

Weekly Aviation Headline News

WORLD NEWS

London City Airport outlines net zero ambitions

London City Airport (LCY) has outlined plans to become the first net zero airport in London by the end of the decade. The airport published a new sustainability roadmap, setting out the steps it will be taking between now and 2030 to achieve its goal. These include measures to phase out gas for heating its buildings, ensuring all airport vehicles become electric, and plans to become a zero waste and zero single use plastics business.

Air France-KLM and CMA CGM join forces

Air France-KLM Group and the CMA CGM Group have announced that they have signed a long-term strategic partnership in the air cargo market. This exclusive partnership will see both parties combine their complementary cargo networks, full freighter capacity and dedicated services to build an even more competitive offer considering the unrivalled expertise and global footprint of Air France-KLM and CMA CGM. This new commercial partnership also covers Air France-KLM's belly aircraft capacity, including over 160 long-haul aircraft.

airBaltic orders 24 electric vehicles

Latvian airline airBaltic announced that it has ordered a total of 24 electric vehicles for its ground handling, technical and other functions. The company has already installed seven charging stations on the apron of Riga Airport, with 15 more to be installed by the year end. Martin Gauss, Chief Executive Officer of airBaltic said sustainability was at the core of the airline's future development.



Jambojet diversified its operations in February to include cargo.

Photo: Jambojet

More low-cost carriers add cargo services

As demand for air freight intensifies

There are multiple low-cost carriers (LCCs) that have recently and opportunistically launched air cargo operations as lucrative complements to their core businesses, either as temporary pandemic-era measures or long term dedicated cargo ventures as observed by [Alton Aviation Consultancy](#).

In the United States, Sun Country has been operating cargo flights for Amazon since May 2020 using 12 737- 800 cargo aircraft. This partnership is indicative of air cargo's increasing importance to the growth of e-commerce. These flights are conducted on an asset-light, CMI basis (crew, maintenance, and insurance), whereby Amazon provides the

aircraft and fuel, and Sun Country operates the flights on Amazon's behalf. The partnership has generated consistent positive cash flows for Sun Country and allows the airline to use its pilots and staff during times where passenger demand is lower. In 2021, cargo operations comprised nearly 15% of Sun Country's total revenue.

In Asia, Capital A (formerly known as AirAsia Group) announced in March that it would deploy four Airbus A330 aircraft on cargo-only flights to 12 destinations within the Asia Pacific region through its logistics venture, Teleport. The flights will originate from the airline's hub in Kuala Lumpur and include only belly cargo. Destinations include Sydney

(SYD), Hong Kong (HKG), Seoul (ICN), Tokyo (HND), Taipei (TPE), Bangalore (BLR), Mumbai (BOM), Bangkok (BKK), Manila (MNL), Jakarta (CGK) and Kota Kinabalu (BKI) on two to seven times weekly basis.

In Latin America, Argentinian LCC, Flybondi, recently announced the launch of Flybondi Cargas, its cargo operation in partnership with airfreight service provider Fly Cargo. The airline seeks to offer a low-cost service for logistics companies, freight forwarders, and couriers to move their cargo, mail, and parcels within Flybondi's domestic market (and subsequently, internationally). Flybondi Cargas operates 737-800

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...continued from page 1

NG aircraft on 15 intra-Argentina routes as of May 2022. In Brazil, Azul Linhas Aereas has introduced Embraer's first E195 Freighter.

In Africa, Jambojet diversified its operations in February this year to include cargo operations. Umang Gupta, Managing Director, Alton Aviation Consultancy said

in terms of opportunities, Jambojet will be capitalising on previously unused capacity within their Dash-8 fleet to provide a value-add service to companies within Kenya (e.g., transporting fresh seafood from coastal locations to Nairobi). At the same time, He said the expansion will require additional

resources and logistical expertise from the airline, while presenting challenges with optimal scheduling (as important cargo destinations do not necessarily overlap with the most popular passenger routes).

AIRCRAFT & ENGINE NEWS

Textron Aviation inks order for three Cessna Citation jets with Turkish Aerospace Industries



Cessna Citation Latitude

Photo: Textron Aviation

Textron Aviation has received an order from Turkish Aerospace Industries (TUSAS) for one special mission Cessna Citation Longitude and two special mission Cessna Citation Latitude jets. The aircraft will be fitted with special flight inspection calibration equipment and will be used by the DHMI (General Directorate of State Airports Authority) in Turkey to inspect regional airport navigation aids. DHMI began using two Cessna Citation V aircraft for flight inspection in 1993, which were replaced by Cessna Citation XLS aircraft in 2009.

Coulson Aviation to sell one B737 FIRELINER to the Provincia de Santiago del Estero in Argentina

Coulson Aviation U.S.A. has announced the sale of one of its Boeing 737 FIRELINER large airtankers to the Provincia de Santiago del Estero, Argentina. The B737 FIRELINER is the only large airtanker that can transport passengers and its multi-role capability will be fully utilised by the Santiago del Estero province while not conducting airtanker operations. "Our 737 FIRELINER's continue to solidify its pole position of the jet-powered large airtanker fleet worldwide" said Britton Coulson, President of Coulson Aviation. The B737 FIRELINER is the newest generation of large airtanker and the first to be FAA certified to do both firefighting and passenger transport. The FIRELINER packs 15,150 litres of fluid with unmatched performance in distance, speed and altitude while retaining the capability to transport up to 72 passengers. Miguel Mandrille, the Minister of Production, Natural Resources, and Land said the new, large airtanker's main base will be at Las Termas De Rio Hondo and that government plans to build a hangar for maintenance and training of the personnel in charge of handling the aircraft as well as a loading base to fill the airplane. Minister Mandrille also added "This is important not only for the province but also to the rest of the Argentinean provinces and neighbour countries that might need it."



