobil. "This latest approval for Mobil Jet Oil 387 shows how leading engine builders and airlines continue to recognise the benefits of this industry-leading oil, and we're thrilled to provide peace of mind to airlines that will use it for aircraft powered by IAE V2500 engines." Mobil Jet Oil 387 offers industry-leading cleanliness without causing risks to the fluorocarbon elastomeric seals in engines, making it uniquely suited for use in the IAE V2500 engine. While competing high-performance-capability oils may also be gentle on engine seals, they may not be as effective in managing deposit control. Mobil Jet Oil 387, however, maintains an exceptional ability to reduce coking and deposition in the hot sections of the lubricant system, which helps decrease the maintenance effort needed to clean these engine components on a routine basis. The approval process for Mobil Jet Oil 387 consisted

### Wencor and Turkish Technic sign multi-year parts agreement

Wencor and Turkish Technic have announced the signing of a multi-year parts agreement, where Wencor will provide consumable and expendable (C&E) parts to support Turkish Technic's maintenance operations. The parties held a signing ceremony during MRO Americas in Dallas, Texas. Wencor and Turkish Technic have enjoyed a long-standing relationship of over 30 years. This agreement will continue to enhance the partnership, permitting the parties to work together to accurately forecast, efficiently supply, and quickly respond to the expanding supply chain requirements in today's aerospace market, allowing for best-in class customer service. Wencor will support the agreement through its worldwide stocking facilities with local oversight from its Istanbul office. On the signing of the new contract the CTO of Turkish Technic, Yasin Birinci stated that: "As a leading MRO with decades of experience in the market, we value strategic partnerships that allow us to best serve our customers. Therefore, we are happy to extend our long-standing partnership further with Wencor. The C&E parts agreement will allow both parties to dynamically meet fast-changing demand of today's global aviation. We will continue to operate as a one-stop solution centre for the aircraft and component maintenance needs of our customers."



Photo: Contract signing between Wencor and Turkish Technic at MRO Americas

THE EXPERIENCED AVIATION SOLUTION



**ASI AERO**  
AERONAUTICAL SUPPORT INTERNATIONAL

**Commercial and Regional Aviation Spare Parts**

Part Sales Consignment Purchasing Exchanges Provisioning Leasing Repair Management

www.ASIaero.net 561-997-6922



## MRO & PRODUCTION NEWS

of extensive testing in various IAE V2500 engine models on multiple aircraft. Test results validated that Mobil Jet Oil 387 can help provide outstanding protection for IAE V2500 engines. Mobil Jet™ Oil II and Mobil Jet™ Oil 254 are also approved for use in IAE V2500 engines.

### Topcast Group and Darchem Engineering sign MoU on cooperation of aerospace and defence OEM distribution in Asia-Pacific

Topcast Group (Topcast) and Darchem Engineering (Darchem), a TransDigm Group company, have signed a Memorandum of Understanding (MoU) on the second day of MRO Americas 2022 on strengthening the strategic partnership to bolster potential business opportunities in the aerospace industry. This agreement will facilitate the two leading aviation corporations to utilise their joint expertise and resources, offering customers a source of supply for the design, qualification and production of bespoke engineered insulated systems and state-of-the-art thermal optimisation solutions. In addition, Topcast and Darchem will leverage their respective strengths to raise brand awareness and develop business strategies by co-sharing market intelligence for seizing potential opportunities.

### STS Aviation Services set to open aircraft base maintenance facility in Manchester, UK

STS Aviation Services (STS) has reached an agreement to lease an aircraft base maintenance facility in Manchester, United Kingdom. The hangar, capable of undertaking multiple lines of aircraft maintenance, will create more than 200 new jobs in the region over the next two years. Mick Adams, CEO of STS Aviation Services in Europe, says "In the coming months, our team will introduce 100+ jobs in Manchester with 100 more coming online in 2023 and as part of STS' long-term resourcing strategy, we will launch new trainee and apprenticeship schemes, something that is critical to the future of aviation in the United Kingdom. I am enormously proud of the STS Aviation Services' team members who have made this, our next stage of growth, possible." At present, STS Aviation Services has two aircraft base maintenance facilities in the United Kingdom: one in Birmingham and another in Newquay. With the opening of the new Manchester facility later this year, the company finds itself in a unique position to serve its growing customer base at yet another key airport gateway in the United Kingdom. STS Aviation Services will immediately begin its recruitment strategy for the Manchester facility and the station is expected to be fully operational by October of this year.

## MRO & PRODUCTION NEWS

### Canada Jetlines selects Safran wheels and carbon brakes for its A320-family fleet



Contract signing between Jetlines and Safran Landing Systems  
Photo: Jetlines

Canada Jetlines, the new all-Canadian leisure carrier, with travel targeted for summer 2022 to serve several Canadian, U.S., Caribbean and Mexico destinations from its main hub in Toronto, Ontario, has selected Safran Landing Systems wheels and carbon brakes to equip its Airbus A320 fleet. Under the long-term agreement, Safran Landing Systems will supply wheels, brakes and carbon heat sinks manufactured in its U.S.-based plant in Walton, Kentucky, while the maintenance and logistics services will be provided by Hope Aero Propeller & Components, a Canadian wheels & brakes MRO specialist. Lighter and more durable thanks to its high-performance carbon material and its superior antioxidation protective coating, Safran Landing Systems' A320-family carbon brakes provide airlines with significant savings in terms of maintenance costs. Besides, thanks to their minimal weight, they contribute to the reduction of operators' fuel consumption and CO2 emissions.

### Recaro's CL3710 seat takes flight on Etihad Airways' brand-new A350 aircraft

The Recaro Aircraft Seating CL3710 seat entered into service on March 31, 2022, when Etihad Airways' new A350-1000 aircraft took its maiden flight. Ideal for long-haul routes, the best-selling Recaro CL3710 economy-class seat sets itself apart from competitors in regard to comfort and design. The CL3710 seat features a 13.3" high-definition screen with integrated USB charging ports and a personal electronic device (PED) holder. Etihad's signature fixed-wing headrest has been incorporated into the economy-class seat, which perfectly adapts to passengers of different heights and statures while maintaining optimal neck support. In addition, the lightweight seat design underlines the sustainable values of both Recaro and Etihad by reducing fuel burn, which results in lower inflight carbon emissions.



