

Weekly Aviation Headline News

WORLD NEWS

IAG Cargo strong Q1 financial results shows confident start to 2022

IAG Cargo has reported the first set of financial results for 2022, with revenues of €432 million for the period from January 1 to March 31, 2022 – which reflects IAG Cargo’s growing network as the global economy recovers from the pandemic. In Q1 2022 sold tonnage was up 19 per cent on the same period in 2021. Demand was particularly high between Europe and the USA for key industrial goods, including automotive parts, with IAG Cargo increasing the availability of wide-body aircraft on European feeder lanes into Heathrow.

Kalitta Air to transition to ExxonMobil

ExxonMobil announced that Kalitta Air will now use Mobil Jet Oil II and Mobil HyJet IV-Aplus across its entire fleet. Kalitta Air will commit to using Mobil Jet Oil II in its B747-400 fleet and transition both its B747-400 and 777 ER/SF aircraft to Mobil Hyjet IV-A plus. The airline cited the ability to streamline efficiencies in their procurement and maintenance departments as a key reason for transitioning to ExxonMobil aviation lubricants.

Frontier begins services between Miami and Kingston

Frontier Airlines has started services between Miami International Airport (MIA) and Norman Manley International Airport in Kingston, Jamaica (KIN). It marks the first time the American carrier has offered service to the Jamaican capital. Flights will operate three times weekly year-round.



Frontier Airlines and JetBlue have made offers to acquire Spirit.

Photo: Spirit Airlines

JetBlue enhances proposal to acquire Frontier

But Spirit reiterates support for merger with Frontier

Spirit Airlines has responded to the submission of an enhanced proposal to acquire Frontier Airlines. In its enhanced offer, JetBlue enhanced its proposal to the Board of Directors of Spirit to acquire all of the outstanding common stock of Spirit for \$33 cash per share. JetBlue has stressed that the enhanced proposal offers Spirit shareholders both superior financial value and greater certainty than the Frontier transaction.

In addition to a remedy package to address NEA and regulatory concerns, other proposals include that JetBlue would provide for a

\$200 million reverse break-up fee, representing approximately \$1.80 per Spirit share, that would become payable to Spirit in the unlikely event the JetBlue transaction is not consummated for antitrust

“We believe that our pending merger with Frontier will start an exciting new chapter for Spirit.”

Mac Gardner, Chairman of Board of Directors, Spirit Airlines

reasons.

“By creating a national competitor to the big four airlines, this transaction would deliver meaningful benefits for customers, superior value for shareholders of both airlines, and new

opportunities for our combined crewmembers,” said Robin Hayes, chief executive officer, JetBlue

In response, Spirit Airlines indicated that the JetBlue proposal did not constitute a ‘superior proposal’ and the company intends to continue advancing towards completing a transaction with Frontier Airlines.

In February 2022, Spirit entered into a merger agreement with Frontier, under which Spirit and Frontier would combine in a stock and cash transaction. Under the terms of the merger agreement, Spirit equity holders would receive 1.9126

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...continued from page 1

shares of Frontier plus \$2.13 in cash for each existing Spirit share they own. JetBlue has argued that the financial projections underpinning the transaction with Frontier are based on unrealistically optimistic assumptions, especially with respect to costs associated with personnel attrition and wage inflation – “Their model does not consider any wage increases for team members, including pilots, at a time of high attrition and an anticipated shortage of pilots,” JetBlue stated.

The Spirit board continues to believe that the pending transaction with Frontier represents the best opportunity to maximise value and recommends that Spirit shareholders adopt the merger agreement with Frontier. Spirit’s Board of Directors also issued the following letter to JetBlue: “Spirit continues to believe in the strategic rationale of the proposed merger with Frontier and is confident that it represents the best opportunity to maximise long-

term shareholder value,” said Mac Gardner, Chairman of Board of Directors for Spirit Airlines. “After a thorough review and extensive dialogue with JetBlue, the Board determined that the JetBlue proposal involves an unacceptable level of closing risk that would be assumed by Spirit stockholders. We believe that our pending merger with Frontier will start an exciting new chapter for Spirit and will deliver many benefits to Spirit shareholders, Team Members and Guests.”

AIRCRAFT & ENGINE NEWS

Qantas places major Airbus aircraft order to shape its future



Qantas has confirmed its future Airbus fleet

Photo: Airbus

Australia’s Qantas Group has confirmed that it will order 12 A350-1000s, 20 A220s and 20 A321XLRs. The news was announced at a ceremony in Sydney attended by Qantas Group CEO Alan Joyce and Airbus Chief Commercial Officer and Head of Airbus International, Christian Scherer. The A350-1000 was selected by Qantas following an evaluation known as Project Sunrise and will enable the carrier to operate the world’s longest commercial flights. These will include linking Sydney and Melbourne with destinations such as London and New York non-stop for the first time ever. Featuring a premium layout, the A350 fleet will also be used by Qantas on other international services. The A350-1000 is powered by the latest-generation Trent XWB engines from Rolls-Royce. In the single-aisle category, the A220 and A321XLR were chosen under an evaluation called Project Winton. The air-

craft will be used by the Qantas Group on domestic services across the country, which can extend to over five hours. In addition, the A321XLR offers the range capability for flights from Australia to Southeast Asia, enabling the Qantas Group to open up new direct routes. The A220 and A321XLR fleets will both be powered by Pratt & Whitney GTF engines. This agreement is in addition to the existing order for 109 A320neo-family aircraft, which includes the A321XLR for the Qantas Group low-cost subsidiary Jetstar.

Wizz Air takes delivery of the 1,000th GTF-powered Airbus A320neo-family aircraft

Pratt & Whitney has released that 1,000 Airbus A320neo-family aircraft powered by GTF engines have now been delivered to airlines around the world. The 1,000th aircraft was an A321neo delivered to Wizz Air in Budapest, Hungary. The airline has selected GTF engines to power 276 A320neo family aircraft, of which 54 have now been delivered. Pratt & Whitney also powers the airline’s fleet of 105 A320ceo-family aircraft with V2500® engines.