Photo: Coulson Aviation B737 FIRELINER

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MRO & PRODUCTION NEWS

AEI to provide EGYPTAIR with its first B737-800SF freighter conversion

Aeronautical Engineers (AEI) has released that EGYPTAIR has signed a contract for an AEI B737-800SF freighter conversion. The aircraft (MSN: 35560) is scheduled to commence modification in October 2022. Touch labour for the conversion and maintenance requirements will be accomplished by the authorized AEI Conversion Centre, Commercial Jet, in Miami, Florida. EGYPTAIR currently owns three Airbus A330-200 freighters, with a capacity of 60 tonnes per aircraft, and the company's cargo operations have grown during the COVID-19 period. EGYPTAIR has also started new routes to accommodate the need to transport medical items and agricultural crops. Once completed, this will be the first AEI B737-800SF converted freighter to be owned and operated by EGYPTAIR, while EI is currently the only conversion company to have ETOPS 180 approval on the B737-800 freighter conversion. Additionally, AEI can convert all B737-800-line number aircraft including those with Split Scimitar winglets.

GA Telesis announces V2500, CFM56-7B, CF6-80C2 and PW4000 engine disassemblies

GA Telesis has announced another expansion to its inventory of Used Serviceable Material (USM) with the disassembly of two IAE V2500-A5s, two CFM56-7Bs, two General Electric CF6-80C2s and one Pratt & Whitney PW4000 engine. GAT's Component Solutions team will fully manage the distribution of the USM parts from these asset teardowns, building on its reputation as a leading independent aftermarket used serviceable material supplier. The Component Solutions team, part of the Flight Solutions Group (FSG), has scheduled a record number of engine and airframe teardowns throughout 2022. With significant changes in airline and leasing companies' upcoming asset and material needs, coupled with large numbers of scheduled new aircraft deliveries, FSG is well placed to continue its leadership position in the teardown and USM segment for years to come. The Component Solutions team will strategically position the upcoming USM in its distribution centres in the U.S. and the UK, with further expansion planned in the Asia Pacific region in 2022.

AIRCRAFT & ENGINE NEWS

ATR unveils plans for hybrid version ATR 'EVO'

ATR, the regional aircraft manufacturer, has announced its plans for the next generation of its best-selling family of regional aircraft by 2030, the ATR 'EVO'. The plan foresees advanced design features and a new powerplant with hybrid capability to offer customers the next generation of ATR aircraft.



Photo: ATR EVO rendering

It will encompass innovative technologies to enable significant improvements in performance, economics and sustainability. Incorporating a new eco-design that includes new propellers and enhanced cabin and systems, it will remain a two-engine turboprop that can be powered by 100% sustainable aviation fuel (SAF). ATR CEO Stefano Bortoli said: "Our next generation of aircraft will be a step forward in responsible flying through further incremental innovation. When it enters the market, the new ATR 'EVO' will pave the way towards a decarbonised future for aviation. Key benefits include a 20% overall fuel improvement and 100% SAF compatibility. This means that the aircraft will emit over 50% less CO2 than a regional jet when powered by kerosene. When using 100% SAF, its emissions will be close to zero." In the coming months, ATR will work with airlines, engine manufacturers and systems providers, with the aim to launch the programme by 2023.

Embraer delivers 1500th Ipanema aircraft



Photo: Embraer has delivered its 1500th Ipanema aircraft

A technological icon in Brazilian agriculture with five decades of operation, Embraer has delivered the 1500th Ipanema agricultural aircraft. The aircraft, which received a commemorative painting alluding to this historical moment and references to national agribusiness, was received by the rancher Carla de Freitas, owner of Agropecuária Bela Vista, based in Vilhena in the state of Rondônia. The aircraft has

registered 39 new orders in the first five months of 2022 which is 22% higher compared to the same period last year. Held at the end of April, Agrishow Ribeirão Preto alone has sold 11 of the 203 aircraft models, which is the most modern in the series. The Ipanema 203 embodies the most recent technological innovations in the segment and exceeds 130 aircraft in operation all over the country. Embraer's agricultural aviation division delivered 42 Ipanema aircraft in 2021, an increase of 90% compared to 2020. With the current sales figures in early 2022, the company solidifies its market leadership position, which relies on Ipanema's efficiency, productivity, and robustness, and remains an essential tool for the country's agribusiness.

FINANCIAL NEWS

Modern Aviation to acquire three Sacramento, CA FBOs

Modern Aviation has executed a definitive agreement to acquire Superior Aviation Company's (SACjet) three Sacramento, CA FBO operations from Sacramento International Jet Center Incorporated (operating as Capitol Jet Center) at Sacramento International Airport, Mather Jet Center, Inc. (operating as Mather Jet Center) at Mather Airport, and Patterson Aviation Company (operating as Executive Jet Center) at Sacramento Executive Airport. Modern Aviation's CEO, Mark Carmen, said, "We founded Modern Aviation to develop a national network of FBOs. The opportunity to acquire SACjet's three Sacramento FBOs and build upon their well-deserved reputation for client service is another important milestone in executing our strategy. SACjet has a world class staff of professionals at these airports where customers receive world class service every day. Modern intends to hire all of SACjet's current operational employees. One of the benefits of our consolidation strategy is that it creates more career growth opportunities for our team members and more touchpoints for our customers." Since their first acquisition in early 2018, Modern has grown to nine locations today, which includes two locations in NY pending airport approval. The three Sacramento FBOs will bring Modern to twelve locations. Modern expects the acquisition to close in the second quarter or early in the third-quarter 2022 following the review and approval of appropriate government agencies.

Ryanair posts full-year loss of €355 million

Ryanair Holdings has posted a full-year loss of €355 million (pre-exceptionals), compared to a prior-year loss of €1,015 million. FY22 scheduled revenues increased 156% to €2.65 billion. While traffic recovered strongly from 27.5 million to 97.1 million guests, the delayed relaxation of EU Covid-19 travel-restrictions until July 2021 (Oct. in the case of the UK Govt.), combined with the damaging impact of the Omicron variant and Russia's invasion of Ukraine in H2, meant that fares required significant price stimulation. Average fares in FY22 were down 27% to just €27. Ancillary revenue delivered a solid performance, generating more than €22 per passenger as traffic recovered and guests increasingly chose priority boarding and reserved seating. Total revenues increased by over 190% to €4.80 billion. While sectors increased almost 200% and traffic rose 253%, operating costs rose just 113% to €5.27 billion (incl. a notable 237% increase in fuel to €1.83 billion), driven primarily by lower variable

AIRCRAFT & ENGINE NEWS

P&WC selects H55 as battery technology collaborator for regional hybrid-electric flight demonstrator programme



De Havilland hybrid-electric aircraft

Photo: P&WC

Pratt & Whitney Canada (P&WC) has selected H55 S.A. to supply battery systems for P&WC's regional hybrid-electric flight demonstrator programme. The development of the battery component designs and associated electrical control systems will also be supported by the National Research Council Canada (NRC) and the Innovative Vehicle Institute (IVI).

