

Weekly Aviation Headline News

WORLD NEWS

Mixed judgement in Qatar Airways – Airbus squabble

The ongoing saga between Airbus and Qatar Airways reached a new stage in the UK courts with both entities seeing gains and losses. Both companies will battle it out in a speedier three-month trial next summer with regards disputes over the A350 alleged safety concerns but a request by Qatar Airways to prevent Airbus from terminating its order for the A321neo has been thrown out by the UK judge. Qatar Airways had relied on the capacity, range and efficiencies derived from the Neos as it emerged from the COVID crisis. Airbus had cancelled the \$6bn Qatar order for 50 A321neos in January in the wake of a fall out over the A350 problems.

IBA sees strong airline market recovery

Aviation consultancy firm, IBA has released its aviation industry barometer for April 2022. It shows that Europe showed strong capacity recovery in April, with flights at 79% of pre-pandemic levels. Latin/North America and Africa continue to lead the global recovery with capacity for all regions at more than 85% pre-pandemic levels. Asia Pacific flight capacity continues to show a year-on-year capacity decline – tight restrictions and lockdowns across major cities in China have hampered travel, with this trend likely to continue in the near-term.

Qantas rolls out next generation airport kiosks

Qantas has begun rolling out next generation airport kiosks, which will make the airport experience faster and easier for travelling on domestic flights, the airline stated. The national carrier has started a limited trial of new self-service kiosks in Terminal 3 at Sydney Airport. The new technology is up to four times quicker than the existing kiosks and now taking just 20 seconds on average.



Bluebird will take several more 737-800BCF aircraft.

Photo: AviaAM Leasing

B737-800 leads freighter conversions

But feedstock supply should be observed closely

The surge in demand for 737-800 conversions has been described as simply extraordinary but an oversupply scenario cannot be ruled out, experts have suggested. Data recently released by aviation advisory firm *IBA* and monitored by *AviTrader Weekly* shows that over 100 737-800s have gone into conversion over the last 12 months to April 2022 marking a remarkable upsurge in freighter capacity for the type.

“Our data tracks individual serial numbers going from one airport to a freighter conversion house or to temporal storage and it’s literally every day that we see a different serial number earmarked for conversion, it’s quite extraordinary,” remarked Jonathan McDonald, Manager Classic and Cargo Aircraft at IBA. Some recent transactions include a third 737-800SF delivery by GA telesis to its client base, which include Compass Cargo Airlines of Bulgaria. These are converted by AEI following six additional orders announced in October 2021. The 737-800 has clearly soaked up that capacity sector. The 737-700

is very niche with operators like Alaska Airlines and SpiceJet and a few others, but for a little more outlay operators can get the extra pallet positions on the 737-800. For the competing Airbus’s, the A320 conversion is very much in its infancy, with the first convert heading imminently to Kenya with launch operator Astral Aviation and

“In terms of oversupply, there is always that risk, we have heard it, but it has not happened yet, and you cannot rule it out.”

Jonathan McDonald, Manager Classic and Cargo Aircraft, IBA

as for the A321-200 P2Fs it only had around four conversions this time last year and it is still gaining traction.

Conversion centres for the 737-800 have sprung up around the world including at COOPESA, a Costa Rica-based MRO provider and at Gatwick airport in the UK to feed growing demand. Other established players like IAI Bedek and AEI continue to support the programme.

“Just look at all the different MROs that are qualified or getting

qualified to do this work at all the different locations,” McDonald noted. At Gatwick for example, the surrounding areas were severely impacted by COVID with several professionals left unemployed so to have a high-profile Boeing MRO open at Gatwick will benefit the airport and the local community.

Considering the number of conversion sites popping up the risk of too much feedstock going through can quickly result in an oversupply situation and it is worth noting that several ex-Ryanair 2006-2007 build 737-800s are also being converted or heading in that direction.

“In terms of oversupply, there is always that risk, we have heard it, but it has not happened yet, and you cannot rule it out. Currently, there does not seem to be an oversupply because the aircraft are going through the conversion houses sensibly with an end user in site but certainly, we would exercise caution.” McDonald also stressed that to be oblivious that there would not be any oversupply would be dangerous – “I think it’s something that has to be tracked very closely.”

AIRCRAFT & ENGINE NEWS

GE Aviation completes testing of Passport engine using 100% SAF

GE Aviation has completed successful testing of its Passport long-range business aviation engine using 100% sustainable aviation fuel (SAF), a lower carbon alternative jet fuel. The Passport engine today can operate on approved SAF and the recent testing shows the capability of the engine to run on 100% SAF. Currently, SAF approved for use is a blend of petroleum-based Jet A or Jet A-1 fuel and an SAF component with a maximum blend limit of 50%. ASTM International, an organisation that develops technical standards, has not yet qualified 100% SAF. One of GE's fuel experts chairs an international task force to develop standardised industry specifications supporting adoption of 100% drop-in SAF, which does not require blending with conventional jet fuel. "As our testing shows, the Passport engine, like all GE engines, can operate on approved sustainable aviation fuel today and in the future. Our customers can be confident that the Passport engine can help meet their sustainability goals to reduce CO2 emissions in flight, thanks to the Passport's more fuel-efficient technologies compared to previous-generation business jet engines and ability to operate on lower-carbon fuels," said Melvyn Heard, president of the Passport engine programme for GE Aviation. Ground testing was conducted with one engine over several days in March at GE Aviation's Peebles Test Operations in southern Ohio. The purpose of the test was to assess the performance and operability of the engine technology with 100% SAF compared to conventional Jet A. The type of SAF used in the testing, HEFA-SPK, is the most widely available SAF today and can be made from cooking oil and other waste fats, oils and greases. Preliminary test results of the Passport engine are favourable, with the engine performing similarly to when it runs on petroleum-based jet fuel.