Wizz Air has taken delivery of the 1,000th GTF-powered Airbus A320neo-family aircraft

Photo: Pratt & Whitney

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AIRCRAFT & ENGINE NEWS

airBaltic wet leases one Ukraine International Airlines aircraft

Latvian airline airBaltic has agreed to wet lease one Ukraine International Airlines Boeing 737-900ER aircraft. The aircraft and its crew will perform flights within airBaltic’s network short term starting from May 1, 2022. Martin Gaus, airBaltic Chief Executive Officer: “Ukraine International Airlines has been a reliable long-term partner of airBaltic. It is now a very challenging time for the Ukrainian people and their national airline. By temporarily wet leasing their aircraft, we are also providing short-term work to the employees of Ukraine International Airlines.” Sergey Fomenko VP Commerce Ukraine International Airlines: “We would like to thank our very good partner and friend airBaltic for selecting Ukraine International Airlines as a capacity provider on an ACMI basis for its network. Especially now, when UIA temporarily cannot operate flights to and from Ukraine such an act of international aviation cooperation is very symbolic and important. UIA as [an] IOSA-certified carrier is ready to deliver high-quality service on routes of airBaltic.” airBaltic has chosen to wet lease additional aircraft short term due to the impact caused by the global supply chain issues. Such a decision enables the company to ensure its planned flight schedule.



Ukraine International Airlines Boeing 737-900

Photo: AirTeamImages

Airbus deploys A220 on Asia-Pacific demonstration tour



Photo: Airbus A220 family rendering

Airbus has deployed an airBaltic A220-300 passenger aircraft to the Asia-Pacific region as part of its latest demonstration tour. The aircraft had already made a demonstration flight in Sydney (Australia) and will next fly to Singapore. The week-long campaign will see the aircraft make two more stops, one in Hanoi (Vietnam) and one in Tokyo (Japan). On each leg, invited guests will tour the airBaltic aircraft, which features a comfortable layout of 145 seats in a single-class passenger cabin. Airbus executives will also give product briefings of the A220, and guests can enjoy a demonstration flight. The A220’s range and capacity make it ideal for carriers that want to open new regional routes out of Asia-Pacific or require an aircraft for lucrative but thin routes out of the country. It also enables a more cost-efficient and seamless way to connect to and from international services to domestic and regional destinations. The A220 is available in two versions, with the -100 variant seating between 100 and 130 passengers and the larger -300 variant seating between 130 and 160 in typical airline layouts. The A220 is also ideal for airlines that require an aircraft to complement the existing A320 family. Asia-Pacific is a core market for Airbus, and it is the fastest growing market for air transport with 5.5% annual growth in passenger traffic (versus a global average of 4.3%). Today the region accounts for a third of the European manufacturer’s total order book and a third of its revenues.

AIRCRAFT & ENGINE NEWS

Virgin Australia looks to Boeing as it targets greater capacity while lowering emissions



Photo: Virgin Australia has ordered four Boeing 737 MAX 8 aircraft

Virgin Atlantic has unveiled the first phase of its fleet growth programme which will see it acquire four new Boeing 737 MAX 8 aircraft introduced to its network and those Fokker twin-engine F100 aircraft which are retired from service will be replaced by Boeing 737-700s. The carrier currently operates a fleet of 10 F100s. The MAX 8 will help reduce carbon emissions by up to 15% when compared to the carrier’s current 737 NG jets, while the 737-700 will be able to carry more passengers with the same fuel burn, resulting in a 30% reduction in emissions per aircraft seat when compared to the F100. Virgin Australia’s current Boeing 737 fleet comprises 737-700 and 737-800 variants of the narrow-body jet and will grow to 88 aircraft once the four MAX 8 aircraft have been delivered, their

delivery scheduled to commence in February 2023. The Virgin Australia Group also has 25 Boeing 737 MAX 10s on order which will further reduce emissions by 17% when compared to existing 737 NGs. “We are on track to return to 100% of pre-COVID domestic capacity by June this year and expect to well exceed those levels by year’s end, and our resources sector and contract flying in WA is in high demand. This investment in our fleet reflects the increased demand we are experiencing in all parts of Virgin Australia,” Hrdlicka said, adding that: “With growth comes a larger carbon footprint, so it’s vital that we take the right steps now to ensure that as we do more flying, we are also working to reduce our emissions.”

MRO & PRODUCTION NEWS

FL Technics signs warehousing contract with B&H Worldwide

FL Technics has signed a contract with B&H Worldwide to manage its aircraft parts storage in Germany. The two companies have had a long-term commercial relationship in both the UK and Singapore, but this is the first time they have worked together in mainland Europe. Effective immediately, B&H Worldwide will utilise its Frankfurt warehouse facility to store a range of aerospace consumables, engine spare parts, rotables and dangerous goods for FL Technics to ensure they can be efficiently distributed to customers across the European Union. FL Technics is a global provider of MRO services, operating in North America, Europe, and Asia-Pacific, ranging from base maintenance solutions and the largest independent line maintenance network to aviation assets trading and management services as well as specialized shops for production, engine repairs, and wheels and brakes maintenance operations. All warehousing will be undertaken adhering to strict operating procedures, safety protocols and administrative controls and will be managed using FirstTrac, B&H’s unique, in-house-developed aerospace software solution.