The participation of H55 follows P&WC's July 2021 announcement of its plans to demonstrate hybrid-electric propulsion technology, through a CAD\$163 million (£102 million) investment, supported by the governments of Canada and Quebec. Working with Raytheon Technologies sister company Collins Aerospace and De Havilland Aircraft of Canada, P&WC is targeting a 30% improvement in fuel efficiency and a commensurate reduction in CO2 emissions, compared to today's most advanced turboprop engines for regional aircraft. Collins Aerospace will provide the one-megawatt electric motor for the hybrid-electric propulsion system. As the technological spin-off of Solar Impulse, the first electric airplane to fly around the world, the mission of H55 is to make aviation clean, safe and affordable. The Swiss-based company's core competencies lie in developing propulsion and energy storage solutions which are modular, lightweight and safe. After having worked and flown four electric aircraft, H55 is well placed to act as a key enabler for electrified regional commuter transportation.

IAG firms up on 2019 Paris agreement – will buy up to 150 Boeing 737 jets

International Airlines Group has announced that it has placed a firm order for a combination of 50 737-8-200 and 737-10 Boeing jets with an option for a further 100 of the 737-family aircraft. The 737-8-200 has been chosen for its 200-seat capacity which will increase revenue potential while reducing fuel consumption. The 737-10 is the largest member of the 737



Photo: Boeing 737MAX10 aircraft

family and can accommodate 230 passengers in a single-class layout, while offering a range of up to 3,000 miles, which means the new jets can cover 99% of existing single-aisle routes and all those currently served by the Boeing 757. These 737s incorporate the latest-technology CFM International LEAP-1B engines, Advanced Technology winglets and other improvements to deliver the highest efficiency, reliability and passenger comfort in the single-aisle market. The 737 family of airplanes is on average 14% more fuel-efficient than today's most efficient Next-Generation 737s and 20% more efficient than the original Next-Generation 737s when they entered service. "The addition of new Boeing 737s is an important part of IAG's short-haul fleet renewal. These latest generation aircraft are more fuel efficient than those they will replace and in line with our commitment to achieving net-zero carbon emissions by 2050," said Luis Gallego, IAG's chief executive.

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costs such as airport and handling, route charges and lower fuel burn as 61 Boeing B737 Gamechangers entered the fleet (offset by the higher cost jet fuel). Lower costs, coupled with rising load factors, saw FY22 (ex-fuel) unit cost per passenger reduce to €35. The company's FY23 fuel needs are approx. 80% hedged (65% jet swaps at c. US\$63bbl and 15% caps at c. US\$78bbl). Almost 10% of Ryanair's H1 FY24 fuel requirements are hedged at c. US\$76bbl (via jet swaps). Carbon credits are 85% hedged for FY23 at €53 (well below the current spot price of almost €90). This very strong fuel hedge position gives Ryanair a considerable competitive advantage for the next 12 months and will enable it to grow market share strongly over the coming year. Ryanair plans to grow FY23 traffic to 165 million (up from 97 million in FY22 and 149 million pre-Covid) and will pursue its load active, yield passive strategy to achieve this growth. While 80% of Ryanair's fuel requirements are hedged well below current spot prices of over US\$100bbl, our unhedged 20% will give rise to some unbudgeted cost increases. (£1.00 = €1.18 at time of publication).

StandardAero acquires EB Airfoils to continue expansion of component repair capabilities

StandardAero has signed an agreement to acquire EB Airfoils, a leading fan blade, compressor blade and vane MRO provider for the aero-engine and aero-engine derivative markets. EB Airfoils is a privately held company operating from two facilities located in Palm City, Florida. With nearly 20,000 square feet of operations and approximately 50 employees, EB Airfoils' unique capabilities and unequalled expertise, have enabled the company to become one of very few organisations in the world to be granted OEM source approval or source demonstration for the repair and overhaul of fan blades, compressor blades and vanes on leading aero-engine and aero-engine derivative platforms. "EB Airfoils expands StandardAero's existing airfoil capabilities at our Cork, Kansas City and Singapore facilities to provide a more comprehensive offering of hot and cold section airfoils with immediate growth for our component repair capabilities for blades, vanes and other cold section component services to our portfolio," said Russell Ford, Chairman & CEO of StandardAero. EB Airfoils maintains a leading portfolio of source approvals across Pratt & Whitney, General Electric, CFM International and International Aero Engines platforms and is in the process of receiving additional approvals through source demonstrations. The company's decades of experience and broad range of repair capabilities has allowed it to

AIRCRAFT & ENGINE NEWS

China Eastern Airlines 737-800 crash may not have been an accident



China Eastern Airlines

Photo: AirTeamImages

America's Wall Street Journal (WSJ) has suggested that the black box data recorders onboard the China Eastern Airlines Boeing 737-800 which crashed on March 21 this year killing all 132 passengers and crew on board indicates that the plane crashed as a consequence of deliberate manual input which forced the jet into a catastrophic dive. The WSJ quotes an unnamed source as saying that "The plane did what it was told to do by someone in the cockpit." The jet had been cruising at an altitude of 20,000 feet when it began a dive which lasted approximately one minute before the plane ploughed into a mountainside near Wuzhou in Guangxi province. While Chinese investigators have been leading the enquiry into the crash, U.S. officials have been heavily involved as the plane was built in the U.S. Comparisons have been made with events surrounding the crash of a Germanwings Airbus A320 jet in 2015 which was deliberately crashed by one of the pilots as it crossed the French alps, killing all 150 people onboard. In this instance the flight pattern shown on tracking sites together with the lack of a mayday call or loss of data signals were reminiscent of what happened in 2015. According to the WSJ Chinese authorities have not indicated to their U.S. counterparts that there was any mechanical or flight-control problems with the plane and have confirmed that the pilot and co-pilot had both been in good health, with no known financial or family issues. Chinese authorities also stated that no emergency code had been sent from the plane, implying that no intruder could have reached the cockpit. China's air regulator has not commented beyond saying last month that investigators were continuing their inquiries.

establish a steady base of recurring business with OEMs, operators and MRO providers.