Finnair wet leases one Airbus A320 from DAT for anticipated busy summer season

Finnair will wet lease an Airbus A320 aircraft and crew from Danish airline DAT for the busy summer season. The aircraft will be operating on selected frequencies on Finnair's route between Helsinki and Copenhagen in June and on Finnair's routes between Helsinki and Oulu and Helsinki and Lisbon between July and October this year. The flight deck and cabin crew for these flights come from DAT while the flights have Finnair's service concept. "We are preparing for a busy summer season, and this agreement with DAT supports our target of ensuring stable and reliable operations as travel is now picking up", said Ole Orvær, Chief Commercial Officer, Finnair. DAT is operating regional routes in Denmark,

Leonardo's C-27J Spartan Next Generation with new Fire Fighter configuration



Leonardo's C-27J Spartan Next Generation with new Fire Fighter configuration

Photo: Leonardo

Leonardo's C-27J Spartan Next Generation reaffirms its versatility for multi-mission capabilities with a new Fire Fighter configuration, equipped with a second generation, roll-on/roll-off Modular Airborne Fire Fighting System (MAFFS II). Dealing with environmental emergencies is an increasingly complex challenge that requires integrated problem-solving management and the implementation of multiple, latest-generation, strategic and technological tools to protect people and the territory. The Fire Fighter configuration proposed by Leonardo is a flexible solution, ideal for enhancing the capabilities of the C-27J Next Generation multi-mission aircraft and has significantly lower purchasing and operating costs than a dedicated firefighting platform. The system consists in the installation of a removable tank with a capacity of over 8,000 litres of water or 7,600 litres of fire-retardant liquid in the aircraft's cargo bay. A complete set of tools that includes a pressurised tank, an outlet nozzle, a pressurised door, and a ground support system. In around 90 minutes, the C-27J can be transformed from a tactical transport aircraft to an aerial firefighter, thanks to the palletised Modular Airborne Fire Fighting System (MAFFS II), developed by United Aeronautical Corporation, a world leader in advanced aerial application systems. But this solution is not just limited to fighting wildfires, it can also be used for prevention. In fact, the "reclamation" of high-risk territories, which are identified using existing or Leonardo's in-house prevention, control and early warning systems, can be performed from the C-27J Fire Fighter by dropping water over an extensive surface area, reducing the possibility of a wildfire outbreak in fire-prone areas.

BOC Aviation delivers first of seven Boeing 737 MAX 8 aircraft to Turkish Airlines



Turkish Airlines has taken delivery of its first of seven Boeing 737 MAX 8 aircraft from BOC Aviation

Photo: AirTeamImages

Aircraft lessor BOC Aviation has delivered the first of seven new Boeing 737 MAX 8 aircraft on lease to Turkish Airlines. All seven aircraft are part of the company's existing order book and will be powered by CFM LEAP-1B engines. "We are delighted to build on our 18-year relationship with Turkish Airlines and to support the airline in its fleet development plans with the most fuel-efficient, technologically advanced aircraft," said Robert Martin, Managing Director and Chief Executive Officer, BOC Aviation. "This transaction illustrates our strategy of long-term, sustainable growth by building a portfolio of latest-technology aircraft."

TRANSITIONING out of 737NG or A320 fleets? FORECASTING engine maintenance costs?

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Norway, Italy, Germany and Finland and is providing charter and ACMI services.

Elix Aviation delivers one Dash 8-100 to Renegade Air

Elix Aviation, the international regional aircraft leasing company, has confirmed the sale and delivery of one Dash 8-100, MSN 361, to Renegade Air. With this new delivery, Elix Aviation continues to expand its sales/leasing and asset management services in the African market. Renegade Air is an aviation company incorporated in Kenya in 2012 to provide safe, dependable and cost-effective air transport solutions to a diversity of clients and partners. Renegade's primary service was chartered flights and flights to Wajir County however, starting in 2021 it has introduced new scheduled destinations daily to Masai Mara, Amboseli, Malindi and Lamu.

Avianca and CDB Aviation sign new lease agreements

CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing (CDB Leasing), has signed new lease agreements with Aerovías del Continente Americano S.A. Avianca (Avianca) for two Airbus A330-300 Passenger-to-Freighter (P2F) aircraft and one A320neo aircraft. The new agreements bring the total of CDB Aviation aircraft on lease to Colombia's flag carrier to eight. In addition to the newly leased aircraft, the carrier is expected to take delivery of an additional five A320neos from the lessor between 2022 and 2023.

MRO & PRODUCTION NEWS

MTU Maintenance Hannover puts extension buildings into operation

MTU Maintenance Hannover has inaugurated its extensive plant expansion with an opening ceremony. The new extension consists of a workshop for engine maintenance and a modern office building. The construction time was about two years in each case. Construction of the factory hall began in autumn 2019. MTU gradually ramped up operations from November 2021 to April 2022. Ground-breaking for the office building took place in March 2020 and first employees moved in during March 2022, the expansion having become necessary because of the growing demand for engine maintenance. "This expansion will allow the Hannover site to continue its decades-long success story

Taby delivers 30th cargo-conversion



Photo: Täby Air Maintenance has delivered the 30th Saab 340 cargo-conversion

TAM, Täby Air Maintenance, has delivered its 30th Saab 340 cargo-conversion, a Saab 340B with msn 225. The aircraft was converted to full TAM Cargo-Conversion Generation II on behalf of Latvia-based RAF-Avia, who already operates a mix of cargo- and passenger-configured Saab 340s, ATR 72s and Antonov 26s. Saab 340 cargo-conversions has come to be an ever-increasing business for TAM, where the current milestone of 30 conversions was preceded as late as in February this year when the 25th cargo converted aircraft was delivered. Cargo conversion backlog – kits as well as full conversions – stretches way into 2023. With the successful Saab 340 cargo-conversion programme, complemented by the ongoing new Saab 2000 cargo conversion programme, TAM has a firm position as one of the world's leading Saab 340/2000 conversion specialist. In addition, TAM's design organisation is currently preparing further development of the Saab 340 cargo conversion programme.

Leonardo's VIP/corporate helicopter fleet set to grow in Europe



Contract signing at EBACE 2022 between Leonardo and Sloane Helicopters

Photo: Leonardo

Leonardo has received new helicopter orders at EBACE 2022 (Geneva 23-25 May), including three AW109 GrandNew light twin, one AW109 Trekker and two AW139 intermediate twin helicopters with deliveries to the UK, Italy and Germany in 2022 and 2023. Official distributor for UK & Ireland Sloane Helicopters ordered three AW109 GrandNew with deliveries expected in the second half of 2023, adding to the three aircraft of the same model purchased in early March. One AW109 Trekker in VIP configuration has recently been sold to a private operator in Germany marking the introduction of this model in this country, with delivery planned at the end of this year. Two private operators, one in Germany and one in Italy, have placed orders for one AW139 each with deliveries expected by early 2023. The German order marks the entrance of the type in the national VIP/corporate market following the success of this model for other applications in Germany.

