

Weekly Aviation Headline News

WORLD NEWS

Indian airport introduces robots for an enhanced passenger experience

Kempegowda International Airport, Bengaluru (BLR Airport) has introduced the first-of-its-kind AI-driven, assistance robots to enhance passenger experience at BLR Airport. Currently, at the trial stage, 10 robots have been deployed to help guide passengers through the airport and answer basic queries. The robot count will be increased in a calibrated manner and will be further developed over a period in terms of functionality and features. BLR Airport has partnered with Artiligent Solutions Pvt. Ltd. – specialists in AI and Robotics, to model the robots along with creating a customised passenger services software.

London Heathrow Terminal 4 prepares to reopen

On 14 June Terminal 4 will reopen to travellers for the first time in over 2 years as part of a long-standing plan to ramp up airport capacity ahead of the summer. Qatar Airways will be the first to move, followed by around 30 airlines over the following month. The move will allow Terminal 4 airlines more check in space and stand capacity as well as access to their premium facilities. Over the last two years, Heathrow refurbished many parts of T4 including air conditioning and hold baggage screening machines.

London City Airport reports soaring passenger numbers

Following two years of passenger numbers below the 1 million-mark, London City Airport announced that it has surpassed that milestone and are confident of finishing the year close to three million. This follows a very successful May where the airport welcomed 290,000 travellers, representing 65% of 2019 numbers for the same period.



The Comair brands will leave a capacity gap in the regional market.

Photo: Boeing

Comair lands into liquidation

A blow for southern African connectivity

Last week's announcement on the liquidation of 76-year-old South African operator Comair Ltd has left a significant gap not only in the local aviation sector but also in the region. The airline group which operated a dual-brand strategy; as a British Airways franchise operator and Kulula.com, Africa's first low-cost carrier failed to raise enough cash to keep flying.

Problems first became known when Comair entered into voluntary business rescue proceedings on 5 May 2020, due to the impact of the coronavirus pandemic.

In March 2022 the South African aviation authorities suspended Comair's operating certificate as a precautionary measure. After an extensive review of Comair's documentation over a five-day period, the suspension was lifted. Reportedly, no findings were made regarding either flight operations or maintenance.

Later that month, Comair reported good progress in restoring a full schedule but that was not enough to protect the airline from pending financial problems.

On May 31, the airline group announced the suspension of all services pending a fresh cash injection. The company's business rescue practitioners (BRPs) had advised that the process to raise the necessary capital was in progress and that there was reason to believe such funding may be secured. This was not to be and liquidation papers were filed on June 9.

Comair operated British Airways services on the busy South African domestic routes linking Johannesburg and Cape Town, Port Elizabeth, Durban and East London. The BA services extended to regional destinations including Mauritius, Namibia, Zambia and Zimbabwe. Together with budget operations by Kulula, the group had 40% of the market operating a fleet of 17 737-800s and five 737-400 and an order for five 737-8 MAX aircraft, according to data from *ch-aviation*.

Comair's collapse comes at a time when African aviation has recognised the importance of enhancing intra-Africa connectivity as a key enabler for economic

growth on the continent. Improving connectivity within the continent is critical to the development of African aviation as well as stimulating intra-Africa trade, investment and tourism.

Comair's collapse leaves significant capacity gaps in the domestic market and regional markets. South African low-cost carrier FlySafair competed on domestic routes and will likely look to ramp up operations on those services. FlySafair also recently launched its first international route to Mauritius and it will look to increase capacity on the route.

Flag carrier South African Airways (SAA), with problems of its own, is stepping in to fill up some of the capacity and is adjusting its flying programme to adding more seats between Johannesburg, Cape Town and Durban. SAA will increase frequencies where possible and use existing capacity to meet demand.

Johannesburg-based Airlink seems a more natural choice to absorb much of Comair's capacity

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considering it already has a similar cost structure and route development plan as Comair, especially in the regional southern African markets but ramping up operations quickly enough will be a challenge.

Lastly, the collapse of Comair will also affect British Airways and reduce its presence and connectivity in southern Africa. Over the last decade British Airways mainline has pulled out of several markets including Tanzania,

Zambia and Zimbabwe preferably syphoning that traffic via South Africa on its franchise operations with Comair. Perhaps this may be an opportune moment for British Airways to rethink its southern Africa strategy.