AFI KLM E&M and Air Canada renew multi-year GE90 support contract



Photo: KLM E&M and Air Canada mark a new milestone with the renewal of a multi-year GE90 support contract

The historic cooperation between AFI KLM E&M and Air Canada marks new milestones with the renewal of a multi-year GE90 support contract. The original contract was signed in 2010, mobilising a package of repair and maintenance services specially adapted to meet the Canadian airline’s requirements for the GE90-115B engines on its fleet of Boeing 777s. Through this extended engine support contract, the solutions delivered by AFI KLM E&M include shop visits, LRU support, provision of spare engines and on-wing/on-site support. Air Canada’s decision to extend and expand its relationship with AFI KLM E&M constitutes a mark of confidence and satisfaction regarding the support solutions designed and implemented by the airline MRO provider, which bases its service approach on attentiveness and close-knit relationships with the customer.

FINANCIAL NEWS

Southwest Airlines reports first-quarter net loss of US\$278 million

Southwest Airlines has reported its first-quarter 2022 financial results. The company posted a net loss of US\$278 million in the first quarter, excluding special items, a net loss of US\$191 million down 8.8% compared with first-quarter 2019. Cash provided by operations was US\$1.1 billion. The company was encouraged by the sharp rebound in revenue trends in March 2022, despite US\$430 million of headwinds experienced during first quarter 2022. Approximately US\$380 million of the operating revenue headwinds related to softness in bookings and increased passenger cancellations in January and February 2022 associated with the Omicron COVID-19 variant, which is higher than the company's previous estimate of US\$330 million. In addition, the company's flight cancellations in January 2022 due to available staffing challenges—exacerbated by bad weather—resulted in a US\$50 million negative impact on operating revenues, as previously estimated. The company's first-quarter 2022 revenue performance from its loyalty programme was strong and included incremental revenue from its new co-brand credit card agreement, as expected. First-quarter 2022 managed business revenues decreased 55%, compared with first-quarter 2019. March 2022 managed business revenues decreased 36% compared with March 2019, outperforming the company's previous guidance of down approximately 40%, driven by an increase in business passengers and yields and boosted by its participation in Global Distribution System (GDS) platforms. Despite March 2022 managed business passengers and revenues being below March 2019 levels, managed business fares exceeded March 2019, representing the first monthly increase relative to respective 2019 levels since the pandemic began. Continuing into April, the company continued to experience strong leisure bookings for spring and summer travel and improved managed business revenue trends broadly across the network. The company currently expects April 2022 managed business revenues to have decreased by approximately 30%, compared with April 2019 and currently expects continued sequential improvement in May and June 2022, compared with its respective 2019 levels.

Embraer and Aernnova conclude strategic partnership agreement in Évora

Embraer and Aernnova have concluded the strategic partnership agreement announced in early 2022. Therefore, Aernnova now owns all shares of Embraer Metálicas and Embraer

MRO & PRODUCTION NEWS

Delta TechOps, Asiana Airlines enter engine maintenance agreement



Photo: Delta TechOps

TechOps has over 35 years of experience operating and maintaining CF6-80C2 engines. The work will be conducted by Delta TechOps Aviation Maintenance Technicians primarily at its Atlanta Technical Operations Centre.

Delta TechOps will be a maintenance, repair and overhaul provider of Asiana Airlines' CF6-80C2 engines over the next five years, bringing the engines powering the South Korean carrier's Boeing 747 and 767 aircraft under its extensive global portfolio. Delta TechOps people will expertly carry out scheduled engine overhaul shop visits during the five-year period. Additionally, Delta TechOps will support any unscheduled or AOG engine work. As the maintenance division of Delta Air Lines, Delta

Fatigue Technology selects Wencor as preferred strategic partner

Fatigue Technology Inc. (FTI) has selected Wencor as a preferred strategic partner supporting its Cold Working tooling "CB" product line for the commercial maintenance and repair market. "We are excited to partner with Fatigue Technology and its market leading products. Its diverse product and engineering capabilities, combined with our extensive technical sales capabilities and value-added services will enhance opportunities to the commercial MRO market. We pride ourselves on being able to provide innovative solutions to our customers that enable reliability, material availability and cost efficiencies," said Wencor



Fatigue Technology has selected Wencor as a strategic partner supporting its Cold Working tooling "CB" product line for the MRO market
Photo: Wencor

President of Distribution, Hunter Mitchem. Wencor has been a trusted partner in aerospace and defence for over 60 years, offering CMM and DER repairs, PMA and an extensive network of distribution solutions to help make flights safer and more cost effective. The company supports most of the commercial airlines, repair stations and OEMs worldwide through its corporate affiliates Wencor, Soundair Aviation Services, PHS/MWA Aviation Services, Absolute Aviation Services, Aerospace Coatings International, Accessory Technologies Corporation, Fortner Engineering & Manufacturing, Silver Wings Aerospace, ASC International, Inc. and Kitco Defense. Wencor Group is headquartered in the Atlanta, Georgia area with additional offices in Utah, Miami, Seattle, California, Alabama, New York, Amsterdam, Singapore, Shanghai, and Istanbul. FTI has been providing engineered solutions to the aerospace community, with expanded fastening solutions for both the production and sustainment arenas. In 2008, PCC, a worldwide, diversified manufacturer of complex metal components and products acquired FTI to add to its portfolio of companies within its Engineered Products Division. PCC is the market leader in manufacturing large, complex structural investment castings, air foil castings, and forged components used in jet aircraft engines and industrial gas turbines. PCC is also a leading producer of highly engineered critical fasteners for aerospace, automotive, and other markets, and supplies metal alloys and other materials to the casting and forging industry.