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and offer its customers first-class MRO services”, said Michael Schreyögg, Chief Program Officer of MTU Aero Engines. “The new buildings at the site exemplify how impulses emanate from Hannover throughout the entire MRO network of MTU”. Commencing operations in 1979, the Hannover site is the heart of MTU Maintenance. In the immediate vicinity of Hannover-Langenhagen Airport, mainly larger engines are maintained; these include the GE90, which powers the Boeing 777 and the PW1100G-JM, which is used on the Airbus A320neo family.

StandardAero announces expanded support services for operators in the UK, Europe, Middle East and Africa

Following its recent acquisition of Global Engine Services (GES), StandardAero has now completed the first stage of building a new Mobile Service Team (MST) to support its customers in the UK and the EMEA region. Combining the experience of H+S Aviation’s UK-based Regional Turbine Centre (RTC) and StandardAero’s existing local capabilities in the UK, France and the Netherlands, the MST will deliver expanded on-site engine support to business aviation customers when and where they need it most. StandardAero’s MST teams in the UK and Europe are on standby to deploy around the clock, thus providing the customer with the confidence that they can rely on expert support services for their aircraft when they need it most. Services provided include AOG and technical support, troubleshooting, borescope inspections, engine removal/reinstallation, and line maintenance. StandardAero’s EMEA MST/RTC team provides support to business aviation customers operating Pratt & Whitney Canada PT6A, PW300, PW500 and JT15D engines, Honeywell TFE731 and HTF7000 engines, and Honeywell GTCP 36-100/150 auxiliary power units (APUs).

GA Telesis and Air Transport Services Group announce Wilmington Air Park as location for engine maintenance joint venture

GA Telesis and Air Transport Services Group (ATSG), a leading provider of aircraft leasing and air cargo transportation and related services, have

AIRCRAFT & ENGINE NEWS

VoltAero brings Cassio electric-parallel hybrid aircraft on demonstration flights to the Netherlands



Cassio electric-parallel hybrid aircraft

Photo: VoltAero

VoltAero’s Cassio electric-parallel hybrid aircraft is to perform demonstration flights across selected routes in the Netherlands beginning June 13, 2022, to promote highly sustainable regional aviation throughout the Dutch regions. Utilising VoltAero’s Cassio 1 testbed – the first parallel hybrid aircraft – this week-long deployment will be part of the Netherlands’ Power Up initiative, which is a collaboration aimed at positioning the country for the

introduction of electric-powered commercial passenger flights within five years. The flights are to include analyses of operational costs, noise performance, ground infrastructure requirements and technical support for the future use of Cassio-family aircraft by commercial aviation operators. VoltAero’s proven electric aircraft expertise led to its selection for these demonstration flights, becoming the first company to do so within the Power Up initiative’s framework. Power Up is an initiative of the four main regional airports in the Netherlands (Eindhoven Airport, Rotterdam The Hague Airport, Groningen Airport Eelde and Maastricht Aachen Airport) with support of Schiphol Group and other partners aimed at facilitating and stimulating the introduction of electric Regional Air Mobility (eRAM) in the Netherlands. The initiative is an open-source accelerator in which aircraft manufacturers (OEMs), airlines and airports work together to develop a new, sustainable and efficient mobility product improving the connectivity of regions.

SaxonAir formally signs AW109SP GrandNew helicopter order for Q1 2023 delivery

SaxonAir, the independent UK business aviation operator, confirmed its order for an Agusta AW109 GrandNew helicopter on the opening day of EBACE, Monday May 23. The latest variant, to be delivered in the first quarter of 2023, with the registration G-KLNA, replaces SaxonAir’s 2016 AW109SP, which was delivered new in 2016. Norwich-headquartered SaxonAir, which



Official contract signing at EBACE for one AW109SP GrandNew helicopter
Photo: SaxonAir

also has bases at London Stansted, London Biggin Hill Airports and Denham Aerodrome for helicopter operations originally committed to the helicopter in December 2021. Leonardo AW109 GrandNew is a top-of-the range, premium, light twin-engine helicopter with high performance. With its sizeable and well-appointed cabin, it can comfortably accommodate six passengers in VIP seating. SaxonAir has also extended its third-party maintenance agreement with Sloane Helicopters, which has actively supported Leonardo in sales and maintenance since 1995, to support the type once delivered. SaxonAir already offsets carbon emissions produced by all of its helicopter flights as part of its ongoing commitment to sustainability. Now, it is looking at introducing a potential mobile sustainable aviation fuel (SAF) bowser to support its growing operations.

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reached an agreement with the Clinton County Port Authority (CCPA), JobsOhio and the Ohio Department of Development to locate their 72,000 ft² Specialised Procedures Aeroengine Hospital (SPAH) at the Wilmington Air Park in southwestern Ohio. The new SPAH is projected to be operational by September 2022 and will be capable of inducting more than two hundred engines per year, focused on those manufactured by General Electric and CFM International. “We are thrilled to be taking the next step in adding a U.S.-based SPAH to our capabilities,” said Russell Shelton, President of the Engine Strategy Group at GA Telesis. “We could not have accomplished this significant milestone without the strategic ATSG partnership and the cooperation of the Clinton County Port Authority and Wilmington Air Park,” he added. This investment marks the first United States location for a GA Telesis SPAH and will provide a variety of engine services to global aviation customers from the Wilmington Air Park location. Additionally, GA Telesis opened its first SPAH in Helsinki, Finland in 2021. This second location will provide economic opportunities to the region through both administration and skilled technician roles.