Etihad Airways CL3710 economy-class seats  
Photo: Recaro Aircraft Seating

### Safran signs NacelleLife service contracts with Hawaiian Airlines and Viva Air Colombia

Safran Nacelles has announced the signing of a six-year contract renewal with Hawaiian Airlines to service the thrust reversers on the carrier's 24 Airbus A330ceo aircraft. Safran Nacelles will continue to support Hawaiian at its maintenance, repair and overhaul (MRO) shops located in the U.S.A. and France during scheduled maintenance, or one-time repairs during unscheduled maintenance. Safran

Nacelles also provides access to a pool of thrust reversers. Furthermore, the company signed a ten-year service contract with Viva Air Colombia for the nacelles of its growing fleet of A320neo aircraft powered by CFM International LEAP-1A engines. Viva Air Colombia will have access to Safran Nacelles' global stock of spare engine nacelles that equip the airline's growing fleet of Airbus A320neo-family jetliners. The Colombian airline will also benefit from OEM-guaranteed MRO solutions at Safran Nacelles repair stations.

## MRO & PRODUCTION NEWS

### Air Transport Components to open MRO facility in Tulsa, Oklahoma

During this year's MRO Americas in Dallas, Texas, Air Transport Components (ATC) has announced plans to establish a new MRO facility in Tulsa, Okla. The company has selected a 60,000 ft<sup>2</sup> facility located on Historic Route 66. At the Tulsa facility, ATC will offer HVOF thermal spray coatings, grinding, NDT and painting, and plans to expand these offerings in the future. ATC plans to employ 50 staff in Tulsa and will make an overall investment of approximately US\$5 million (£4 million) in the building as well as technology and equipment. "Due to increased volume, new capabilities, and the unique opportunities that the state of Oklahoma provides, ATC decided to expand its strong industry brand into Tulsa," said Jimmy Newman, CEO, ATC. "The MRO and aerospace workforce in Oklahoma is unmatched and was certainly the deciding factor when looking at expansion options." ATC has operated an FAA/EASA Repair Station in Gilbert, Ariz., for more than 20 years. Approved by all major airlines, ATC has a large portfolio of services

### easyJet partners with GKN Aerospace to accelerate adoption of hydrogen in aviation

easyJet has announced it is working with GKN Aerospace, a leading multi-technology Tier 1 aerospace supplier, to work toward reducing carbon emissions in aviation through the adoption of zero carbon emission technologies. easyJet will support the development of GKN Aerospace's Hydrogen Combustion (H2JET) and Hydrogen Fuel Cell (H2GEAR) technology, including exploring the options for flight demonstration, as part of the airline's ambition to de-carbonise aviation.



Photo: GKN Aerospace – H2JET

easyJet will provide insights into operational requirements and economics. H2GEAR is a GKN Aerospace-led ground-breaking UK collaboration programme aiming to develop a liquid hydrogen propulsion system for sub-regional aircraft that could be scaled up to larger aircraft. Liquid hydrogen is converted to electricity within a fuel cell system, which subsequently and efficiently powers the aircraft, eliminating carbon emissions and creating a new generation of clean air travel. The H2GEAR programme is supported by £27 million of ATI funding, matched by GKN Aerospace and its industrial partners. H2JET is a Swedish collaborative two-year programme led by GKN Aerospace to push the development of key subsystems for gas turbine-based hydrogen propulsion of medium-range civil aircraft.

# THE MERCHANT FREIGHTER

Meeting Modern Air Cargo Needs

**321 PRECISION CONVERSIONS**

A Precision Aircraft Solutions / ATSG Joint Venture

### DEDICATION MATTERS

- Global 24/7 customer AOG support network
- Over 137 Precision converted freighters in-work or in-service worldwide

### DESIGN MATTERS

- Up to 6 flight deck occupants (2 crew + 4 pax) with bag stowage
- Standalone main cargo door hydraulic system
- Clean, robust Telair cargo handling system
- No permanent ballast

### PERFORMANCE MATTERS

- 14 88x125" main deck positions
- Lowest operating empty weight (OEI)
- More standard revenue payload and less dead weight
- 61,071 available ton miles\*

\*assumes weight variant 000/no ACTs.

**FAA STC  
ST02716SE  
APPROVED**

**Telair**  
EQUIPPED

Contact us today for details and delivery schedules:

USA (336) 540-0400 Eastern Time Zone | [www.precisionaircraft.com](http://www.precisionaircraft.com) | [zachary.young@precisionaircraft.com](mailto:zachary.young@precisionaircraft.com)



## MRO & PRODUCTION NEWS

including repair of airframe, structural and hydraulic components as well completing full landing gear overhauls. This second location will expand capabilities with HVOF thermal spray, grind, NDT, and paint with additional capabilities coming soon. ATC is a privately owned company, now with over 130,000 ft<sup>2</sup> to support its valued and strategic customers.

## FINANCIAL NEWS

### Boeing reports first-quarter results

Boeing has reported first-quarter revenue of US\$14.0 billion, driven by lower defence volume and charges on fixed-price defence development programmes, partially offset by commercial services volume. GAAP loss per share of (US\$2.06) and core loss per share (non-GAAP) of (US\$2.75) also reflect US\$212 million of pre-tax charges for impacts of the war in Ukraine. Boeing recorded operating cash flow of (US\$3.2) billion. Commercial Airplanes first-quarter revenue of US\$4.2 billion decreased slightly, primarily due to timing of wide-body deliveries, partially offset by higher 737 deliveries. Operating margin of (20.6) % also reflects abnormal costs and period expenses, including charges for impacts of the war in Ukraine and higher research and development expense. Boeing has nearly completed the global safe return to service of the 737 MAX and the fleet has flown more than one million total flight hours since late 2020. The 737-production rate continues to increase and is expected to increase to 31 airplanes per month during the second quarter. On the 787, the company has submitted the certification plan to the FAA. Rework has been completed on the initial airplanes and the company continues to work closely with the FAA on timing of resuming deliveries. The programme is producing at a very low rate and will continue to do so until deliveries resume, with an expected gradual return to five per month over time. The company continues to anticipate 787 abnormal costs of approximately US\$2 billion, with most being incurred by the end of 2023, including US\$312 million recorded in the quarter. During the quarter, the company launched the 777-8 Freighter with an order from Qatar Airways. Delivery of the first 777-9 airplane is now expected in 2025, which reflects an updated assessment of the time required to meet certification requirements. To minimise inventory and the number of airplanes requiring change incorporation, the 777-9 production rate ramp is being adjusted, including a temporary pause through 2023. This will result in approximately US\$1.5 billion of abnormal costs beginning in the second quarter of this year and continuing until 777-9 production resumes. The 777 programme is also leveraging the adjustment to the 777-9 production rate ramp to add 777 Freighter capacity starting