AerCap reports financial results for the first-quarter 2022

AerCap Holdings has reported financial results for the first quarter ended March 31, 2022. The company posted a net loss for the first quarter, including net charges related to the Ukraine conflict, of US\$2.0 billion. Net income for the first quarter was US\$540 million after adjustments for net charges related to the Ukraine conflict and other items. AerCap executed 157 transactions in the first quarter of 2022, including 102 lease agreements, 25 purchases and 30 sales. First quarter cash flow from operating activities was US\$1.3 billion, more than three-times higher than the first

quarter of 2021. The company continued to see significant improvements in cash collections, trade receivables and deferral requests. In response to the Russian invasion of Ukraine and sanctions imposed by the United States, the European Union, the United Kingdom and other countries, the company terminated the leasing of all its aircraft and engines with Russian airlines. Prior to the Russian invasion, it had 135 aircraft and 14 engines on lease with Russian airlines, which represented approximately 5% of AerCap's fleet by net book value as of December 31, 2021. AerCap removed 22 aircraft and three engines outside of Russia and 113 aircraft and 11 engines remain in Russia. During the first quarter of 2022, the company recognized a pre-tax charge of US\$2.7 billion (US\$2.4 billion after tax) to its earnings, comprised of flight equipment write-offs and impairments, which were partially offset by

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the derecognition of lease-related assets and liabilities. The company recognised a total loss on its assets that remain in Russia and Ukraine and impairment losses on the assets it has recovered from Russian and Ukrainian airlines. (£1.00 = US\$1.25 at time of publication).

IAI posts first-quarter financial results

Israel Aerospace Industries, Israel's largest national military and civilian security defence company, has issued its consolidated financial statements for the quarter which ended on March 31, 2022. The company's sales in Q1 2022 totalled US\$1,200 million compared to US\$1,015 million in Q1 2021, an increase of US\$185 million mainly arising from the increase in the sales of the Systems Missiles & Space Group and the Aviation Group. Sales of the Military Groups in Q1 2022 increased by approx. 13% to US\$1,030 million compared to US\$914 million in Q1 2021, an increase of US\$116 million. Sales of the Aviation Group in Q1 2022 increased by 37% to US\$ 325 million

MRO & PRODUCTION NEWS

Gulfstream Aerospace to expand St. Louis completions operation

Gulfstream Aerospace will expand completions operations at its St. Louis Downtown Airport facility. The expansion will increase production of custom cabinetry and exterior paint capacity for Gulfstream's in-demand large-cabin aircraft. To support this expansion, Gulfstream St. Louis will grow its workforce in the areas of cabinet makers and finishers, upholsterers, aircraft paint technicians, manufacturing engineers, operations engineers, certification inspectors and additional support functions. The Gulfstream St. Louis Service Center opened in 2017 as a maintenance, repair and overhaul facility and comprises 11 hangars and more than 637,457 ft² (59,222 m²) of shop and support space. Located at the St. Louis Downtown Airport in Cahokia, Illinois, Gulfstream St. Louis is a certified U.S. Federal Aviation Administration and European Union Aviation Safety Agency Part 145 repair station. Employees there can service large-cabin and mid-cabin aircraft registered in the U.S. and European Union countries.



Photo: Gulfstream St. Louis

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compared to US\$237 million in Q1 2021 – an increase of US\$88 million owing to the increased revenues in the aircraft, MRO and business jet divisions. Sales for export in Q1 2022 accounted for 70% of sales at US\$836 million (US\$364 million to Israel, representing 30% of sales) compared to US\$722 million, accounting for 71% of sales in Q1 2021 (US\$293 million to Israel, representing 29% of sales). Net income in Q1 2022 grew by 86% to US\$78 million (6.5% of sales), compared to net income of US\$42 million (4.1% of sales) in Q1 2021. The net income of the Military Groups in Q1 2022 increased by 29% to US\$88 million compared to US\$68 million in Q1 2021, an increase of US\$20 million. The net income of the Aviation Group in Q1 2022 amounted to US\$7 million compared to a net loss of US\$8 million in Q1 2021. EBITDA in Q1 2022 grew by 34% to US\$161 million (about 13.4% of sales), compared with US\$120 million (11.8% of sales) in Q1 2021. (£1.00 = US\$1.25 at time of publication).

SMBC Aviation Capital to acquire Goshawk Aviation for US\$6.7bn – will create second-largest global lessor

Japanese-owned, Dublin-based lessor SMBC Aviation Capital has agreed to purchase similarly Dublin-based global aircraft lessor Goshawk Aviation for an enterprise value of US\$6.7bn. The deal, once completed will create the largest Japanese-owned aircraft lessor and the world's second-largest lessor by dint of total assets exceeding US\$37 billion, including those aircraft that will be on its order book currently valued at US\$13 billion comprising exclusively new-technology, narrow-body Airbus A320neo and Boeing 737MAX aircraft. SMBC Aviation Capital is jointly owned by Sumitomo Mitsui Financial Group and Sumitomo Corporation, while Goshawk Aviation is owned by NWS Holdings Limited and Chow Tai Fook Enterprises Limited, both Hong Kong enterprises. The deal will see SMBC Aviation Capital acquire a portfolio of 176 owned and managed aircraft, creating a portfolio of 709 owned and managed aircraft. The 261 planes on order are all new-generation models and subsequently the new portfolio of aircraft will be comprised of 82% narrow-body jets. Any aircraft currently owned by Goshawk Aviation that are located in Russia and subject to EU sanctions are not included in the transaction. The transaction will be financed through a combination of debt and equity. Debt financing for the transaction will be sourced from the shareholders as well as the bank and capital markets. Equity for the transaction will be provided by SMBC