AIRCRAFT & ENGINE NEWS

Avion Express and SunExpress extend partnership for 2022 summer season



Photo: Avion Express will be continuing its partnership with SunExpress for the summer season of 2022

ACMI (Aircraft, Crew, Maintenance, and Insurance) operator, Avion Express, has announced that the company will be continuing its partnership with SunExpress for the summer season of 2022. During the season, Avion Express will damp-lease six aircraft to operate on behalf of Sun Express in the Antalya Airport (AYT) base. The pent-up travel demand that has been continuing since last year, brought sky-rocketing holiday booking numbers for the current summer season. The continuation of the partnership between Avion Express and SunExpress reflects this and will aid in meeting the increased demand. SunExpress is a joint airline venture of Lufthansa and Turkish Airlines. This summer season, the airline will fly to 15 cities in Turkey, including, Antalya, Konya, and Mardin, as well as international destinations, which include Beirut, Milan, Nantes, Manchester, Tel Aviv, Budapest, and Skopje. Avion Express is a leading narrow-body ACMI and charter operator flying Airbus A320-family aircraft and is a family member of Avia Solutions Group.

Joby ahead of schedule as it receives FAA's Part 135 Certificate



Having received the FAA Part 135 Certificate, Joby is well on schedule to launch its eVTOL services in 2024
Photo: Joby

platforms that will underpin our multi-modal ridesharing service, while also refining our procedures to ensure seamless journeys for our customers,” adding that: “Receiving this certificate ahead of schedule is a testament to the incredible dedication and hard work of our team.” Recently Joby announced its partnership with aviation training specialist CAE to develop and qualify flight simulation training devices that the Company will use to train commercially rated pilots. Joby’s eVTOL aircraft is designed to cover a range of 150 miles on a single charge, flying at speeds of up to 200 mph. The aircraft has successfully met its target for take-off and landing low noise emissions after acoustic testing with NASA.

California-based Joby has received its Part 135 Air Carrier Certificate from the U.S. Federal Aviation Administration (FAA) which now allows the company to operate its electric vertical and take-off (eVTOL) aircraft on a commercial basis. However, before the aircraft becomes fully operational Joby still needs to obtain two further FAA approvals, the aircraft’s Type Certificate and also a Production Certificate. The company had not anticipated receiving its Part 135 certification until the second half of the year, so it is well on schedule to launch its eVTOL services in 2024. The five-stage process to obtain Part 135 certification involved the submission of more than 850 pages of manuals for approval while Joby’s initial cadre of pilots was also required to demonstrate mastery of the company’s procedures and training under FAA observation. Bonny Simi, Head of Air Operations and People at Joby, and one of the company’s FAA-approved pilots, said: “The procedures we’ve prepared lay a foundation for our future eVTOL operations. Over the coming months, we will use our Part 135 certificate to exercise the operations and customer technology

AIRCRAFT & ENGINE NEWS

Boeing and Ethiopian Airlines agree order for five 777 Freighters



Ethiopian Airlines has ordered five 777 Freighters

Photo: Boeing

Ethiopian Airlines has announced that it is expanding its 777 Freighter fleet with the purchase of five new aircraft to add to its current fleet of nine 777 Freighters. The African carrier also operates three 737-800 converted freighters. The 777 Freighter has a range of 4,970 nm (9,200 km), a capacity of 107 tonnes (235,900 lbs) and the twin-engine freighter has a 17% lower fuel burn than previous Boeing freighter aircraft. Ethiopian Airways is the world's fourth-largest carrier by destinations served and provides dedicated cargo services to 66 centres connecting Africa with Europe, the Americas, Asia and the Middle East.

Lilium announces partnership with Honeywell and DENSO for Lilium Jet electric motor

Having already been developing the avionics and flight control systems for the Lilium Jet, Honeywell, together with DENSO will partner with Lilium to produce the electric motor which will power the Lilium Jet. Honeywell currently collaborates with DENSO to develop aerospace electric propulsion solutions. Lilium developed the first all-electric vertical take-off and landing (eVTOL) jet and the new Lilium e-motor has been worked on by all three companies over the past two years. The e-motor should provide exceptional performance and reliability while producing zero-emissions. The e-motor is air cooled as opposed to water cooled, thus reducing maintenance requirements and reducing running costs and the e-motor has its rotor and stator in a centrifugal or 'radial' configuration, compared to traditional axial designs. This lowers the component's weight, manufacturing costs and susceptibility to foreign object damage while the motor has industry-leading power density, with the first prototypes designed to extract over 100kW of power from a system weighing just over 4kg. Yves Yemsi, Chief Operating Officer of Lilium said: "Lilium's Procurement strategy is to engage with the technology providers with the most suitable expertise. We are already making great progress with Honeywell on its Honeywell Anthem integrated flight deck and flight control computers, and we are delighted to deepen our relationship by also partnering with Honeywell and DENSO on our e-motor. The collaboration with these two powerhouses takes us further along the path to revolutionizing regional air mobility."



Photo: Lilium Jet



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Bombardier unveils Mach 0.94, 8,000nm-range Global 8000 flagship aircraft

Bombardier has introduced its latest business jet, the Global 8000, which should enter into service in 2025. The Global 8000 with its twin GE Aviation Passport engines will be the world's fastest and longest-range business jet. The jet will be able to fly at Mach 0.94, will have a range of 8,000 nautical miles and will provide passengers with one of the lowest cabin altitudes of 2,900 ft when flying at 41,000 feet. During testing, the jet reached speeds of Mach 1.015, making it not only the fastest business jet, but also the fastest in civil aviation since the days of Concorde. Additionally, during its demonstration flight it became the first Transport Category aircraft using sustainable aviation fuel (SAF) to fly supersonic. With its spacious four personalised suites ergonomically designed to maximise space and freedom of movement, the Global 8000 aircraft also incorporates revolutionary features introduced on the Global 7500 aircraft that have substantially improved passenger comfort, including the Soleil circadian lighting system to help counteract jet lag. The combination of the innovative Nuage seat and the first-ever zero-gravity position, passengers will be able to arrive at their destinations both revitalised and refreshed. The Global 8000 aircraft also has an available Principal Suite with a full-size bed and a stand-up shower in the en-suite. For current Global 7500 operators, the performance enhancements on the Global 8000 will be retrofittable when the aircraft enters into service in 2025.