### Mesa Airlines signs contract to procure ExxonMobil aviation lubricants across fleet



Mesa Airlines

Photo: ExxonMobil

ExxonMobil has released that Mesa Airlines has signed a five-year contract with Boeing Distribution (formerly Aviall) to procure ExxonMobil aviation lubricants across its entire fleet. Mesa Airlines, which will use Mobil Jet™ Oil II and Mobil™ HyJet™ IV-Aplus for its fleet of over 160 aircraft, cited the ability to stabilise price points and simplify its supply chain with a reliable supplier as a key reason for entering the contract. As a regional air carrier that operates in over 100 cities, Mesa Airlines was looking to reduce its expenditures and simplify its supply chain to avoid the fluctuation of prices over time. Specifically, with current events driving price increases across every industry's supply chain, the airline's procurement team wanted to find a way to stabilise price points, eliminate exposure to impacts of inflation, and secure a dependable source of product so the airline could focus on maximizing profits. To achieve these goals, Mesa Airlines' partner Boeing Distribution recommended a contract with ExxonMobil based on its reputation as a reliable supplier with quality products that could meet Mesa Airlines' price and on-time delivery demands. ExxonMobil's proven industry leadership and trustworthy supply capabilities gave Mesa Airlines extra confidence in its decision to procure ExxonMobil aviation lubricants across its fleet.

### ATSG selects Safran's wheels and carbon brakes for retrofit of its Boeing 767 cargo aircraft fleet



MRO Americas signing ceremony Safran LS and ATSG  
Photo: Jeff Smith/Safran

Air Transport Services Group (ATSG), one of the largest lessors of freighter aircraft and a leading provider of air cargo transportation services based in Wilmington, Ohio, has selected Safran Landing Systems for the retrofit of more than 30 Boeing 767 freighters operated by the company's subsidiary airlines. This transition to Safran's wheels and carbon brakes allows ATSG to operate with a common

wheel and brake configuration across its operating fleet of freighter aircraft with carbon brakes. As part of this long-term agreement, Safran Landing Systems will supply ATSG with the on-wing shipsets, the initial provisioning spares, the piece parts and carbon heat sink exchanges and will perform the maintenance, repair and overhaul of its carbon brakes. Safran Landing Systems' 767 equipment will be manufactured in its state-of-the-art wheels and brakes production factory in Walton, (Kentucky, USA), while the brake MRO services will be carried out by Safran Landing Systems Wheels & Brakes Repair & Services, through its network of five repair shops (Milwaukee (Wisconsin), Miami (Florida), Bethlehem (Pennsylvania), Las Vegas (Nevada) and Grand Prairie (Texas).

## FINANCIAL NEWS

in late 2023. Commercial Airplanes delivered 95 airplanes during the quarter and backlog included nearly 4,200 airplanes valued at US\$291 billion. (£1.00 = US\$1.25 at time of publication).

### MTU Aero Engines starts 2022 with higher revenue and earnings

MTU Aero Engines AG (MTU) generated revenue of €1,180 million in the first quarter of 2022. That was 19% more than in the prior-year period (1-3/2021: €989 million). The operating profit was 52% higher at €131 million (1-3/2021: €86 million). The adjusted EBIT margin was 11.1%, compared with 8.7% in the first quarter of 2021. Net income rose by 60% from €58 million to €93 million. In the first quarter of 2022, MTU recorded the strongest revenue growth in the military engine business, where revenue rose by 25% to €108 million (1-3/2021: €87 million). "That reflects the postponement of EJ200 deliveries from the fourth quarter of 2021 to the first quarter of this year," said Reiner Winkler, MTU's CEO. The main revenue driver was the EJ200 engine for the Eurofighter. Revenue from commercial maintenance rose by 21% to €819 million (1-3/2021: €678 million). The most important revenue generators were the V2500 for the classic A320 aircraft family and the PW1100G-JM engine for the A320neo. Revenue from the commercial engine business increased by 11% from €250 million to €278 million. On a dollar basis, the spare parts business registered organic revenue growth in the high 'teens percentage range, while organic growth in the commercial series business declined by around 15%. "Revenue from series business mainly reflects lower deliveries of the Geared Turbofan™ and the GENx," explained Winkler. "We assume that GTF deliveries, in particular, will recover in the coming months." The main source of revenue in the commercial engine business was the PW1100G-JM. At the end of the first quarter, MTU's order backlog rose to a new record of €23.4 billion, 5% higher than at year-end 2021 (December 31, 2021: €22.2 billion). The majority of orders were for the V2500 and the Geared Turbofan™ engines of the PW1000G family, especially the PW1100G-JM. Earnings improved in both the OEM business and the commercial maintenance business. Quarterly earnings from the OEM business rose by 66% from €47 million to €78 million. The adjusted EBIT margin increased from 14.0% in the first quarter of 2021 to 20.2% in the first quarter of 2022. "This clear rise in earnings was due to a mix of higher military and spare parts business, whereas the series business declined," said MTU's CFO Peter Kameritsch. In the commercial maintenance business, quarterly earnings rose by 34% to €53 million (1-3/2021: €39 million). The adjusted EBIT margin was 6.4%, compared with 5.8% in the prior-year period. Kameritsch added: "The improved

## MRO & PRODUCTION NEWS

### ST Engineering and United Airlines sign MOU for long-term airframe maintenance at Pensacola

The Commercial Aerospace business of ST Engineering, Mobile Aerospace Engineering and United Airlines (United) have signed a Memorandum of Understanding (MOU) at the MRO Americas 2022 conference in Dallas, Texas, U.S., that aims to have ST Engineering see



Ground-breaking of MRO complex in Pensacola

Photo: ST Engineering

part of United's long-term airframe heavy maintenance needs move to the Pensacola International Airport in Florida, U.S. ST Engineering currently supports United's Airbus A320 family out of its facility in Mobile, Alabama. Under the MOU, ST Engineering will extend its heavy maintenance support to the airline by servicing additional narrow-body aircraft at the airframe MRO complex that ST Engineering is constructing at the Pensacola International Airport. The MRO complex is an expansion to an existing two-bay wide-body hangar facility currently operated by ST Engineering. Estimated to be completed by end 2024, the expansion will add three large state-of-the-art hangars and associated support shops and around 1.5 million man-hours to ST Engineering's annual capacity in Pensacola.