AIRCRAFT & ENGINE NEWS

Griffin Global Asset Management signs purchase-and-leaseback agreement for five 737-8 MAX aircraft with Akasa Air

Griffin Global Asset Management (Griffin) has announced the mandate for the purchase and lease back of five Boeing 737-8 aircraft with Akasa Air, a new airline based in India. The aircraft deliveries are scheduled to begin this June. "We were introduced to Akasa Air's management team over a year ago and have watched with excitement as they skilfully built the airline from the ground up. We are honoured to enter into this long-term relationship right from Akasa's launch. They have developed a business strategy that addresses a need in the market and assembled a very impressive team to execute that plan," said Ryan McKenna, Griffin's Chief Executive Officer.

Azorra acquires 37-aircraft portfolio



Embraer E2 jet in Azorra livery

Photo: Azorra

Azorra, the commercial aircraft lessor providing lease, financing and asset management solutions with a focus on regional, crossover and small, narrow-body aircraft, has completed the acquisition of a 37-aircraft portfolio formerly owned by Nordic Aviation Capital (NAC). The portfolio is comprised of 29 Embraer E-Jets and seven ATR and Q400 turboprops

leased to 13 different airlines worldwide. The aircraft are financed by a lender group led by BNP Paribas. "We are thrilled to add these aircraft to Azorra's growing portfolio, while expanding and diversifying our customer base," said John Evans, CEO of Azorra. "These aircraft are ideally suited for today's market dynamics and are leased to well-known airlines around the world. Azorra's management team has a long and successful history with BNP Paribas and originated a majority of these leases prior to the sale of Jetscape to NAC. We were pleased to work with BNP Paribas and its lender group on this transaction." Azorra currently owns and manages 60 aircraft on lease to 18 airlines in 15 countries and has commitments to purchase 49 aircraft and spare engines including 42 new Airbus A220/ACJ220 and Embraer E2 aircraft. The company is headquartered in Fort Lauderdale, Florida and has an office in Dublin, Ireland.

Eve and Falcon Aviation Services to introduce eVTOL flights in Dubai



Eve and Falcon Aviation will introduce the first eVTOL touristic flights in Dubai

Photo: Embraer

In April 2022, Eve and Falcon Aviation Services (Falcon), a business aviation services operator in the Middle East and Africa region, have signed a Letter of Intent (LoI) for up to 35 electric vertical take-off and landing (eVTOL) aircraft. With deliveries expected to start in 2026, the partnership will introduce the first eVTOL touristic flights from Atlantis, The Palm in Dubai. Eve and Falcon will work together with local stakeholders and authorities to support developing the Urban Air Mobility (UAM) ecosystem for the United Arab Emirates (UAE). Captain Ramandeep Oberoi, Chief Operating Officer of Falcon, said: "We are ecstatic to partner with Eve and be the first operator of eVTOL in Dubai and the MENA region. The launch of this concept fully aligns with the Smart Dubai vision and will contribute to positioning Dubai as a global leader in sustainable Urban Air Mobility transportation. Falcon is actively engaged in Urban Air Mobility emergence and committed to delivering an effective and sustainable new urban transportation mode and providing the community with better and faster solutions. We are particularly proud to take a new step in the UAE, in a project that will be revolutionary for sustainable urban mobility."

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AIRCRAFT & ENGINE NEWS

3TOP Aviation acquires two B737NGs



Boeing 737NG

Photo: 3TOP Aviation

our other commitments on this platform, will help 3TOP keep B737NG operators flying worldwide and maintain our position as a strong and reliable industry source for airframes, engines and their constituent material across a select number of aircraft platforms." The airframes will be disassembled in Tarmac, France and used to facilitate strategic support programmes with 3TOP's worldwide network of customers. The associated CFM56-7B engines will augment 3TOP's expanding engine trading, leasing and material supply portfolio.

3TOP Aviation Services (3TOP), a fast-growing aviation asset acquisition and management company specialising in after-market inventory support solutions, has announced the acquisition of two Boeing 737-900 aircraft bearing MSNs 33646 and 33648, to support growing demand from its global customer base. Chris Emechete, CEO at 3TOP, comments: "With the pandemic now increasingly in our rear-view mirror, we're seeing pent-up demand for travel fast translating into growing demand for airframe and engine material on a number of aircraft platforms, including the 737NG. This acquisition, combined with

Volocopter's four-seater aircraft takes first flight

On June 7, 2022, at UP Summit, an annual gathering of leaders in transportation innovation hosted by investment firm UP Partners, urban air mobility (UAM) pioneer Volocopter announced that it has achieved another milestone towards bringing UAM to life: its fixed-wing passenger aircraft, the VoloConnect, completed its first flight in May 2022. This accomplishment makes Volocopter the only eVTOL (electric vertical take-off and landing aircraft) developer worldwide to have an entire fleet of distinct aircraft configurations undergoing flight tests. Volocopter's third product solution, the VoloConnect, offers further and faster journeys than any other Volocopter aircraft to date, with a range of over 60 miles and flight speeds above 155 mph. The passenger plane's extended range and higher payload