MRO & PRODUCTION NEWS

Ryanair opens first heavy maintenance facility at Shannon Airport

Ryanair has opened its first aircraft heavy maintenance facility in Ireland at Shannon Airport on May 18, delivering an investment of €10 million (£8.5 million) and creating 200 high-skill jobs in the locality, including licensed engineers, mechanics and support staff. The state-of-the-art three-bay facility, leased from Shannon Group, (5,220 m²)



Photo: Ryanair

will support the maintenance of Ryanair's fleet as it grows to 600 aircraft by 2026. This investment resounds Ryanair's commitment to the mid-west region and Ireland as a whole as it further drives post-pandemic recovery through connectivity, inbound tourism and employment. Ryanair has operated from Shannon Airport since 1986, opening its base at the south-western airport in 2005 and carrying over 17 million customers to/from the airport to date.

FINANCIAL NEWS

Emirates Group reports 2021-22 results



Photo: Emirates A380 aircraft

The Emirates Group has released its 2021-2022 results, which shows strong recovery across its businesses. dnata (Dubai National Air Travel Agency) has returned to profitability and significant revenue improvements were reported across both Emirates and dnata as the Group rebuilt its air transport and travel-related operations which were previously cut back or curtailed by the COVID-19 pandemic. For the financial year ended March

31, 2022, the Emirates Group posted a loss of AED 3.8 billion compared with an AED 22.1 billion loss for last year. The Group's revenue was AED 66.2 billion, an increase of 86% over last year's results. The Group's cash balance was AED 25.8 billion, up 30% from last year mainly due to strong demand across its core business divisions and markets, triggered by the easing of pandemic-related restrictions. Emirates' total passenger and cargo capacity increased by 47% to 36.4 billion ATKMs in 2021-22, as the airline continued to reinstate passenger services across its network in line with the lifting of pandemic-related flight and travel restrictions. From 120 destinations at the start of the financial year, to increased operations and capacity growth across over 140 destinations by March 31, 2022, Emirates was able to respond dynamically to serve customer demand wherever opportunities arose, thanks to the resilience of its people and business model. In July, the airline launched a new route to Miami, bringing its total passenger gateways in the U.S. to 12. To serve the strong rebound in travel demand, Emirates deployed its flagship A380 aircraft to even more cities during the year, bringing its A380 network to 29 destinations as of March 31, 2022. (£1.00 = US\$1.25 at time of publication).

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Aviation Capital's shareholders, Sumitomo Mitsui Financial Group and Sumitomo Corporation. The combined business will continue to operate as SMBC Aviation Capital and will consist of a single corporate structure incorporated in the Republic of Ireland, with headquarters in Dublin. The transaction is subject to the receipt of relevant regulatory approvals and other closing conditions and is expected to close in the second half of 2022. Goldman Sachs International acted as exclusive financial adviser to SMBC Aviation Capital. Cravath, Swaine & Moore LLP and Milbank acted as the legal advisers to SMBC Aviation Capital. (£1.00 = US\$1.25 at time of publication).

Norwegian struggles with fuel prices to limit losses, but protects cash position

Low-cost carrier Norwegian has released its first-quarter results of 2022 in what is a seasonally weakened quarter. Combined with the impact of the Omicron variant of the COVID-19 virus and the effects of the war in Ukraine on the aviation industry the result was an operating loss (EBIT) of NOK849 million, though the company was able to keep its cash level robustly high at NOK7.5 billion. The carrier booked a net loss of NOK1 billion, compared to a net loss of NOK1.2 billion for the same period in 2021. Norwegian carried 2.2 million passengers during the quarter, a significant increase on the 200,000 for the same period last year. Production (ASK) was 3.9 billion seat kilometres, while passenger traffic (RPK) was 3.0 billion seat kilometres. The load factor increased to 76.9%, up from 38.5% in the same period last year. In April passenger numbers rose 50% compared to the month of March. During the quarter, Norwegian announced an agreement to lease 10 new and fuel-efficient 737 MAX 8 aircraft with delivery in the spring of 2023. In addition, Norwegian is in the process of leasing an additional five 737 MAX 8 aircraft, which will bring the fleet to 85 aircraft by the summer 2023 season. "We have adapted to fluctuations in demand quickly and efficiently, and we have managed to protect our strong liquidity position even through a challenging period. The increase in bookings ahead of the summer season is significant and we look forward to welcoming our customers on board the close to 280 routes we have for sale. I am pleased to note that our corporate travellers are starting to return to air travel. We know they place high value on our attractive route network and strong on-time performance record," said Geir Karlsen, CEO of Norwegian. (£1.00 = NOK11.99 at time of publication).

SIA Group posts second-half operating profit as travel demand returns

The Singapore Airlines (SIA) Group carried 3.9 million passengers in FY2021/22, up six-fold from a year before, with international air travel recovering in the last six months as global border restrictions eased. The Group ramped up passenger capacity (measured in available seat-kilometres) in a calibrated manner, growing from 24% of pre-Covid levels in April