### Boeing and GAMECO have opened China's first 767-300 BCF conversion line



Boeing and GAMECO have opened China's first 767-300BCF conversion line  
Photo: GAMECO

Boeing and Guangzhou Aircraft Maintenance Engineering Company (GAMECO) have announced the official opening of the first China-based Boeing 767-300 Boeing Converted Freighter (BCF) line, located in Guangzhou. In addition, on-site door cutting of the first aircraft has begun, marking a significant milestone in the conversion process. This is also the first of two 767-300BCF passenger-to-freighter

conversion programmes GAMECO intends to have operational by year end in China. On top of the site's three existing 737-800BCF lines, this makes it the very first MRO to convert both the 767-300BCF and the 737-800BCF. "Broadening our relationship with GAMECO to include the 767-300BCF strengthens our ability to meet the needs of our customers and continue supporting growth in the region," said Peter Gao, Vice President, Boeing Commercial Sales and Marketing for China. "GAMECO has proven its technical expertise and commitment to excellence through its work on the 737-800BCF programme and we have no doubt that will continue with the introduction of our medium wide-body BCF." The 767-300BCF enables carriers to develop long-haul, regional and feeder markets. Also having over 100 orders and commitments. Boeing has forecast a need for 1,720 freighter conversions over the next 20 years. Asia-Pacific-based airlines will require 505 large and medium wide-body freighters, both production and conversions, through year 2040, based on the 2021 Boeing Commercial Market Outlook.



# BUY FEWER ENGINES.

## SAVE MILLIONS IN REPAIRS & CAPITAL COSTS.

### Discover ConstantAccess™

*For LEAP-1A/B, GEnx, CF34-10E, CFM56-5B/7B, V2500,  
PW1100G-JM (GTF) and PW1500G (GTF) engines*

Why own and capitalize a spare engine  
when you can have preferred access, on demand,  
to our worldwide portfolio of engines?

*Availability guaranteed.*



Willis Lease Finance Corporation  
Power to Spare – Worldwide®

leasing@willislease.com | +1 561.349.8950 | www.willislease.com

## FINANCIAL NEWS

margin is the result of the favorable revenue mix in the first quarter: The proportion of maintenance work in our core business relative to maintenance work on the GTF engines was above the ratio we anticipate for the full year."

### Embraer's 1Q 2022 earnings reveal narrowing net loss

Embraer's first-quarter 2022 earnings have reaffirmed the company's guidance and show a clear narrowing of its net loss. The Brazilian planemaker delivered 14 jets in the first quarter, of which six were commercial aircraft and eight executive jets (six light and two mid-size). The firm order backlog ended 1Q22 at US\$17.3 billion (+US\$0.3 billion versus 4Q21), the highest quarter backlog since 2Q18, driven by solid order activity. Revenues reached US\$600.9 million in the quarter, down 26% compared to 1Q21, with almost one month of production shut down due to system and legal reintegration of Commercial Aviation in January. In contrast, the reported consolidated gross margin of 20.1% was higher than the 9.5% reported in 1Q21 due to better performance in all segments. Adjusted EBIT and EBITDA were US\$(27.0) million and US\$13.2 million, respectively, yielding Adjusted EBIT margin of -4.5% and Adjusted EBITDA margin of 2.2%. This includes nonrecurring expenses of US\$17 million for the quarter. Free cash flow (FCF) in 1Q22 was a usage of US\$ (67.8) million, representing a significant improvement compared to the US\$(226.6) million in FCF in 1Q21, and best FCF for 1Q since 1Q10, consistent with working capital optimization measures and enterprise efficiency. Commercial Aviation reported revenue reduction of 38% y-o-y to US\$169.2 million due to expected lower aircraft deliveries in the quarter. Reported 1Q22 consolidated gross margin from Commercial Aviation of 11.3% higher than -1.5% reported in 1Q21. Executive Aviation 1Q22 revenues were US\$ 89.9 million, which is 41% lower y-o-y, driven by expected decrease of 38% in deliveries compared to 1Q21. Reported 1Q22 gross margin from Executive Aviation of 18.7% higher than 6.2% reported in 1Q21. Defense & Security reported revenue fall of 47% to US\$68.3 million, mainly impacted by no KC-390 deliveries in the quarter. Reported 1Q22 gross margin from Defense & Security of 14.4% higher than 10.4% reported in 1Q21. Services & Support reported revenues of US\$271.2 million, representing y-o-y growth of 8%. It continues to show solid recovery as airlines flight activities are recovering from the pandemic peak in 2020. Reported 1Q22 gross margin from Service & Support of 26.5% higher than 24.6% reported in 1Q21. The Company finished the quarter with total debt of US\$3.6 billion, or US\$0.5 billion less in line with the strategy to improve our capital structure. (£1.00 = US\$1.25 at time of publication).

## MRO & PRODUCTION NEWS

### Breeze Airways selects Airbus Flight Hour Services for A220 fleet

Breeze Airways, headquartered in Utah (U.S.), has chosen Airbus Flight Hour Services (FHS) to provide long-term material services support for its A220 fleet, including spare parts pooling, multiple on-site stocks, components repairs, and engineering. Breeze Airways will benefit from Airbus' A220 established supply chain and large stock availability to support its operations and secure fleet entry-into-service, as well as its component engineering expertise and in-service experience, which will maximise the airline's aircraft availability and fleet efficiency. Breeze has an order for 80 A220-300 aircraft and is the second A220 customer to choose FHS in the U.S., following JetBlue's selection in 2021. This FHS contract will support Breeze's network development on the U.S.'s East and West Coast and in future destinations.