Photo: Bombardier Global 8000 jet

MRO & PRODUCTION NEWS

FAI Technik completes another complex Bombardier Global Express refit project



Interior of the newly refitted Global Express jet

Photo: FAI Technik

Nuremberg, Germany-based MRO, FAI Technik GmbH, part of the FAI Aviation Group and subsidiary of German special mission operator, FAI rent-a-jet has completed another Bombardier Global Express refit project, following the successful completion of its award-winning Project Pearl in 2020. The project also included 30/60/120/240-month inspections and new paint. Following 20,000 manhours of work, it is anticipated that this latest Global Express (D-AFAU) will be available for charter and lease from June 2022. The multi-million-euro project which received its EASA STC certification in April, marks the first and only installation of an original Global XRS cabin into a classic Global Express. The custom interior refurbishment, designed by FAI's inhouse team features an all-new cabin with VIP seating for 12 passengers in tasteful cream leather, complemented by a stylish black and cream striped designer carpet and striking dark chocolate high gloss piano style wood surfaces with rose gold metal plating throughout. Elegant beige stone floors adorn the galley as well as the VIP lavatory area which features Jets vacuum toilets. The luxury interior is complemented by Collins Aerospace Cabin Electronics System (CES) V7. Exterior paint was also undertaken by FAI Technik.

Textron Aviation adds mobile service location in Madrid

Capitalising on its continued growth in Europe, Textron Aviation has opened a new mobile service location in Madrid, Spain. The Madrid-Barajas Airport location will act as an extension of its factory service centre in Valencia, to initially support in-region customers who own Cessna Citation jets and Caravan turboprops. This new location will offer additional flexibility to customers and complement the company's Aircraft on Ground (AOG) response. The mobile service location can conduct minor service tasks including troubleshooting and AOG support at any given time. With this expansion, Textron Aviation is increasing its team support in Madrid with the addition of two technicians and one office administrator. The company has more than 450 Textron Aviation employees in Europe providing customers local access to factory-direct expertise.



Photo: Textron Aviation service centre Valencia, Spain



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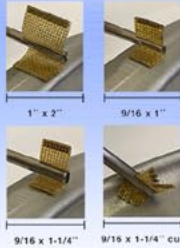
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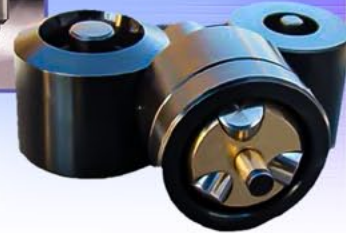


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FL Technics Engine Services ventures into next stage of business development



Ribbon-cutting ceremony at FL Technics Engine Services new facility in Kaunas
Photo: FL Technics

Following ISO EN 9110:2018 certification, FL Technics Engine Services ventured into the next stage of business development as operations moved to a new purpose-built facility. The necessary shift of location was made to meet the growing demand of the market as Lithuania is becoming one of the most appealing destinations for aircraft engine redeliveries, repair, and maintenance, with an established MRO infrastructure, including a fully-fledged aircraft redelivery hub near the new FL Technics Engine Services location. Ongoing repair and maintenance projects were moved along with dedicated equipment and tooling to a brand-new facility in Kaunas FEZ (Free Economic Zone), next to Kaunas International Airport (KUN). As Valerij Deveikis, CEO of FL Technics Engine Services, stated: "Moving to a larger and purpose-built facility near Kaunas airport and FL Technics MRO hangar creates an exclusive advantage to deliver top-quality engine maintenance and repair services as efficiently as possible. Furthermore, the new facility is conveniently located near FL Technics' logistics hub, making it even more flexible to deliver unique one-stop-shop solutions to our clients and partners." The new hangar, shops, and storage facilities were built with the capacity for further expansion in line with FL Technics' growth strategy. The company is

committed to investing in high-value assets, such as aircraft engines, to develop and support global operations within the MRO industry. Thus, upgraded facilities and benchmark certifications of quality, play an essential role in future growth. FL Technics' investment in the facility is being followed by multiple high-value asset purchases and projects, including the teardown of Boeing 737-800 aircraft and the planned acquisition of several engines, scheduled for maintenance in the new FL Technics Engines Services shop.

Bombardier increases maintenance and repair capacity at its Le Bourget line maintenance station

Bombardier has expanded its Line Maintenance Station (LMS) at Le Bourget Airport near Paris to increase its maintenance and repair services for European customers. The facility is strategically located at one of Europe's busiest airports for business aviation and the expansion is another step in the company's drive to lead the industry in aftermarket services by bringing best-in-class OEM service, parts and know-how closer to its customers. Bombardier recently boosted its workforce at the Le Bourget LMS, established in 2018, and has added more than 30,000 ft² (3,000 m²) of hangar space, capable of accommodating up to three Global 7500 aircraft at one time or as many as six Learjet or Challenger aircraft at a time. The expansion has increased the slots available for light scheduled maintenance as well as unscheduled and aircraft-on-ground (AOG) maintenance and parking services currently provided by the LMS. The additional space and technicians are poised to enhance the reach and response time of Bombardier's locally stationed Mobile Response Team (MRT). Near term plans also include the addition of wheel and battery shop maintenance services.



Photo: Bombardier has increased its maintenance and repair capacity at Le Bourget Airport

Airbus increases UK innovation footprint to develop new hydrogen technologies



ZEROe formation flight

Photo: Airbus

Airbus is strengthening its presence in the UK with the launch of a Zero Emission Development Centre (ZEDC) for hydrogen technologies. A priority for the UK ZEDC will be the development of a cost-competitive cryogenic fuel system required for the successful entry-into-service of Airbus' ZEROe passenger aircraft by 2035 and to accelerate UK skills and know-how on hydrogen-propulsion technologies. The UK ZEDC will benefit from the recent commitment by the UK Government to guarantee £685 million of funding to the Aerospace Technology Institute (ATI) over the next three years to support the development of zero-carbon and ultra-low-emission aircraft technologies. Technology development at the new UK ZEDC, to be based in Filton, Bristol, has already started and will cover the full product and industrial capabilities from components up to whole system and cryogenic testing. End-to-end fuel systems development, a speciality of Airbus in the UK, is one of the most complex technologies crucial to the performance of a future hydrogen aircraft. The ZEDC complements Airbus' existing Research and Technology footprint in the UK, as well as the

work on cryogenic liquid hydrogen tanks being done at Airbus' existing ZEDCs in Madrid, Spain and Stade, Germany (composite structure technologies) and in Nantes, France and Bremen, Germany (metallic structural technologies). All Airbus ZEDCs are expected to be fully operational and ready for ground testing with the first fully functional cryogenic hydrogen tank during 2023, and with flight testing starting in 2026. With this new facility, Airbus reaffirms its long-term commitment to remain a major player in Britain's world-leading aerospace ecosystem, working with the Jet Zero Council to drive forward research in the sector, supporting green jobs and helping the UK meet its ambitious net zero targets. The launch of the UK ZEDC follows the opening of the £40 million AIRTeC research and testing facility in Filton in June 2021, jointly funded by the ATI and Airbus, to deliver the next generation of aircraft wing, landing-gear systems and fuel system designs.