FINANCIAL NEWS

Compósitos, in an investment totalling approximately US\$174 million. For Embraer, this partnership is another opportunity to increase the production capacity of these two units, since besides supplying components for the company's commercial, executive aviation and defence areas, there is the expectation of an increase in the production of components for other global aeronautical manufacturers. This implies more jobs in this inland region of Portugal, as well as a potential increase in exports. Thus, the factories in Évora also contribute to the increase of the aeronautical production capacity of Alentejo region and guarantee its position as a reference in the Aeronautical Cluster of Portugal. The agreement is also in line with Aernnova's growth strategy, which further reinforces the company's status as a global leader in the design and production of aerostructures, and it aims to increase the production capacity of the centres of excellence in Évora, whose operation is of strategic importance for Embraer's current and future products. With 500 employees, the Évora units produce, among other things, components for wings and vertical and horizontal stabilizers

MRO & PRODUCTION NEWS

Aventure Aviation acquires Boeing 737NG for tear-down

Aventure Aviation has acquired a Boeing 737NG, MSN 35140, the youngest 737NG airframe it has ever obtained. Teardown for the recently retired TUI Airways aircraft will be done by KLM UK Engineering in Norwich, United Kingdom. This is Aventure's fourth 737NG purchase for 2022. Parts will join an extensive stock of existing 737NG inventory stored in Atlanta. The purchase comes a few weeks after Aventure's acquisition of a WestJet Airlines Boeing 737NG, MSN 32713. "Our growing list of teardowns has allowed us to develop operating procedures that ensure efficient handling of the entire process from start to finish," said Sales Director Andrew Crombie. "With passenger numbers growing around the world and Boeing 737NG load factors continuing to outpace any other aircraft type, we are committed to building up a large inventory."



The former TUI Boeing 737NG awaiting tear-down

Photo: Aventure Aviation

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FINANCIAL NEWS

for Embraer’s aircraft programmes such as the Praetor 500 and Praetor 600 executive jets, the two generations of the E-Jets family of commercial jets and the multi-mission aircraft KC-390 Millennium. The industrial units in Portugal will constitute Aernnova’s largest production centres in the world. This agreement strengthens the Aernnova’s position as a Tier 1 supplier for single-aisle aircraft and improves its presence in the executive and defence aerospace markets. Évora facilities activity will add around US\$170 million to Aernnova’s revenues figure. The capacity of these industrial units will also allow new contracts to be signed, either with Embraer or with other manufacturers. (£1.00 = US\$1.25 at time of publication).

Chorus Aviation completes acquisition of Falko Regional Aircraft

Chorus Aviation (Chorus) has completed its acquisition of Falko Regional Aircraft Limited (Falko), as previously announced on February 27, 2022. This acquisition transforms Chorus into a premier full-service provider in regional aviation with unique capabilities to maximise value at every stage of an aircraft’s lifecycle. The completion of this transaction establishes Chorus as one of largest aircraft lessors focused solely on investing in the regional aircraft leasing space and results in a portfolio of 348 regional aircraft with an aggregate value of approximately US\$4.5 billion (£3.6 billion) which are owned, managed, and/or operated by Chorus subsidiaries. As contemplated by the acquisition agreement, Chorus expects to acquire the beneficial interests in five aircraft trusts on a deferred basis prior to the end of the second quarter of 2022 (subject to the satisfaction or waiver of specified conditions applicable to those transactions) bringing the total to 353 aircraft.

Airbus to increase A320 production rate and will grow its footprint in Mobile, U.S.

Airbus has reported consolidated financial results for its first quarter (Q1) ended March 31, 2022. The company reported that consolidated revenues increased 15% to €12.0 billion (Q1 2021: €10.5 billion), mainly reflecting the higher number of commercial aircraft deliveries and a favourable mix. A total of 142 commercial aircraft were delivered (Q1 2021: 125 aircraft), comprising 11 A220s, 109 A320 family, six A330s and 16 A350s. The financial results reflect 140 commercial aircraft deliveries after the reduction of two aircraft previously recorded as sold in December 2021 for which a transfer was not possible due to international sanctions in place. Revenues generated by Airbus’ commercial aircraft activities increased 17%,

MRO & PRODUCTION NEWS

Collins Aerospace kicks off installations of new Boeing 737 Enhanced Vision System

Collins Aerospace is beginning installation of its new Enhanced Flight Vision System (EFVS) for Boeing 737 aircraft. Texel Air, operating out of Bahrain International Airport, will be among the first operators to receive the new system that includes Collins’ EVS-3600, a multi-spectral imaging sensor to “see through” poor visibility and darkness better than the human eye. Historically used by military and business aircraft, the newly certified system will allow widespread adoption of EFVS by airlines for the first time. The EVS-3600 uses multiple infrared and visible light cameras providing pilots with a head-up view that exceeds natural vision. When viewed on a head-up display, EFVS increases situational awareness and enables operations in low visibility conditions. Texel Air’s fleet of 737 FlexCombi™ aircraft can be configured to suit a wide range of cargo and passenger flights in the Middle East and North Africa. The EVS-3600 system adds additional capability to these versatile aircraft allowing them to operate safely and efficiently in the most difficult locations and environments.



Texel Air, operating out of Bahrain International Airport, will be among the first operators to receive the new system that includes Collins’ EVS-3600, a multi-spectral imaging sensor
Photo: Collins Aerospace

FINANCIAL NEWS

Qantas to acquire Alliance Aviation



Alliance Airlines Photo: AirTeamImages

Qantas has reached an agreement to fully acquire Australian-based operator, Alliance Aviation Services (Alliance), enabling the national carrier to better serve the growing resources sector. The agreement, which is subject to a vote from Alliance shareholders and competition clearance, would see Alliance become a wholly owned part of the Qantas Group. Alliance has a fleet of 70 jet aircraft that seat up

to 100 people each, making them well suited to charter operations. Between these charter services and a small number of passenger routes that overlap with large mine sites, Alliance accounts for around 2% of the total domestic market. The national carrier is Alliance’s biggest single customer, with a long-term agreement that sees Alliance operate up to 18 newly acquired E190 jets for QantasLink. This arrangement has helped open new direct routes and increase frequency across regional Australia. Qantas bought just under 20% of Alliance in February 2019 and at the time flagged its long-term interest in acquiring 100% of the airline. The ACCC investigated that minority holding for three years and made no findings that it lessened competition. Under this new agreement, the remaining 80% would be acquired through a scheme of arrangement where Alliance shareholders receive Qantas shares worth AU\$4.75 for each Alliance share they hold, representing a 32% premium to Alliance’s volume weighted average price for the past three months. Qantas would issue new shares valued at approximately AU\$614 million in a transaction that is expected to be EPS accretive for Qantas shareholders, before synergies. (£1.00 = AU\$1.74 at time of publication).