Photo: Breeze Airways A220 aircraft

## FINANCIAL NEWS

### Jazeera Airways posts US\$12.43 million in net profit in first quarter 2022



Jazeera Airways

Photo: AirTeamImages

Jazeera Airways has posted a net profit of KD3.8 million (US\$12.43 m) for the first quarter (Q1) of 2022, compared to a net loss of KD5.2 million (US\$17.00 m) in the first quarter of 2021. Total revenue for the quarter reached KD35.7 million (US\$116.74), up 339.2%, while operating profit stood at KD5.3 million (US\$17.33 m), up 199.3%. These record earnings were supported by a close to sixfold increase in the number of passengers, with restrictions at Kuwait International Airport being eased and travel capacity gradually increased to levels near to the pre-pandemic period. Similarly, load factor reached 75.2%, an increase of 28.7%. Commenting on the results, Jazeera Airways Chairman, Marwan Boodai said: "The gradual return of travel capacity at Kuwait International Airport since the second half of last year as well as the lifting of travel restrictions worldwide have shown that there is indeed a latent and strong appetite for travel. (£1.00 = US\$1.25 at time of publication).



## MILITARY AND DEFENCE

### AAR Mobility Systems awarded US\$8.2 million delivery order from USAF to produce 463L cargo pallets

AAR CORP., a leading provider of aviation services to commercial and government operators, MROs and OEMs, has been awarded an US\$8,172,220 delivery order (FA8534-22-F-0037) against previously awarded contract FA8534-20-D-0003 for the production of 463L cargo pallets. In continuation of a trusted partnership with the U.S. Air Force, this work will be performed in Cadillac, Michigan, and is expected to be completed by July 15, 2022. This award is the result of a sole source acquisition with Air Force Life Cycle Management Center, Robins Air Force Base, Georgia, as the contracting agency. Other fiscal 2021 Air Force funds are being obligated in the full amount at the time of award. The total cumulative contract value is US\$78,994,791. (£1.00 = US\$1.27 at time of publication).

## INFORMATION TECHNOLOGY

**Lufthansa Technik** has enhanced its AVIATAR digital platform with various new digital fleet management applications for the Boeing 737 NG (Next Generation), which are now made available to 737 operators around the world. The new condition monitoring and prediction offerings were co-created with **United Airlines**, which partnered with Lufthansa Technik starting in early 2021 on the 737 NG and Airbus A320

## INFORMATION TECHNOLOGY



Virgin Australia

Photo: Sabre

**Virgin Australia** is migrating to **Sabre's** Revenue Optimizer solution to enable optimal pricing decisions and drive total revenue optimization to respond dynamically to today's fluid travel environment. While previously airline pricing and availability planning has typically relied on historical data, the pandemic has resulted in unprecedented changes to the global travel marketplace, making past patterns much less reliable. Sabre Revenue Optimizer will enable Virgin Australia to take a 360-degree approach to forecasting, analysing and optimizing revenue streams by providing real-time visibility into the total revenue of every flight, market and departure date. Currently, the Brisbane-headquartered carrier is using a number of different systems in its revenue optimization strategy. The airline will be moving to Sabre Revenue Optimizer to drive its technological transformation and break down data silos to enable it to leverage intelligent decision support to recommend availability, customer choice-based demand forecasting and competitive intelligence.

# Going to an event?

Advertise your **Booth & Conferences** here



**AVI TRADER™**  
contact **Tamar** for Details





## INFORMATION TECHNOLOGY

family to jointly develop unique predictive maintenance solutions by combining world-class engineering know-how and industry-leading data science teams. By integrating the Boeing 737 NG into AVIATARS condition monitoring troubleshooting solution, United Airlines and all other customers can now manage technical operations for their Airbus and Boeing aircraft side-by-side on a single screen. In addition, they can now benefit from a growing number of predictive maintenance use cases developed for the Boeing 737 NG that help to avoid unplanned maintenance events or AOGs (aircraft on ground). AVIATAR now also offers integration with United's M&E (Maintenance & Engineering) system logbook and embeds OEM documentation linking features for the 737 NG amongst other new features. Launched in 2017, AVIATAR is the independent platform for digital products and services developed by Lufthansa Technik. The platform offers its users digital solutions ranging from predictive maintenance to automated fulfilment solutions. AVIATAR combines fleet management solutions, data science and engineering expertise to provide a comprehensive range of integrated digital services and products for airlines, MRO companies, OEMs and lessors that seamlessly integrate with physical fulfilment in TechOps and beyond.

## OTHER NEWS

In conjunction with Earth Day, **StandardAero** has announced that the company is setting a global goal to reduce its overall carbon footprint by net 45% by the year 2030 and to achieve a net-zero carbon footprint by 2050. The new goals were launched to enhance the success of StandardAero's GreenERMro initiative, a multi-year programme to reduce, reuse and recycle precious resources that promote a circular economy. The GreenERMro programme embodies the company's quest for sustainability and for taking practical, common-sense approaches to make improvements that reduce consumption, minimise waste and limit environmental impact. StandardAero's most recent GreenERMro efforts were focused primarily on energy and waste reduction at many of the company's more than 50 sites and facilities around the world. "This year, we are taking an important step to drive our environmental improvement efforts," said Russell Ford, Chairman & CEO of StandardAero. "We have set aggressive goals, but they are ultimately achievable. With leadership, investment and commitment, we believe we are on a path to significantly

## INFORMATION TECHNOLOGY

**IFS**, the global cloud enterprise applications company, has released that **Southwest Airlines** has deployed IFS as its enterprise maintenance management standard to optimise operational performance by safeguarding aircraft reliability and availability. IFS is now live across the airline's total fleet of almost 730 aircraft including the Boeing 737-700,



Southwest Airlines Boeing 737 MAX 7

Photo: IFS

737-800 and 737 MAX 8 aircraft. Southwest, the U.S.' largest domestic carrier by enplanements, servicing over 100 destinations, has undertaken an initiative to replace multiple legacy maintenance and compliance systems to harmonise mission critical processes into a single solution. This solution allows Southwest to stay true and focused on its principles of quality and compliance, while further modernising its processes. Now live, the IFS solution provides Southwest maintenance personnel the information they need to streamline configuration control and compliance management processes. The additional insights delivered by IFS are helping drive efficiencies through the transformation and automation of processes enabled with a mobile user experience. As part of its MRO digital transformation, Southwest conducted an end-to-end review and refinement of its processes to identify a greater optimisation of its technical operations as well as promote a more digital way of working and moving away from paper. The digitisation of processes is also positively impacting compliance by providing real-time validation at the point of maintenance. Southwest becomes the latest airline to deploy IFS, alongside other industry leaders that include **Air France-KLM Group**, **China Airlines**, **LATAM Airlines**, **Qantas**, and more.