MILITARY AND DEFENCE

Boeing starts new A-10 wing deliveries to U.S. Air Force

Boeing, in partnership with Korean Aerospace Industries and other key suppliers, has delivered the first new wing set for the A-10 Thunderbolt II fleet to the U.S. Air Force. The wing set arrived earlier this month to Hill Air Force Base in Ogden, Utah, where the Air Force has started aircraft integration. Boeing was awarded the contract in August 2019 and is currently working to provide the Air Force with 50 wing sets. Each wing set consists of outer wing assemblies, centre wing assembly, control surfaces and the fuselage integration kit. The upgraded wings are more durable, more efficient and easier to maintain, extending the A-10 flying life to 10,000 hours. The A-10 wing programme was previously a dry line, with tools and equipment housed in long-term storage. Boeing Global Services revived the tooling and activated the supply base within 12 months of contract award. The company's previous experience with the A-10 includes delivering 173 enhanced A-10 wing assemblies under a separate contract.

OTHER NEWS

EULEN America, a leader in providing services and innovative solutions to companies, including aviation services, has been credited with the ISAGO certification from the **International Air Transport Association** (IATA). This International certification authenticates the compliance of operation safety standards for organisation and management (ORM), load control (LOD), passenger and baggage handling (PAB), aircraft handling and loading (HDL), aircraft ground movement (AGM) as well as cargo and mail handling (CGM). The certification is valid for two years, due for renewal in November 2023. "We are committed to providing the highest level of quality of service and safety standards to our clients," said Larry Massaro, Senior Vice President of Aviation at EULEN America. "This new certification covers all our stations and provides a high-standard in terms of safety for our organisation." EULEN America received the Head-Office license, which covers all stations where the company operates. Additionally, it are certified for the Miami International Airport license. Although the company has been certified since 2010, the Miami-Dade Aviation Department requires compliance with this certification, and periodic renewals to operate in Miami. The audit streamlines procedures by establishing a uniform set of standards. Also, it assesses the management and oversight systems in place at the ground service provider's corporate headquarters, as well as the consistency at the station level.

The Green Taxi System (GTS) is a concept that was developed by **L3 Technologies** and **Honeywell**

FINANCIAL NEWS

Embraer, ITA and FAPESP to invest in Engineering Research Centre to accelerate the future of air mobility



Photo: Embraer

Embraer, ITA (Technological Institute of Aeronautics), and FAPESP (São Paulo Research Foundation) have announced the approval of a joint investment of R\$ 48 million (£8 million) in an Engineering Research Centre (ERC) for the future of air mobility over the next five years. This unprecedented research in Brazil will gather representatives of the scientific community and professionals of the aeronautical industry in activities that are based on three pillars: low carbon aviation, autonomous systems and advanced manufacturing. The initiative creates a favourable environment for knowledge dissemination, highly qualified human resources training and production of high-impact scientific publications. "We are very excited with the approval of the Engineering Research Centre focused on the future of air mobility, in partnership with ITA and FAPESP," said Luís Carlos Affonso, Embraer's Senior Vice President of Engineering, Technology, and Strategy. "I am certain that the centre will be a benchmark of enterprise-government-academia cooperation toward the zero-carbon aviation of the future, generating value to society as a whole."

FINANCIAL NEWS

Kaman Corporation to acquire Parker-Hannifin Aircraft Wheel & Brake division

Kaman Corporation has entered into a definitive agreement with Parker-Hannifin Corporation (Parker), under which Kaman will acquire Parker's aircraft wheel & brake division (Aircraft Wheel & Brake) for US\$440 million (£349 million), subject to a customary working capital adjustment and the receipt of all necessary regulatory approvals. Parker is divesting Aircraft Wheel & Brake in order to secure approval from certain governmental authorities in connection with Parker's previously announced offer to

acquire Meggitt PLC. Aircraft Wheel & Brake has been a trusted provider of mission-critical wheel and brake technology products and solutions for more than eighty years. With a strong product portfolio supporting more than 100 platforms, Aircraft Wheel & Brake specialises in wheels, brakes and related hydraulic components for fixed-wing aircraft and rotorcraft. They have long-standing global relationships with leading military and general aviation customers providing customised proprietary designs, protected by intellectual property. Aircraft Wheel & Brake operates out of one centralised facility in Avon, Ohio, providing a full suite of capabilities including design, development and qualification, as well as manufacturing and assembly, product support and repairs.

OTHER NEWS

together with **Safran**, in the latter part of the last decade. The design involved installing electric motors in the aircraft's landing gear wheels. A new endeavour, Dallas TX-based Green Taxi, was able to acquire the IP from L3 and Honeywell, along with an OEM patent for the technology and hired key team members who had been involved in the project. Green Taxi, Inc. (GTI) has announced that it is continuing the original development which uses the auxiliary power unit (APU) generator to power the motor(s) on the landing gear driving the wheels and enabling the aircraft to taxi without starting its main engines. The power electronics and system controller provide precise control to the pilots over speed and braking during taxi operations. Aircraft equipped with the GTI system will eliminate the need for pushback tractors or tugs, reducing gate and tarmac congestion and improving airline on-time performance. "Green Taxi-equipped jetliners will save significant costs on reduced ground time apart from the fuel savings" said Green Taxi President and Founder David Valaer "and other benefits include extended engine life, enhanced ground crew safety and reduced noise at the airport" he said. The aviation industry has shown significant interest in Electric Taxiing Systems (ETS) in recent years. Big influences include the current rapidly rising cost of jet fuel, the Clean Aviation movement and substantial carbon brake savings offered by these systems. In the U.S., taxi time ranges from 15 to 30 minutes, accounting for a significant 5-12% of the plane's fuel consumption, depending on aircraft type and flight duration. GTI is working on this ETS-directed towards newer