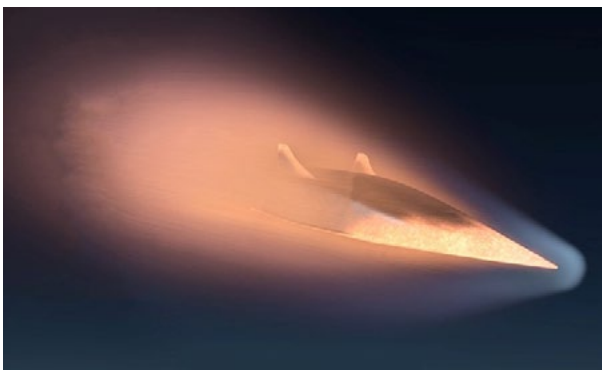
Singapore Airlines

Photo: AirTeamImages

2021 to 51% by the end of FY2021/22 in March 2022. As a result, passenger flown revenue grew by SG\$2,121 million (+309.6%) year-on-year to SG\$2,806 million. This was on the back of a 614.9% growth in traffic (revenue-passenger kilometres), which outpaced the capacity expansion of 215.7% and resulted in the passenger load factor rising 16.8 percentage points to 30.1%. Cargo flown revenue reached a record SG\$4,339 million (+SG\$1,630 million or +60.2%), driven by strong demand amid continued capacity constraints for both sea freight and air freight. This led to a 44.5% increase in loads carried, and 10.8% rise in yields. Consequently, Group revenue rose SG\$3,799 million (+99.6%) year-on-year to SG\$7,615 million. The Group recorded an operating loss of SG\$610 million, an improvement of SG\$1,903 million (+75.7%) from the SG\$2,513 million loss a year before. The Group also recorded an operating profit of SG\$10 million for the six months to March 31, 2022, compared to a SG\$620 million operating loss in the first half (+SG\$630 million). This came as borders reopened in almost all key markets, and as the rapid expansion of VTLs during the six months supported the demand for air travel. (£1.00 = SG\$1.72 at time of publication).

MILITARY AND DEFENCE

U.S. Air Force and Lockheed Martin complete ARRW hypersonic boosted test flight



ARRW glide vehicle

Photo: Lockheed Martin

The U.S. Air Force and Lockheed Martin have successfully conducted a hypersonic-boosted flight test of the AGM-183A Air-launched Rapid Response Weapon (ARRW) from the service's B-52H Stratofortress. The successful flight demonstrates the weapon's ability to reach and withstand operational hypersonic speeds, collect crucial data for use in further flight tests and

validate safe separation from the aircraft to deliver the glide body and warhead to designated targets from significant standoff distances. Additional booster and all-up-round test flights will continue throughout 2022, before reaching Early Operational Capability (EOC) in 2023. Hypersonic weapons provide a rapid response, time-critical capability to overcome distance in contested environments using high speed, altitude and manoeuvrability. Hypersonic technology has continued to present several complex engineering challenges. Going Mach 5, sometimes even faster, generates extreme levels of heat, driving the need for innovative materials, sensors and electronics to withstand such speeds throughout its journey. In addition to heat, these systems must be able to maintain consistent communication connections, as well as considerable intelligence to perform precise manoeuvrability techniques to overcome a wide range of advanced defence systems and extreme contested environments.

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AIRCRAFT

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(CFM56-7B24)

A321-200
(V2533-A5)

EMAIL: aircraft@gatelesis.com

ENGINES

CFM International
CFM56-5B4/P

International Aero Engines
V2527-A5

GE Aviation
CF6-80E1A4B

EMAIL: engines@gatelesis.com



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INFORMATION TECHNOLOGY

Safran Landing Systems, Safran Engineering Services and regional aircraft manufacturer **ATR** have developed 'Smart Lander', an innovative landing gear diagnostics service that uses state-of-the-art knowledge in data analysis to optimise the manufacturer's response times in the event of hard landings and will enable aircraft to be quickly returned to service. This extremely innovative service, the first of its kind in the aviation industry, is based on machine learning technology. Based on hundreds of thousands of hard landing simulations, Smart Lander issues recommendations to operators on the maintenance actions to be taken according to the hardness of the landing and to the load level sustained by the landing gear. Aircraft can subsequently be permitted to continue their commercial operations or alternatively, be sent to a maintenance base. This process takes less than an hour, compared to over a week previously. David Brigante, ATR Customer Support and Services Senior Vice-President, stated: "Our former process could take up to 10 to 20 working days. It required analyses from both the ATR Design Office and Safran Landing Systems to decide whether the aircraft was fit to return to service. With Smart Lander, we will be able to massively reduce ATR response times, therefore boosting aircraft availability, reducing costs for customers and enhancing customer satisfaction, while maintaining the same level of analysis quality."



Smart Lander issues recommendations to operators on the maintenance actions to be taken according to the hardness of the landing and to the load level sustained by the landing gear
Photo: Safran



Photo: Bamboo Airways Boeing 787-9 aircraft

Panasonic Avionics Corporation (Panasonic Avionics) has announced an agreement with **Bamboo Airways** to provide its in-flight entertainment and connectivity systems (IFEC) for the Vietnamese airline's wide-body fleet. Panasonic Avionics is installing its eX3 in-flight entertainment system on the airline's Boeing 787-9 fleet, with the aircraft entering service on its intercontinental routes to Europe and Australia in recent weeks. Passengers throughout each aircraft will enjoy an immersive, cinematic experience with HD screens at each seat, complete with capacitive touch displays and handsets and USB and laptop charging facilities. Business Class passengers will enjoy 18-inch HD screens, with generous 13-inch and 12-inch screens in Premium Economy and Economy Class respectively. Bamboo Airways has also selected global in-flight connectivity services from Panasonic Avionics which can deliver average speeds up to 100 megabits per second (Mbps) to the aircraft. The airline's in-flight connectivity experience, powered by Panasonic Avionics' global network of high-speed, high-bandwidth satellites will deliver a host of next-generation connectivity benefits, including fast internet and in-flight mobile phone services.

OTHER NEWS

United Airlines has filed an application with the **U.S. Department of Transportation** (DOT) for three weekly nonstop flights between Washington, D.C. and Cape Town, South Africa. If approved, United's flights will become the first nonstop service ever between Washington D.C. and South Africa's legislative capital, Cape Town. This long-overdue route will benefit important government-to-government connections and increase communication and commerce with a region that has strong cultural ties to South Africa. United's proposed service would begin November 17, 2022, and operate on Boeing 787-9 aircraft, maximised to meet consumer demand and benefit both U.S. and South African travellers. If approved, the flights between Dulles and Cape Town will connect 55 cities across the United States to Cape Town, representing more than 90% of the entire U.S. travel demand to Cape Town. United's Washington Dulles hub is a gateway to the nation's capital and elsewhere, operating more than 230 daily flights to nearly 100 destinations around the world – including more than ten world capitals and new service to Accra, Ghana and Lagos, Nigeria.