Engine manufacturer Pratt & Whitney to use SITA's e-Aircraft® DataHub for big data analytics  
Photo: SITA

Engine manufacturer **Pratt & Whitney** and IT provider **SITA** have signed an agreement for full-flight data retrieval and processing in support of predictive maintenance of aircraft engines. Many airlines will benefit from the new data-driven alignment be-

tween the two companies. Rapidly available and actionable data about aircraft performance plays a crucial role in continuously improving airline operations. SITA's cloud-based data-brokering platform e-Aircraft® DataHub collects, transforms and distributes full-flight data collected from hundreds of sensors on the aircraft measuring, for example, engine section temperatures and pressures. This data, shared with Pratt & Whitney, facilitates Pratt & Whitney in providing its EngineWise Insights Plus engine health monitoring services to airlines. Pratt & Whitney, a division of Raytheon Technologies Corp. and a world leader in the design, manufacture, and service of aircraft and helicopter engines, is the first Original Equipment Manufacturer (OEM) in the U.S. to join SITA's e-Aircraft® DataHub for big data analytics.

## OTHER NEWS

improve environmental sustainability and help protect our ecosystem.” Earlier this year StandardAero hired Brian Skrobarcek, an industry sustainability expert, to serve as the company’s dedicated Vice President of Environment Health, Safety & Sustainability and Global Head of ESG. Skrobarcek is leading the charge to drive StandardAero’s multi-pronged environmental sustainability and governance strategy. Working with other industry and environmental experts, he will be adopting best practices and establishing a detailed framework for achieving the company’s goals. “Reducing our carbon footprint isn’t just about StandardAero,” explained Skrobarcek. “We think globally. A global perspective encompasses supplier, partner and customer commitments toward environmental sustainability. We are expanding our efforts to include other sustainability focus areas including test cells, procurement, logistics and ultimately our products and services. In the future, we will expect all of our constituents to be driving toward the same vision. Together, we will create the solutions that make a difference.” StandardAero’s sustainability efforts are tightly aligned with the company’s equity sponsor, Carlyle. StandardAero is also working closely with other Carlyle portfolio companies to collaborate on efforts to achieve similar goals.

## INDUSTRY PEOPLE



Joseph Espiritu

Philippine-based maintenance, repair and overhaul (MRO) company Dornier Technology has appointed **Joseph Espiritu** as Chief Operating Officer and will utilise his expertise to grow the business by providing tailored solutions for airlines and air operators as the commercial aviation market recovers. Espiritu is an industry veteran with more than 18 years of experience including more than a decade in management and senior roles. He was previously Deputy General Manager and Vice President of Operations at Cebu Pacific Air’s aircraft maintenance organisation Aviation Partnership Philippines (APLUS). Espiritu has also worked in senior positions at Lufthansa Technik Philippines handling heavy maintenance for Lufthansa Group airlines and other foreign airlines. In addition, he has overseas experience having been a powerplant planning engineer at Kuwait Airways.



Vaida Kojaliene

Chapman Freeborn, the global air charter specialist and part of Avia Solutions Group, has appointed **Vaida Kojaliene** as Group Chief Financial Officer. Kojaliene joins Chapman Freeborn with a wealth of experience in various financial positions at country, regional and group level. Her previous roles were within the financial and healthcare sectors and Chapman Freeborn is her first introduction to the aviation industry. As Group Chief Financial Officer, her key focus is on ensuring an efficient finance structure and processes within the business, addressing strategic and day-to-day business needs.



Photo: Liverpool John Lennon Airport

**Air Navigation Solutions** (ANSL) has agreed a partnership with **Liverpool John Lennon Airport** and its internal air navigation services provider, **Air Traffic Control Services Limited** (ATCSL), which will see ANSL implement Radar in The Tower (RiTT) operations at the Airport. The work led by ANSL involves a technical assessment of the existing air traffic management equipment, development of operational procedures, and creation of a training plan and materials. ANSL will also support the engagement with the Civil

Aviation Authority on behalf of ATCSL and Liverpool John Lennon Airport. These services will be complemented by a human factors’ review carried out by ANSL’s Human Factors Specialist, Lucy Kirkland. RiTT, when implemented, will enable the Airport to combine the provision of the ‘approach’ and ‘tower’ services from one controller working position at times of low demand or in low-complexity traffic scenarios. This reduces the need for additional air traffic control officers (ATCOs) during these periods, enabling support of other critical activities in the air traffic control unit. The combined service delivery also provides ATCOs with more optimal levels of air traffic handling during periods of low demand, such as the COVID-19 pandemic. ANSL has operated RiTT at Edinburgh Airport for several years and adapted and flexed its use during the pandemic to ensure optimal air traffic management service delivery.