MILITARY AND DEFENCE

U.S. Army awards Airbus contract for continued logistics support



UH-72B helicopter

Photo: Airbus

Airbus has signed a follow-on Contractor Logistics Support (CLS) contract with the U.S. Army to provide spare parts, material and engineering support for the Army's entire UH-72A and UH-72B Lakota fleet of 482 utility and training helicopters. The contract includes a six-month base and 4.5 option years, with a potential total value of more than US\$1.5 billion. Airbus will provide support across 67 Lakota sites in the U.S. and overseas. This includes National Guard bases in 43 states and Fort Rucker in Alabama, where the UH-72A performs the Army's Initial Entry Rotary Wing mission (IERW). The CLS contract with the U.S. Army is the largest helicopter performance-based support contract managed by Airbus worldwide. The UH-72B is produced at Airbus' facility in Columbus, Mississippi while logistics are managed from the facility in Dallas, Texas. The workforce supporting these platforms is approximately 40% U.S. military veterans. The U.S. Army utilises the UH-72A and UH-72B models to perform a variety of missions including the counter drug and southwest border missions for the Army's National Guard.

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OTHER NEWS

short- and medium-haul aircraft models, that will eliminate the use of the aircraft's jet engines or towing tractors. The system is retrofittable to legacy aircraft as well as newer aircraft.

Canada Jetlines, the new all-Canadian, leisure carrier, has announced that the **Canadian Transportation Agency** (CTA) has determined that the company has met the agency's financial requirements. The CTA had previously determined that Canada Jetlines met the Canadian control requirements. With the satisfaction of this significant milestone, the formal CTA commercial license will be issued following the issuance of the Air Operator Certificate (AOC) by Transport Canada. "This is an important milestone for Canada Jetlines as we are approaching the completion of the AOC process with Transport Canada. The teams of both the CTA and Canada Jetlines have been working with great collaboration and diligence to ensure we have met or exceeded the requirements for a start-up airline operating in Canada. We are working in earnest towards the finish line of the certification process. We are confident that we will operate our first commercial flight this summer and plan to announce our commercial schedule in the coming weeks," said Eddy Doyle CEO Canada Jetlines.

Qantas has announced that it will take a majority shareholding in the Australian-made travel business, TripADeal. The stake allows Qantas Loyalty to immediately expand its exposure to the estimated AU\$13 billion online packaged holiday booking market, which is experiencing significant growth as leisure demand booms and the shift to e-commerce continues. Over the past decade, TripADeal has built thousands of direct supplier relationships with hotels, tour operators and other vendors that allow it to offer well-priced holiday packages both domestically and overseas. It also has its own tour guides based in over 30 countries. TripADeal packages range from African safaris, Japanese ski trips and exploring Antarctica, to South Australian wine tasting tours and Bali beach holidays. All of these ready-made holidays can now be booked using Qantas Points, regardless of which airline is part of the package. Frequent Flyers will also earn three points for every AU\$1 they spend with TripADeal and can also use 'points plus pay' to make their holiday happen sooner. The combination of TripADeal's success at curating holiday packages together with the reach of Qantas Loyalty's 14-million-member base, plus the opportunity to redeem and earn points, is projected to drive a significant increase in TripADeal's revenue in the next few years. Pre-COVID, TripADeal had an annual growth rate of more than 40% and in the 12 months prior to the pandemic, bookings were in excess of AU\$200 million. Monthly bookings are now significantly

INFORMATION TECHNOLOGY

MNG Airlines, which holds a significant share of the air cargo sector in Turkey, has signed with **NAVBLUE** to implement N-Flight Planning (N-FP) on its all-Airbus fleet of nine aircraft. MNG Airlines will benefit from a more compliant flight planning solution, including ETOPS (Extended Range Twin Operations approval), management-by-exception solution, event-driven automation and added flexibility in terms of integrations. NAVBLUE's N-FP responds perfectly to cargo airlines' needs thanks to the ETOPS and escape routes functionality and is flexible in terms of integration. MNG Airlines is based in Istanbul Airport, Turkey, and operates scheduled and charter services within the Middle East, Far East, Africa, United States, and European destinations. In addition to its scheduled flight network, MNG Airlines makes a valuable difference in air cargo industry by offering tailor-made services which include flight, cargo and ground handling and also warehouse services. N-FP's management-by-exception and automation will enable MNG Airlines flight plan computation to be leaner and more efficient in any selected city pair. Now, MNG Airlines aims to highlight Turkey in the air cargo market and expand its service and flight network with its experience.



Photo: MNG Airlines Airbus A330-243F

OTHER NEWS



Photo: Skyborne

Skyborne Airline Academy and **JSX**, an award-winning U.S.-based Part 135 air carrier, have announced a Memorandum of Understanding (MOU) to supply First Officers for its Embraer ERJ fleet. The MOU allows Skyborne to provide experienced former flight instructors the opportunity to fill First Officer positions at JSX, once they meet JSX's strict hiring standards, including having achieved at least 1,000 total flight hours and 50 hours of multi-engine time. This agreement helps JSX source qualified pilots while giving Skyborne CFIs the opportunity to enrich their professional experience with a U.S. Part 135 air carrier. Captain Ed Davidson, Managing Director, Skyborne Airline Academy, says: "Our agreement with JSX marks the first time Skyborne has partnered with a charter operator, and we're delighted to be supporting the business aviation industry. With more people flying privately in the U.S. than ever before, relationships like this help address the demand for well-trained pilots. JSX is well-known in the industry for delivering exceptional service, so we are very pleased our CFIs will have another avenue of employment with a trusted partner that shares our drive for excellence." JSX owns a fleet of 77 Embraer ERJ jets and provides public charter service to a growing network of popular destinations across the United States. The agreement between JSX and Skyborne was effective from April 22, 2022.

OTHER NEWS

higher. Qantas joins existing shareholders, the founders of TripADeal and private equity firm BGH Capital, which bought a stake in 2020. The full terms of the all-cash purchase are commercial in confidence. The agreement provides a mechanism for Qantas to acquire the remaining 49% of TripADeal in four years at an agreed multiple of TripADeal's bookings at the time. (£1.00 = AU\$1.77 at time of publication).