Cape Town

Photo: United Airlines

INFORMATION TECHNOLOGY

Safran Engineering Services has rolled out “XATIS”, its complex system design optimisation software. The software is tailored to assist systems architects in reducing the number of product development cycles, thanks to Model-Based System Engineering (MBSE). XATIS is a software tool for modelling complex integrated systems, from the requirements gathering phase, through the specification stage and right up to the preliminary design. It is based on the CESAM modelling methodology, the aim of which is to manage complexity through graphic representations of the system from multiple complementary perspectives, in order to expand upon its conventional textual description. XATIS is used for developing various architectures, comparing them and selecting the best one, taking into account the constraints of production engineering, operations, maintenance and decommissioning of the system. The ground-breaking aspect of the software is that it permits a collaborative architecture; that is to say, it is based on the active contribution and co-ordination of all of the teams involved in the design of the new product. Moreover, XATIS improves the monitoring of traceability links between the customer requirements and the technical solutions offered, thus providing greater knowledge of the impact analyses, should there be a change in requirements. More than 350 systems architects at Safran are already making good use of the software, which is now established on the market as a proven and mature solution, that can be used in all sectors of activity. What's more, the company has developed a user support service offering and is continuing to develop its software with the addition of new functionalities.

OTHER NEWS



Photo: Qatar Airways and Malaysia Airlines will significantly expand their codeshare cooperation

Qatar Airways and **Malaysia Airlines** have unveiled the roadmap outlining the next phase of their strategic partnership, following Malaysia Airlines' announcement it is launching a non-stop service from Kuala Lumpur to Doha from May 25. The two partners will significantly expand their codeshare cooperation, allowing passengers to travel the world and enjoy seamless connectivity via their leading hubs in Kuala Lumpur and Doha. The codeshare expansion, which adds 34 destinations to the existing 62 codeshare destinations, marks another milestone in the long-standing relationship between the two countries' national carriers and one-world partners. The agreement benefits travellers from across the globe who will have access to a much greater combined network and enjoy a seamless travel experience on both airlines with a single ticket including check-in, boarding and baggage-check processes, frequent flyer benefits and world-class lounge access for the entire journey. Starting May 25, 2022, customers flying on Malaysia Airlines' new Kuala Lumpur to Doha service will have access to 62 codeshare destinations within Qatar Airways' broad network to the Middle East, Africa, Europe and North America. Likewise, Qatar Airways' customers travelling from Doha to Kuala Lumpur can seamlessly transfer to 34 Malaysia Airlines' destinations including its entire domestic network and key markets in Asia, such as Singapore, Seoul, Hong Kong, and Ho Chi Minh City, subject to governmental approval.

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OTHER NEWS

IAG Cargo has partnered with **Kuehne + Nagel** to purchase 8 million litres of the first UK produced sustainable aviation fuel (SAF). The 8 million litres of SAF will remove approximately 18,300 tonnes of CO₂, the equivalent of 350 British Airways flights between London and New York. The SAF, manufactured from sustainable waste feedstocks, will be sourced from Phillips 66 Limited's Humber Refinery in Lincolnshire, England – the first to produce SAF at scale in the UK. IAG was the first European airline group to commit to 10% of its fuel to be SAF by 2030. SAF can reduce carbon emissions by over 90% and is widely recognised as the most effective measure to significantly reduce the environmental footprint of air cargo.

Based on the signing of an 'Arrangement on Reallocation of Responsibility' signed between the **European Union Aviation Safety Agency** (EASA) and the **Malta Civil Aviation Directorate** (CAD), **Wizz Air** will now file an application for an Air Operator's Certificate (AOC) with EASA and also an Operating License (OL) with CAD. Should both applications be successful, the new carrier, Wizz Air Malta will commence operations in October of this year with Malta-registered aircraft. Wizz Air Chief Executive Officer, József Váradi said: "We are pleased to announce our intention to establish a new airline subsidiary in Malta. Wizz Air is constantly evaluating the structure of its business and exploring options to establish new AOC's and bases in Europe and beyond. The successful establishment of Wizz Air Malta later this year will help to reinforce our strong position and support our expansion plans in Europe. We look forward to working with EASA and the Maltese CAA to take this application forward." Wizz Air is currently Europe's fastest-growing ultra-low-cost carrier which is legally incorporated as Wizz Air Hungary Ltd and is headquartered in Budapest. The carrier began services in 2003, has two other subsidiaries – Wizz Air Abu Dhabi and Wizz Air UK – which operate an all-Airbus fleet of approximately 150 A320- and A321-family aircraft, with a further 315 Airbus aircraft on order with deliveries anticipated through to 2027.

OTHER NEWS

Swissport has officially inaugurated a new 8,000 m² air cargo centre near **Vienna Airport** – its second facility to serve air cargo customers in Vienna. The new facility is connected with Swissport's on-airport cargo centre by a dedicated electric truck, the first of its kind in Swissport's growing global network of air cargo centres. Swissport continues to grow



Photo: New Swissport air cargo centre

its air cargo business to participate in strong global demand for air cargo logistics and to capture additional market share. With a second cargo centre now operational in Vienna, Swissport can resolve local constraints and provide air carriers and forwarders in Vienna with additional capacity and more flexibility. With demand for global air cargo logistics already above pre-pandemic levels and persisting global capacity constraints in air and sea logistics, Swissport expects growth in air cargo handling to outperform general airport ground handling for some time. The company has made cargo a strategic priority and set ambitious goals to grow its second-largest business line from 5.1 million in 2021 to over 6 million tonnes over the next couple of years.