**AviTRADER™**  
publications

AviTrader Publications Corp.  
Suite 305, South Tower  
5811 Cooney Road  
Richmond, BC  
Canada V6X 3M1

Publisher  
Peter Jorssen  
Tel: +1 604 318 5207

Editor  
Heike Tamm  
editor@avitrader.com  
Tel: +34 (0) 971 612 130

Advertising Inquiries  
Tamar Jorssen  
VP Sales & Business Development  
tamar.jorssen@avitrader.com  
Phone: +1 (778) 213 8543

For inquiries and comments,  
please email:  
editor@avitrader.com





# THE AIRCRAFT AND ENGINE MARKETPLACE

## Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	FPG Amentum	V2527M-A5	3705	2008	Now	Sale / Lease	Eoin Kirby	eoin.kirby@fpg-amentum.aero	+353 86 027 3163
A319-100	BBAM	CFM56-5B5/P	2119	2004	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A319-100	BBAM	CFM56-5B5/P	2283	2007	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A319-100	ORIX Aviation	CFM56-5B5/3	5018	2012	Now	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A319-112	Deucalion Aviation Limited	CFM56-5B63	3586	2008	Q2/2022	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A319-133	Deucalion Aviation Limited	V2533M-A5	2965	2007	Q4/2022	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A319-131	Deucalion Aviation Limited	V2522-A5	2375	2005	Q2/2022	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320	Deucalion Aviation Limited	CFM56-5B4/P	1571	2001	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320-200	BBAM	V2527-A5	2587	2005	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A320-232	Deucalion Aviation Limited	V2527	4323	2010	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320-232	ALTAVAIR	V2527-A5	4621	2011	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
A320-232	Willis Lease	V2527-A5	6865	2016	Now	Sale / Lease	Chris Giles	cgiles@willislease.com	+44 1656 754 788
A320-232	Willis Lease	V2527-A5	7163	2016	Aug 2022	Sale / Lease	Chris Giles	cgiles@willislease.com	+44 1656 754 788
A320-233ceo	FPG Amentum	V2527E-A5	4457	2010	Now	Sale / Lease	Lei Ma	ma.lei@fpg-amentum.aero	+852 9199 1875
A321-200	GA Telesis	V2533-A5	2255	2004	Q2/2022		David Byrne	aircraft@gatelesis.com	+353 86 780 8974
A321-200	GA Telesis	V2533-A5	2261	2004	Q2/2022		David Byrne	aircraft@gatelesis.com	+353 86 780 8974
A321-231	Deucalion Aviation Limited	V2533-A5	6009	2014	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A321-231	Deucalion Aviation Limited	V2533-A5	6294	2014	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A330-200	ORIX Aviation	Trent 772B-60	1306	2012	Now	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A330-200	ORIX Aviation	Trent 772B-60/16	1289	2012	Now	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A330-200	Deucalion Aviation Limited	CF6-80E	814	2007	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A330-200 (3x)	ALTAVAIR	Trent 772B-60/16	various	06-14	Q1/2022	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
A330-200	Doric	Trent 772B-60/16	1407	2013	Now	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
A330-300	BBAM	Trent 772B-60	1562	2014	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A330-300	BBAM	Trent 772B-60	1609	2015	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A330-300	BBAM	CF6-80E1A3	1300	2012	Apr 2022	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A330-300	Deucalion Aviation Limited	Trent 772B-60	1559	2014	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A330-300	Deucalion Aviation Limited	Trent 772B-6	1146	2010	Q3/2022	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A330-300	Deucalion Aviation Limited	Trent 772B-60	1482	2014	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B737-700	BBAM	airframe only	32414	2003	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B24/3	34905	2007	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	ORIX Aviation	CFM56-7B24E	40318	2012	Q2/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-800SF	GA Telesis	CFM56-7B24	33813	2004	Jul 2022	Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-900	BBAM	CFM56-7B26/3	34953	2007	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B777-200ER	BBAM	GE90-90B	29004	1998	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B777-200ER	Deucalion Aviation Limited	GE90-94B	32721	2007	Q2/2023	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B777-200ER	Deucalion Aviation Limited	GE90-94B	35295	2007	Q2/2023	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B777-300ER	BBAM	GE90-115BL2	37898	2012	Apr 2022	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B777-300ER (10x)	ALTAVAIR	GE90-115B		06-13	Q1/2022	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493

# THE AIRCRAFT AND ENGINE MARKETPLACE

## Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
CRJ-200	Regional One	CF34-3B1	7925	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200	Regional One	CF34-3B1	7926	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200	Regional One	CF34-3B1	7937	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200	Regional One	CF34-3B1	7941	2006	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200ER	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200ER	Regional One	CF34-3B1	8059	2005	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200LR	Regional One	CF34-3B1	7625	2002	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900	Regional One	CF34-8C5	15215	2009	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900	Regional One	CF34-8C5	15207	2008	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900ER	Regional One	CF34-8C5	15111	2007	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900ER	Regional One	CF34-8C5	15115	2007	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
DHC8-Q400	Regional One	PW150A	4042	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
DHC8-Q400	Regional One	PW150A	4100	2005	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ-145LR	Regional One	AE3007	145508	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ-145LR	Regional One	AE3007	145515	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ170-100LR	Regional One	CF34-8E5	17000093	2005	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
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	Nbow	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
CF34-10E	Now - Lease				
CF34-8C	Now - Lease				
CF34-3A	Now - Sale / Lease				
(2) CF34-10E6 Full QEC	Now - Sale / Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+ 1 954-478-7195
(1) CF34-10E5A1 Full QEC	Now - Sale / Lease				
(5) CF34-10E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-8C5A1	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(2) CF34-8C5B1	Now - Sale/Lease/Exch.				
(3) CF34-8E5A1	Now - Sale/Lease/Exch.				
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717