FINANCIAL NEWS

mainly reflecting the higher deliveries and favourable mix. Airbus Helicopters delivered 39 units (Q1 2021: 39 units), with revenues rising 7% mainly reflecting growth in services and a favourable mix in programmes. Revenues at Airbus Defence and Space increased 16%, mainly driven by the Military Aircraft business and following the Eurodrone contract signature. One A400M transport aircraft was delivered in Q1 2022. Consolidated EBIT Adjusted – an alternative performance measure and key indicator capturing the underlying business margin by excluding material charges or profits caused by movements in provisions related to programmes, restructuring or foreign exchange impacts as well as capital gains/losses from the disposal and acquisition of businesses – increased to €1,263 million (Q1 2021: €694 million). Gross commercial aircraft orders increased to 253 (Q1 2021: 39 aircraft) with net orders of 83 aircraft after cancellations (Q1 2021: -61 aircraft). The order backlog amounted to 7,023 commercial aircraft on March 31, 2022. Airbus Helicopters booked 56 net orders (Q1 2021: 40 units) and was awarded a contract for the Tiger MkIII attack helicopter upgrade programme. Airbus Defence and Space’s order intake by value increased to €3.2 billion (Q1 2021: €2.0 billion), corresponding to a book-to-bill ratio of around 1.3. Included is the Eurodrone global contract signed in February 2022, covering the development and manufacturing of 20 systems and five years of initial in-service support for Germany, France, Italy and Spain. Airbus highlighted that commercial aircraft production for the A320 family is progressing towards a monthly rate of 65 aircraft by summer 2023, in a complex environment. Following an analysis of global customer demand as well as an assessment of the industrial ecosystem’s readiness, the company is now working with its suppliers and partners to enable monthly production rates of 75 in 2025. This production increase will benefit the entire global industrial value chain. Airbus will meet the higher production rates by increasing capacity at its existing industrial sites and growing the industrial footprint in Mobile, US, while investing to ensure that all commercial aircraft assembly sites are A321 capable. On the A321XLR, the company continues to work towards a first flight by the end of Q2 2022. Initially planned for the end of 2023, the entry-into-service is now expected to take place in early 2024 in order to meet certification requirements. (£1.00 = €1.17 at time of publication).

Avion Systems acquires Grecco Aerospace

Avion Systems of Ft. Lauderdale, FL., has acquired Grecco Aerospace of Miami, FL. (Grecco) and

FINANCIAL NEWS

Bombardier reports first-quarter 2022 results, grows backlog by US\$1.3 billion

With its strong portfolio of world-leading jets and an expanding service network, Bombardier is uniquely positioned to capitalize on the demand for both new jets and services. This strength supported consolidated cash generation of US\$173 million for the first quarter of 2022, which represents a US\$578 million improvement compared to the same quarter last year. Bombardier’s revenues from business jet sales and aftermarket services totalled US\$1.2 billion during the first quarter of 2022 as business jet utilisation and flight hours continued to rise around the world. The company delivered a total of 21 aircraft in the first quarter of 2022. Bombardier also reported record aftermarket revenues, a ~34% improvement over the same quarter last year. The strong demand was reflected also in the 2.5-unit book-to-bill ratio and a growing backlog that rose by US\$1.3 billion to US\$13.5 billion since the beginning of 2022. In terms of profit, the company expanded its year-over-year adjusted EBITDA margin by 420 basis points to reach 13.4%. Adjusted EBITDA was at US\$167 million, a 36% improvement over the same quarter last year, thanks mainly to higher aftermarket revenues, incremental Global 7500 contribution and cost structure improvements. The EBIT from continuing operations was US\$85 million. The company concluded the first quarter of 2022 with a landmark achievement for the industry flagship Global 7500. On March 30, 2022, it delivered the 100th Global 7500 to long-time client VistaJet. (£1.00 = US\$1.23 at time of publication).



Photo: Bombardier delivered the 100th Global 7500 during the first-quarter 2022

MILITARY AND DEFENCE

Boeing unveils first T-7A Red Hawk advanced trainer jet



The first T-7A Red Hawk advanced trainer has rolled out of the production facility in St. Louis, Missouri Photo: Boeing

Boeing has unveiled the first T-7A Red Hawk advanced trainer jet to be delivered to the U.S. Air Force. The jet, one of 351 the U.S. Air Force plans to order, was unveiled prior to official delivery. The fully digitally designed aircraft was built and tested using advanced manufacturing, agile software development and digital engineering technology, significantly reducing the time from design to first flight. The aircraft also features open architecture software, providing growth and flexibility to meet future mission needs. “We’re excited and honoured to deliver this digitally advanced, next-generation trainer to the U.S. Air Force,” said Ted Colbert, president and CEO, Boeing Defense, Space & Security. “This aircraft is a tangible example of how Boeing, its suppliers and partners are leading the digital engineering revolution. [The] T-7A will prepare pilots for future missions for decades to come.” The T-7A Red Hawk incorporates a red tail livery in honour of the Tuskegee Airmen of World War II. These airmen made up the first African American aviation unit to serve in the U.S. military.