WestJet has released that WestJet flight dispatchers, represented by the **Canadian Airline Dispatchers Association (CALDA)**, voted more than 90% in favour of a ten-year agreement. The ratified agreement starts June 1, 2022 and expires on May 31, 2032. "As our industry continues to recover, this ten-year agreement will help the long-term sustainability of WestJet and demonstrates our commitment to our WestJetters, our guests and the communities we serve," said Diederik Pen, WestJet Executive Vice-President and Chief Operating Officer. "Our flight dispatchers exemplify true professionalism, dedication and help to ensure our operation runs smoothly day in and day out. The Canadian economy continues to transition from the challenges we faced during the pandemic. We welcome the ratification of the agreement and look forward to further collaboration to advance the recovery of Canada's travel and tourism industry."

INDUSTRY PEOPLE



Onur Dedeköylü

• **Onur Dedeköylü**, who has been working as Senior Vice President for Marketing at Pegasus Airlines since 2010 and who has made significant contributions to the company's ancillary product management, digital transformation and building the Pegasus brand, has been appointed Chief Commercial Officer. He will manage the commercial division, consisting of sales, network planning, marketing, revenue management and pricing, guest experience and cargo departments. Dedeköylü is a graduate in Industrial Engineering from Boğaziçi University and holds an MBA degree in marketing and finance from Georgia State University in Atlanta. He began his career at Gillette working in the fields of sales and marketing. After working at the global

headquarters of Kimberly Clark's health products division in Atlanta, U.S.A., he continued his career in the UK. He worked in the fields of market research, product development and brand management at Hasbro's European headquarters in the UK. He continued his career at the Coca-Cola Company, managing the Coca-Cola brand in Turkey. In 2010, Dedeköylü joined Pegasus Airlines as Senior Vice President. In this role, he was responsible for brand management, ancillary product development and management, digital channels management, data analytics and loyalty management functions. He started his new role as Chief Commercial Officer on May 13, 2022.



Larry Strykowski

• **Rusada**, the global aviation software provider, has announced the appointment of **Larry Strykowski** as Director of Business Development. Strykowski has a wealth of experience in the aviation software industry, having served as Managing Director Technology – MRO and Supply Chain Systems for both Continental Airlines and United Airlines, where he selected and implemented enterprise-wide solutions for maintenance planning and technical publications, as well as various MRO commercial products. He also planned and initiated the complex consolidation of technical solutions when Continental and United merged in 2010. Strykowski then moved on to become Director of Technology for the Bristow Helicopter Group, where he spent ten years implementing a host of enterprise solutions. In his role with Rusada, Strykowski will help drive the company's growth in North America, using his extensive industry experience to bring the company's ENVISION software to operators and maintainers across the continent. As part of his remit, he will look to forge new strategic partnerships that facilitate fast and effective software deployment whilst strengthening Rusada's existing relationships.

• Delta has named **Eric Phillips** S.V.P. and Chief Digital Officer as the airline continues to deliver more personalised, seamless and premium experiences for customers through its digital channels. In the newly created role, Phillips will lead a matrixed team focused on enhancing customer



Eric Phillips

interactions with Delta's digital tools and channels, including developing new and better capabilities on Delta.com and the Fly Delta app to address customer needs before, during and after travel. He'll partner with leaders across the enterprise to accelerate cross-functional initiatives and drive a multidisciplinary approach to deliver an unparalleled customer experience. Phillips served most recently as S.V.P. – Airport Customer Service, Cargo Operations, GSE and Global Clean. In his 24 years with the company, he's also held leadership roles in pricing and revenue management.

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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	Oisin 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
A320-200	BBAM	V2527-A5	2587	2005	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
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
A321-231	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	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A330-200	ORIX Aviation	Trent 772B-60/16	1289	2012	Now	Sale / Lease	Oisin 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	Now	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
A330-200	GA Telesis	PW4168A	322	2000	Jul 2022	Sale / Lease	David Byrne	aircraft@gatelesis.com	+353 86 780 8974
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
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
B737-900ER	Deucalion Aviation Limited	CFM56-7B26	35712	2007	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B737-900ER	Deucalion Aviation Limited	CFM56-7B26	35717	2007	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
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	various	06-13	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493



THE AIRCRAFT AND ENGINE MARKETPLACE

Regional Jet / Turboprop Aircraft

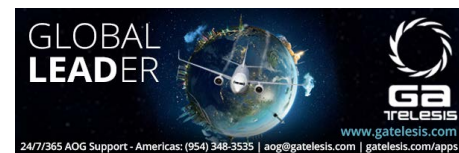
Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
CRJ-200	Regional One	CF34-3B1	7925	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200	Regional One	CF34-3B1	7926	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+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	Now	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102
SAAB 340B Plus	Jetstream Aviation Capital	CT7-9B	450	1998	Now	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102

Commercial Engines

CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
CF34-8E5	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
CF34-10E	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				
(3) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(3) CF34-10E7	Now - Lease				
(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) CF6-80C2B7F	Now - Sale				
(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@ftaiair.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				
(3) CFM56-7B24/3	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(3) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P	Now - Lease				
(1) CFM56-7B24/E	Now - Lease				
(3) CFM56-7B24	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(2) CFM56-5C4	Now - Lease				
(2) CFM56-5B4/P	Now - Lease				
(1) CFM56-7B26E	Now - Lease				
(2) 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				

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PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(3) PW127M	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW150A	Now - Sale/Lease/Exch.				
(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	Castlake	Graeme Dodd	Graeme.dodd@castlake.com	+44 207 190 6138
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiair.com	+1 786 785 0788
(2) V2522-A5	Now - Lease	Deucalion Aviation Limited	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
(2) V2527-A5	Now - Lease				
(2) V2527-A5	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(2) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2527E-A5	Now - Lease				
(1) V2527-A5	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
Aircraft and Engine Parts, Components and Misc. Equipment					
Description		Company	Contact	Email	Phone
(1) 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, (1) GTC331-9B	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH					
GE90-115B – Fan Stator Module – P/N 2115M15G04		Altavair	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
(2) A320, (1) A330, (1) A340 Landing Gear Shipsets		GA Telesis		landinggearsales@gatelesis.com	
(1) A320 ENH NLG					
Neutral CFM56-7B QEC Kit	Now - Sale	CFM Materials	Josef Noebauer	josef.noebauer@cfmmaterials.com	+1-214-988-6676
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) GTC36-150RJ					
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(3) 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
(3) 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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