**Willis Lease Finance Corporation**  
 Power to Spare – Worldwide®



*RegionalOne*

**Engine Lease Finance**

**MAGELLAN**  
 AVIATION GROUP





# THE AIRCRAFT AND ENGINE MARKETPLACE

## Commercial Engines (cont.)

CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF6-80E1A4B	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
(1) CF6-80E1A3	Now - Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(1) CF6-80E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) CF6-80E1	Now - Lease	Deucalion Aviation Limited	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5B4/P (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiviation.com	+1 786 785 0787
(1) CFM56-5B5/P	Now - Lease				
(1) CFM56-5B6/P	Now - Lease				
(1) CFM56-5B2/P	Now - Lease				
(2) CFM56-7B26 (full QEC)	Now - Lease				
(1) CFM56-7B24	Now - Lease				
(5) CFM56-7B24/3	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(5) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P	Now - Lease				
(3) CFM56-7B24/E	Now - Lease				
(3) CFM56-7B24	Now - Lease				
(2) CFM56-7B26	Now - Lease				
(2) CFM56-5C4	Now - Lease				
(4) CFM56-5B4/P	Now - Lease				
(1) CFM56-7B26/3	Now - Lease				
(3) CFM56-7B26	Now - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(4) CFM56-5B5/P	Now - Sale / Lease				
(2) CFM56-5B6	Now - Sale / Lease				
CFM56-5 (all thrust levels)	Now - Sale / Lease	Contrail Aviation Support	Steve Williamson	steve@contrail.com	+1 720-276-5966
CFM56-7 (all thrust levels)	Now - Sale / Lease				
(2) CFM56-7B22	Now - Lease	Deucalion Aviation Limited	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
(multiple) CFM56-5B	Now - Sale / Lease	CFM Materials	Josef Noebauer	josef.noebauer@cfmmaterials.com	+1 469-628-3756
(multiple) CFM56-7B	Now - Sale / Lease				
(1) CFM56-7B26/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B24/E	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P (u/s)	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) CFM56-7B22/3	Now - Lease				
(1) CFM56-5B6/3	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
(1) CFM56-5B3/P	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(2) CFM56-5B6/P	Now - Sale/Lease/Exch.				
(1) CFM56-7B27	Now - Sale/Lease/Exch.				
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
(1) GE90-115BL (Propulsor)	Now - Lease				
(2) GE90-90B	Now - Sale/Lease/Exch.	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(2) LEAP-1A33	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1A32	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
PW 4000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW4168	Now - Sale / Lease	Castlelake	Graeme Dodd	Graeme.dodd@castlelake.com	+44 207 190 6138
(1) PW4062-3	Now - Sale / Exchange	Chromalloy Asset Management	Hema Krishan	Hkrishan@chromalloy.com	+1 845-587-7102
(1) PW4060-3	Q3/2021 - Sale/Exchange				
PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
PW119B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
PW119B	Now - Lease				
PW120A	Now - Lease				
PW121 (ATR)	Now - Lease				
PW124B	Now - Lease				
PW123B	Now - Lease				
PW125B	Now - Lease				
PW127F	Now - Lease				
PW150A	Now - Lease				
PW127M	Now - Lease				
PW150A RGB	Now - Lease				

# THE AIRCRAFT AND ENGINE MARKETPLACE

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(4) PW127M	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW121	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(1) PW123	Now - Sale/Lease/Exch.				
(1) PW127F	Now - Sale/Lease/Exch.				
(1) PW127M	Now - Sale/Lease/Exch.				
(1) PW150A	Now - Sale/Lease/Exch.				
(1) PW150A	Now - Sale/Lease/Exch.	Regional One	Duane Butler	dbutler@regionalone.com	+1 561-809-0001
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(2) Trent 772B-60	Q1/2022 - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(2) Trent 772C-60	Q1/2022 - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) Trent 556-60	Now - Sale/Lease/Exch.				
(1) Trent 772B-60	Now - Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(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
(3) V2522-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(3) V2524-A5	Now - Sale/Lease/Exch.				
(3) V2527-A5	Now - Sale/Lease/Exch.				
(3) V2527E-A5	Now - Sale/Lease/Exch.				
(3) V2527M-A5	Now - Sale/Lease/Exch.				
(3) V2530-A5	Now - Sale/Lease/Exch.				
(2) V2533-A5	Now - Sale/Lease/Exch.				
V2500 (all thrust levels)	Now - Sale / Lease	Contrail Aviation Support	Steve Williamson	steve@contrail.com	+1 720-276-5966
(2) V2533-A5	Now - Sale/Lease/Exch.	Chromalloy Material Solutions	Hema Krishan	Hkrishan@chromalloy.com	+1 845-587-7102
(1) V2527-A5	Now - Sale/Lease/Exch.				
(2) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2527-A5	Now - Lease				
(2) V2527-A5	Now - Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(2) V2527-A5	Now - Sale / Lease	Castlelake	Graeme Dodd	Graeme.dodd@castlelake.com	+44 207 190 6138
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiair.com	+1 786 785 0788
(2) V2522-A5	Now - Lease	Deucalion Aviation Limited	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
(2) V2527-A5	Now - Lease				
(2) V2527-A5	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(2) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2527E-A5	Now - Lease				
(1) V2527-A5	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	

## Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(1) GTCP331-500B	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
(2) GTCP331-200ER, (2) GTCP131-9A, (1) GTCP131-9B	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH					
GE90-115B – Fan Stator Module – P/N 2115M15G04		Altavair	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
(2) A320, (1) A330, (1) A340 Landing Gear Shipsets		GA Telesis		landinggearsales@gatelesis.com	
(1) A320 ENH NLG					
Neutral CFM56-7B QEC Kit	Now - Sale	CFM Materials	Josef Noebauer	josef.noebauer@cfmmaterials.com	+1-214-988-6676
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) RE220, (1) APS3200, (1) GTCP131-9A	Now - Sale / Lease	Magellan Aviation Group	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTCP131-9B, (1) GTCP331-500B	Now - Sale / Lease				
(1) GTCP131-9B, (1) GTCP131-9A	Now - Sale/Lease/Exch.	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(1) GTCP331-500B	Now - Sale/Lease/Exch.				
(2) GTCP331-350, (2) APS2300	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(1) APS3200, (1) GTCP131-9B					
((1) GTCP331-200ER, (2) RE220RJ	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 954-683-1893
(2) GTCP36-150RJ					
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(4) GTCP131-9A, (2) GTCP131-9B		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(1) GTCP331-350, (2) GTCP331-500, (1) APS3200B, (2) APS3200C					
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000			Ricky Torres	stands@gatelesis.com	+1-954-676-3111
(2) APU GTC131-9B, (1) GTCP331-500B	Now - Sale / Lease	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease				
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368





The leading industry publication linking aircraft maintenance,  
the aftermarket, and aircraft operators

Avitrader MRO is a monthly digital magazine providing news and senior level analysis on the global commercial aviation MRO industry. Over the past decade the publication has grown to be a leading source of insight and analysis on the key issues facing the aircraft maintenance and aftermarket sectors.

**14,600+**

Direct Distribution

**50,000+**

Inter-Company Distribution

**12**

Annual Editions

Subscribe for free online and get the magazine straight to your inbox  
[www.avitrader.com](http://www.avitrader.com)



For advertising and commercial opportunities, please contact:

**Tamar Jorssen**

Vice President Sales & Business Development

Email: [tamar.jorssen@avitrader.com](mailto:tamar.jorssen@avitrader.com)

Phone: +1 (788) 213 8543

[www.avitrader.com](http://www.avitrader.com)