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formed Avion Repair Services Inc. (ARS). Grecco Aerospace, an FAA/EASA-accredited aviation repair facility has capabilities to overhaul and repair commercial components specifically pneumatic, hydraulic and fuel related for Boeing and Airbus platforms. The management team lead by Kirenia Bustillo and Yoan Perez will continue to run the day-to-day operations under the new brand. “We are excited to partner with the Grecco team to grow and support both our companies existing customer base,” said Ron Sever, President and CEO of Avion Systems. “Our immediate goal is to synchronise our years of experience and vast resources with the Grecco’s management to assist with marketing, business development and operational support. Leveraging on the synergy between the companies, Grecco’s introduction to our group will complement our product line and create a true vertical integration”.

Lufthansa eyes record summer for holiday travel after positive 1Q 2022 results

Despite a slow start to the year due to the Omicron variant of the COVID-19 pandemic, Lufthansa saw a noticeable increase in customer demand, particularly in March, for both holiday travel and also the business travel segment. Compared to the previous year, the Group more than doubled revenue to €5.4 billion (1Q 2021: €2.6 billion). Adjusted EBIT amounted to €-591 million, and a further noticeable improvement compared to the prior-year quarter, despite the effects of the pandemic (1Q2021: €-1.0 billion). The Adjusted EBIT margin increased to -11.0% (previous year: -40.9 percent). Net income of €-584 million was also an improvement compared to the previous year (1Q 2021: €-1.0 billion). Group airlines more than quadrupled passenger numbers in the first quarter compared to the same period in 2021. Between January and March, Lufthansa Group airlines catered for 13 million passengers (1Q 2021: 3 million). As a result of the strong increase in demand for air travel during the first quarter, the available capacity was also significantly increased towards the end of the quarter. Between January and March 2022, passenger airline capacity averaged 57% of the pre-crisis level (171% up on the previous year). The Adjusted EBIT of the passenger airlines amounted to €-1.1 billion euros (1Q 2021: -€1.4 billion). The result was burdened by low seat load factors especially at the beginning of the quarter, rising fuel costs and the non-recurrence of short-time work subsidies in the prior year. However, yields were close to pre-crisis levels, while on long-haul, yields exceeded the 2019 level. For the full year 2022, the Lufthansa Group is planning an annual average passenger airline capacity of around 75%. In the summer, around

INFORMATION TECHNOLOGY



Photo: EU Wings

Italian line maintenance specialist **EU Wings** and sister company **AliPlan**, a provider of CAMO and engineering services, have both signed up to use **Rusada’s ENVISION** software for their airworthiness and maintenance. EU Wings, based in Verona, provides line maintenance services to customers across Europe, Africa, and Asia, assisting with scheduled maintenance, component replacement, minor repair, and aircraft disinfection. AliPlan, also based in Verona, offers a wide range of services to aircraft operators including CAMO support, engine shop support, engine data monitoring, and aircraft phase in/out support. Between them they will use five of ENVISION’s modules to manage their operations, including Fleet Management, Line Maintenance and Inventory Management. Rusada’s European team will now begin work on the implementation project with a view to going live later this year.

OTHER NEWS



Photo: Rex-Delta Air Lines

Rex, Australia’s independent regional and domestic airline, has signed a Letter of Intent (LOI) with **Delta Air Lines**, confirming the parties’ intention to enter into a ‘definitive commercial agreement’. The final agreement will see Rex and Delta providing reciprocal interline ticketing and baggage services to each other commencing during the third quarter of 2022. “This is a milestone moment for Rex and our passengers. Rex is delighted to forge a partnership with America’s most awarded airline. Our tie-up with Delta will help boost the post-COVID return of long-haul international travel,” Rex Deputy Chairman, the Hon John Sharp AM, said. “Delta will not only connect international travellers on Rex’s trunk domestic routes but could also allow them easy access to Rex’s expansive network of over 60 routes throughout regional Australia,” Sharp continued. Rex’s passengers will be able to connect seamlessly on Delta’s daily, non-stop flights between Sydney and Los Angeles, a frequency which will increase to ten flights a week beginning December 18, 2022, and from there to nearly 50 cities in the U.S.

FINANCIAL NEWS

95% of the pre-crisis capacity will be offered on European short-haul routes and around 85% on the Transatlantic.

Sanctions see Avolon forced to record US\$304 million impairment for Russian planes

Irish lessor Avolon, which has ten leased jets still trapped in Russia, has recorded a first-quarter US\$304 million impairment to cover the full financial impact. “While we continue to make every effort to recover these assets, we are recognising the full impairment this quarter, putting the financial impact of Russian sanctions firmly behind us,” Avolon’s Chief Executive Dómnal Slattery said in a statement. The EU sanctions came into effect on March 28, as a consequence of Russia’s attack on Ukraine, after which all aircraft lease contracts with Russian carriers had to be cancelled. Consequently, over 400 leased aircraft, worth approximately U\$10 billion, are currently trapped in Russia. Overall, Avolon posted a net loss of US\$182 million for the first quarter of 2022, and an adjusted net income of US\$80 million excluding the impact of Russian sanctions. This means that Avolon had its strongest quarter since the outbreak of the COVID-19 pandemic and Slattery put the improvement down to the reopening of borders in Asia and increased trends in global flights, producing higher cash collection rates. At the end of March Avolon either owned or managed 592 aircraft. “This performance re-affirms the

OTHER NEWS



Photo: Lufthansa Cargo

The **International Air Transport Association (IATA)** has released March 2022 data for global air cargo markets showing a drop in demand. The effects of the Omicron COVID-19 variant in Asia, the Russia – Ukraine war and a challenging operating backdrop contributed to the decline. Global demand, measured in cargo tonne-kilometres (CTKs), fell 5.2% compared to March 2021 (-5.4% for international operations). Capacity was 1.2% above March 2021 (+2.6% for international operations). While this is in positive territory, it is a significant decline from the 11.2% year-on-year increase in February. Asia and Europe experienced the largest falls in capacity. Several factors in the operating environment should be noted:

The war in Ukraine led to a fall in cargo capacity used to serve Europe as several airlines based in Russia and Ukraine were key cargo players. Sanctions against Russia led to disruptions in manufacturing and rising oil prices are having a negative economic impact, including raising costs for shipping. New export orders, a leading indicator of cargo demand, are now shrinking in all markets except the U.S. The Purchasing Managers’ Index (PMI) indicator tracking global new export orders fell to 48.2 in March. This was the lowest since July 2020. Global goods trade has continued to decline in 2022, with China’s economy growing more slowly because of COVID-19 related lockdowns (among other factors); and supply chain disruptions amplified by the war in Ukraine. General consumer price inflation for the G7 countries was at 6.3% year-on-year in February 2022, the highest since 1982.

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FINANCIAL NEWS

inherent strengths of our business and the absolute resilience of the aircraft leasing model, providing us with confidence in the outlook for the remainder of the year,” Slattery added. (£1.00 = US\$1.25 at time of publication).

INFORMATION TECHNOLOGY

AAR, a leading provider of aviation services to commercial and government operators, MROs and OEMs, has signed a marketing partnership agreement with **ProvenAir Technologies** to enhance the digital solutions available to AAR customers. ProvenAir’s digital solution leverages advanced technologies to analyse and dynamically generate back-to-birth (BtB) trace history for life limited parts. ProvenAir automates the BtB process to save aviation customers time, increase records quality, shorten the sales cycle, ease aircraft transitions, and increase the residual value of used serviceable material. “AAR continues to focus on digital solutions that enhance and differentiate our offerings. We are impressed by ProvenAir’s technology and have been able to realize internal efficiencies from utilising ProvenAir for our own parts supply and landing gear needs,” said Rahul S. Ghai, AAR Chief Digital Officer. “Leveraging our global sales team to connect aircraft owners and operators with ProvenAir for the benefit of our customers is a natural progression of our relationship.”

OTHER NEWS

Boeing Capital Corporation, a wholly owned subsidiary of **The Boeing Company**, has released the 2022 Commercial Aircraft Financing Market Outlook (CAFMO) showing improving financing stability as the industry recovers from the impacts of the global pandemic. “Financiers and investors remain committed to the long-term fundamentals that continue to make aircraft a valuable asset class,” said Tim Myers, president of Boeing Capital Corporation. “Despite the changing landscape since the emergence of the COVID-19 pandemic, the industry remains resilient and there continues to be sufficient liquidity in the market for our customers with increasing opportunities as traffic recovers.” The 2022 CAFMO reflects Boeing’s near-term view of market dynamics and assesses financing sources for new commercial airplane deliveries.

“Industry fundamentals continue to show varying degrees of strength in different markets that reflect the regional trends of the global pandemic,” Myers said. Selected highlights of the 2022 CAFMO include:

-For the second consecutive year, 100% of Boeing

OTHER NEWS

Airbus is expanding its flight training portfolio, by extending its Competency Based [pilot] Training and Assessment (CBTA) offer to include Evidence Based Training (EBT). This new flight training concept will enable airlines to incorporate operational and training data in order to adapt training programmes for technical and non-technical skills. EBT is currently being offered as an option to custom-



Photo: Airbus Full Flight Simulator

ers as an alternative to Recurrent Training & Checking (RTC) for pilots -traditionally a method that is oriented towards tasks and task-based training and assessment, or as an enhancement to CBTA – a technique which has been well implemented across the aviation industry since its launch by ICAO in the 2000s – that focuses on assessing the pilots’ performance, developing specific pilot competencies and providing pilots with targeted individual training needs, such as decision making and workload management. In addition to this, EBT also addresses new regulations that are being recommended / made mandatory by airworthiness authorities around the world in acknowledgement of the innovations in aircraft technology and developments in aircraft operations that pilots are being faced with. The appetite for EBT is being led by China, following requirements imposed by the Civil Aviation Administration of China (CAAC), who in 2020 launched a roadmap requiring all Chinese airlines to implement CBTA/ EBT training by 2024. To that end, Airbus confirms that the fastest growing airline in China, Loong Air, operating scheduled passenger and cargo services out Hangzhou Airport is the first customer to sign for the EBT service offering. In order to implement EBT, Airbus has signed a Memorandum of Understanding (MoU) with the French-based training data analytics company, Hinfact. The deployment of EBT involves Airbus and the airlines acquiring Hinfact’s specific training software compatible with any training data source, tablet and full-flight simulator (FFS). By combining operational data from the airline, plus training session data from FFS sessions, Hinfact software uses data analytics to identify competency improvement areas and suggests customised training sessions accordingly.



Photo: Boeing’s new headquarters in Northern Virginia

Boeing has announced that its Arlington, Virginia campus just outside Washington, D.C. will serve as the company’s global headquarters. The aerospace and defence firm’s employees in the region support various corporate functions and specialize in advanced airplane development and autonomous systems. In addition to designating Northern Virginia as its new headquarters, Boeing plans to develop a research & technology hub in the area to harness and attract engineering and technical capabilities. “We are excited to build on our foundation here in Northern Virginia. The region makes strategic sense for our global headquarters given its proximity to our customers and stakeholders and its access to world-class engineering and technical talent,” said Boeing President and Chief Executive Officer Dave Calhoun. Boeing will maintain a significant presence at its Chicago location and surrounding region. Over the past two years, Boeing has implemented flexible and virtual solutions that have enabled the company to reduce its office space needs. At its Chicago office, less office space will be required for the employees who will continue to be based there. Boeing will adapt and modernise the workspace to better support future work requirements.

OTHER NEWS

deliveries were financed by third parties with the top sources of delivery funding in cash, capital markets and sale leasebacks.