Lufthansa has chosen Panasonic Avionics' IFE systems for its fleet of B747-8 aircraft

Photo: AirTeamImages

Lufthansa has selected **Panasonic Avionics Corporation** (Panasonic Avionics) to provide its NEXT in-flight entertainment (IFE) system and enhanced connectivity solutions for the carrier's flagship Boeing 747-8 fleet. Panasonic Avionics' NEXT IFE system will be retrofitted on Lufthansa's 19 Boeing 747-8s, with the first due to be rolled out in summer 2024. This higher-performance system will provide Lufthansa's passengers with a superior, immersive cinematic experience using the latest 4K screen technology, with faster network speeds and higher storage capacity. Business Class passengers will enjoy an enhanced IFE experience with up to 24-inch 4K screens, a large 10-inch additional control unit, high power USB-A / USB-C, AC power and wireless charging capabilities. Premium Economy Class passengers will experience an upgraded 16-inch 4K screen, with a 13-inch 4K screen for Economy Class passengers, both with high-power USB-A and USB-C charging. The companies also announced the renewal of connectivity services offered by Panasonic Avionics. Broadband connectivity, which is already installed on Lufthansa wide-body aircraft, uses Panasonic Avionics' global network of high-speed, high-bandwidth satellites to live up to the connectivity expectations of Lufthansa's passengers. Mobile phone connectivity will also be upgraded to 4G speeds on Lufthansa's 747-8 aircraft.

INDUSTRY PEOPLE



Matthys Serfontein

• SITA has appointed **Matthys Serfontein** as President, Americas. Serfontein returns to SITA after a two-year hiatus to drive SITA's growth in the Americas, where travel has rebounded sharply in the wake of the pandemic. Serfontein will be key to bringing SITA's vision of greater agility, efficiency and sustainability to the air transport industry through digitalisation. Serfontein has many years of experience in the aviation sector addressing portfolio and business development, previously having served as President of Air Travel Solutions at SITA, where he oversaw the development of SITA's airport and border solutions. Prior to that he served as Regional Vice President for Airport Solutions in Africa. Before joining SITA, he held several senior management positions at Airports Company South Africa, e.Airports Ltd, and OSI Airport Systems.



Carsten Behrens and Nicole Fehr

• N3 Engine Overhaul Services, the joint venture between Lufthansa Technik and Rolls-Royce in Arnstadt, has announced changes in the management. **Carsten Behrens** took over the position of CEO in April 2022. He succeeds **Nicole Fehr**, who managed the Arnstadt plant since 2018 together with CFO **Stefan Landes** and is now leaving the company as planned to take on a new role at Rolls-Royce. Behrens is joining N3 from Rolls-Royce Germany and has more than 20 years of experience in aviation. He has worked for many years at MTU at various locations in the areas of engineering, production, sales, and engine overhaul before taking over the management of

the joint venture with Pratt & Whitney Canada in Ludwigsfelde. Prior to joining Rolls-Royce, he was Managing Director at Leistriz Turbine Technology. According to the agreement between the parent companies, the N3 management always consists of two representatives of the owners. Their responsibility is divided between the operational and commercial department.



Chris Avery

• WestJet has appointed **Chris Avery**, as Vice-President, Commercial Strategy. Avery, a former WestJet, will join WestJet's senior leadership team effective immediately. Avery returns to WestJet following five years with Canadian North where he served as President and CEO from 2018 to 2022 and as Vice-President, Customer and Commercial from 2017 to 2018. During his time at the helm of Canadian North, Avery led the merger and integration activities between Canadian North and First Air and successfully navigated the pandemic crisis to position the airline for recovery. Prior to joining Canadian North, Avery spent 11 years with WestJet in senior leadership roles serving as Vice-President, Network Planning and Alliances, Vice-President and General Manager WestJet Vacations and Vice-President, Revenue and Planning. With more than two-decades of aviation experience across North America, Avery has also held positions with Alaska Airlines, Air Transat and Canadian Airlines International.



Jorge Carretero

• During the COVID-19 pandemic, the importance of the air cargo business for maintaining global logistics chains and transporting necessary supplies and trade goods worldwide has once again become evident. Accordingly, the international airline association BARIG (Board of Airline Representatives in Germany) has been actively involved in the air cargo sector for many years. In order to further drive forward currently

relevant cargo and logistics topics, the BARIG Air Cargo & Logistics Committee has now reorganised itself. **Jorge Carretero** of LATAM Cargo takes over the chairmanship with immediate effect. In this way, the cargo division of the Chilean-Brazilian LATAM Airlines Group—as the leading cargo airline in South America—supports the association in representing the interests and requirements of the entire BARIG airline community in this field. Jorge Carretero has been working for LATAM Airlines Group for 15 years and is considered an airline expert in the sales and cargo business. As Sales Director Central Europe, he has been moving in an international environment for quite some time. His profound expertise will be of great use in his additional role as Committee Chairman.

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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	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
A330-200	Doric	Trent 772B-60/16	1407	2013	Q3/2022	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	Now	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

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



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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	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiair.com	+1 786-785-0777
(1) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B3/P	Now - Lease				
(1) CFM56-5B1/P	Now - Lease				
(1) CFM56-7B26	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	Conrail Aviation Support	Steve Williamson	steve@conrail.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	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.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	Castlake	Graeme Dodd	Graeme.dodd@castlake.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	Conrail Aviation Support	Steve Williamson	steve@conrail.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	Castelake	Graeme Dodd	Graeme.dodd@castelake.com	+44 207 190 6138
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiaviation.com	+1 786-785-0777
(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) GTC331-500B	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
(2) GTC331-200ER, (2) GTC331-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTC331-9B					
(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
GTC331-9A (2), GTC331-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTC331-200, GTC331-250	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) GTC331-9A	Now - Sale / Lease	Magellan Aviation Group	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTC331-9B, (1) GTC331-500B	Now - Sale / Lease				
(1) GTC331-9B, (1) GTC331-9A	Now - Sale/Lease/Exch.	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(1) GTC331-500B	Now - Sale/Lease/Exch.				
(2) GTC331-350, (2) APS2300	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(1) APS3200, (1) GTC331-9B					
((1) GTC331-200ER, (2) RE220RJ	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 954-683-1893
(2) GTC331-150RJ					
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(4) GTC331-9A, (4) GTC331-9B		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(1) GTC331-350, (2) GTC331-500, (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) GTC331-500B	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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