-The capital markets continued to play a key role in shoring up liquidity for the sector, with the market close to pre-pandemic levels for most issuers as spreads tightened throughout the year.

-Secured debt for lessors also made a return to pre-pandemic levels with the ABS market making a comeback with volumes at around US\$8.7 billion (£6.96 billion), as lessors took advantage of the favourable rate environment.

-Although risk tolerance and activity levels were below pre-pandemic levels, pockets around the world are increasingly looking for business through bank debt.

-Institutional investors and funds continued to seek aviation exposure, filling in where traditional sources of capital retrenched.

-Export credit supported financing for Boeing aircraft contributed about 5% of total funding last year, primarily by the Export-Import Bank of the United States and with one deal supported by UK Export Finance.

Finnair carried 680,300 passengers in April 2022, which was 740.4% more than in April 2021. The number of passengers was 10.7% more than in March 2022 (month-on-month figures are not fully comparable as there was one fewer day in April). The COVID-19 impact, including the strict travel restrictions imposed by several countries due to the Omicron variant, still affected passenger traffic figures, which was particularly visible in the Asian figures. The overall capacity, measured in Available Seat Kilometres (ASK), increased in April by 507.9% year-on-year and by 6.8% month-on-month. Finnair operated, on average, 236 daily flights (cargo-only included), which was 237.1% more than in April 2021 and 10.8% more than in March 2022. The differences between capacity figures compared to April 2021 are explained by the longer average stage length of flights operated and by the larger gauge of aircraft operated. Finnair's traffic, measured in Revenue Passenger Kilometres (RPKs), increased by 1,270.9% year-on-year and by 21.0% month-on-month. The Passenger Load Factor (PLF) increased by 33.2% points year-on-year and by 7.0% points month-on-month to 59.6%. The ASK increase in Asian traffic was 167.5% year-on-year. Finnair restarted its North Atlantic passenger operations in March 2021 with flights to New York, whereas in April 2022, it operated to many U.S. destinations from both Finland and Sweden. Therefore, the North Atlantic capacity increased by 3,403.3% year-on-year. In European traffic, the ASKs were up by 793.6%. The ASKs in domestic traffic increased by 152.8%. RPKs increased in Asian traffic by 1,120.3%, in North Atlantic traffic by as much as 19,958.4% due to the abovementioned reasons, in European traffic

INDUSTRY PEOPLE



Reiner Winkler (l) und Lars Wagner (r)

• After its Supervisory Board meeting on Wednesday, May 4, MTU Aero Engines AG (MTU) has announced that its CEO, **Reiner Winkler**, will be stepping down and leaving the company, for personal reasons, at the end of the year. "After more than twenty years in the management board of MTU, I now see the time has come to pass on my responsibilities. The company's expected new growth phase and the excellent succession plan at the top of both the Supervisory and the Management Board appear to be a very suitable point in time. I am extremely thankful that I was allowed to help shape the successful development of MTU over such a long period of time." Winkler had been on the management board of the company for over twenty years and his appointment as CEO was due to end on September 30, 2024. **Lars Wagner**, the current MTU COO, has been unanimously chosen by the Board to take the helm as of January 1, 2023. **Klaus Eberhardt** will retire as Chairman of the Supervisory Board of MTU Aero Engines with the Annual General Meeting on May 5, 2022. **Gordon Riske** has been proposed as his successor and he has already accompanied the selection process for the CEO position. In the coming months, Riske and the further members of the Supervisory Board will shape the search for a female board member as a replacement for the vacant Executive Board position as well as help design the exact division of responsibilities at the Executive Board. According to legal requirements, a woman shall be nominated as the fourth member of MTU's Executive Board.

by 1,321.3% and in domestic traffic by 174.1% year-on-year. The PLF was 51.9% in Asian traffic and 47.6% in North Atlantic traffic, but both were supported by the strong cargo operations. The PLF was 69.5% in European traffic and 71.1% in domestic traffic. Passenger numbers increased in Asian traffic by 1,093.2%, in North Atlantic traffic by as much as 17,759.1% due to the aforementioned reasons, in European traffic by 1,084.1% and in domestic traffic by 206.0% year-on-year.

• Dubai Aerospace Enterprise (DAE) has announced the following two promotions with an effective date in the third quarter of 2022: **Sinan Kahya** has been promoted to the role of Chief Financial Officer, reporting to the Chief Executive Officer, and **Melissa Closa** has been promoted to the newly created role of Chief Accounting Officer, reporting to the Chief Financial Officer. Kahya joined DAE in 2014 and has previously been responsible for Corporate Development, Financial Planning and Analysis, Fixed Income Investor Relations and interfacing with credit rating agencies. Kahya has a bachelor's and master's degree in Mathematics, a master's degree in Corporate Finance and Banking and is a CFA charterholder. Closa joined DAE in 2008 and has been previously responsible for almost all groups within the accounting function. She has a Bachelor of Science in Accountancy and is a Certified Public Accountant (CPA).



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	FPG Amentum	V2527M-A5	3705	2008	Now	Sale / Lease	Eoin Kirby	eoin.kirby@fpg-amentum.aero	+353 86 027 3163
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	CFM56-7B26/3	29637	2009	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	GE90-115BL	38407	2011	Mar 2023	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

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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	DASI	Joe Hutchings	joe.hutchings@dasi.com	+ 1 954-478-7195
(1) CF34-10E5A1	Full QEC				
(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



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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@ftaaviation.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
(4) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P	Now - Lease				
(2) 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				
(1) CFM56-7B26	Now - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(2) CFM56-5B5/P	Now - Sale / Lease				
(1) CFM56-5B4/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
(1) 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 1000G Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW1133GA	Jun 2022 - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
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
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 - 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@ftaaviation.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,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCP131-9B					
(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, (3) 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



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