VoloConnect in flight

Photo: Volocopter

will bring business travellers and commuters beyond the city centre on routes like Burbank to Huntington Beach in Los Angeles, CA. With the VoloCity and VoloConnect air taxi designs fulfilling demand for metropolitan flights and suburban connections in densely populated regions respectively, Volocopter is ready to serve a broader range of passengers' flight needs. Moreover, the VoloConnect is targeting a 2026 entry into service, while the VoloCity is targeting commercial launch in 2024. "Having a whole family of electric aircraft in the test-flight phase is a pioneering feat. Volocopter's leadership in the industry stems from announcing plans and then delivering on them visibly with public test flights. Our technology platform is the foundation for our family of aircraft approach and has proven to deliver results at an astounding speed. Volocopter is bringing these innovative designs off the ground, into the air and then to cities worldwide!" said Volocopter CEO Florian Reuter.

MRO & PRODUCTION NEWS

C&L Aviation Group completes construction of state-of-the-art aircraft interior refurbishment facility

C&L Aviation Group has completed the construction of a state-of-the-art 12,000-ft² aircraft refurbishment facility at its Bangor, ME campus, next to the company's aircraft paint hangar. The facility will be utilised to address the increased volume in both regional and corporate aircraft interior refurbishment projects the company has been receiving for the past several years. "We've made substantial investments in space, equipment and manpower for the aircraft operators we serve," said Chris Kilgour, CEO of C&L Aviation Group. "The new facility, along with increased in-house capabilities, provide us with robust options for customers looking for anything from a basic replacement of soft goods to complete interior upgrades and modifications." The new facility is equipped with a Gerber leather cutting machine, laser engraving machine, paint booth, seatbelt manufacturing centre, separate assembly

AIRCRAFT & ENGINE NEWS

CemAir leases two CRJ900s from TrueNoord

Specialist regional aircraft lessor TrueNoord has successfully re-marketed two YoM 2016 Bombardier CRJ900 ER NextGen aircraft (MSN15398 and MSN 15400) to South African operator CemAir (Pty) which has signed long-term operating leases for both regional jets. Following transition from its previous lessee, the first aircraft in CemAir's livery was integrated into the fleet in April, and the second



CemAir has introduced two CRJ900 aircraft to its fleet
Photo: TrueNoord

was delivered in May. The aircraft remain funded by TrueNoord's term loan warehouse facility with NORD/LB, Morgan Stanley, ABSA and Barclays. The lessor worked closely with dedicated regional aircraft remarketing agent, Airstream International, to finalise the lease agreements with CemAir. The aircraft will be based in Johannesburg at OR Tambo International Airport and will complement CemAir's existing fleet of 22 regional jets and turboprops deployed on domestic and regional routes that service popular tourist destinations and important commercial centres. "These are our first aircraft for CemAir and TrueNoord's first aircraft leased into South Africa," says Maarten Grift, Sales Manager for Africa, Middle East and CIS. "We are very pleased to engage with a regional airline that is expanding its domestic and regional route network. We look forward to sharing their journey in the years ahead and sharing their successful growth strategy."



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MRO & PRODUCTION NEWS

and disassembly areas and more. The new facility is one of five building projects C&L has completed since the start of the pandemic. In 2020 the company purchased a local events centre near the Bangor airport and converted it into a component shop, where they work on smaller aircraft components. The company also constructed a new 27,000-ft² aircraft parts warehouse, a 5,000-ft² addition to one of their hangars for storage, and a complete renovation of its corporate aircraft maintenance hangar which includes new floors, walls, customer offices and a state-of-the-art interior showcase and design centre.

Lufthansa Technik and Premium AEROTEC reach milestone in additive manufacturing

In their joint effort to use additive manufacturing methods for a more cost-efficient aircraft spare parts production, Lufthansa Technik and Premium AEROTEC have reached an important milestone: a metal component developed at Lufthansa Technik's Additive Manufacturing (AM) centre for the IAE-V2500 engine's anti-icing system has now received its official aviation certification from EASA. On this basis, Premium AEROTEC will produce the so-called "A-Link" for Lufthansa Technik at its Varel (Germany) site using a 3-D printer. As part of this certification process, Lufthansa Technik has now extended the expertise of its EASA Part 21/J development facility to include additively manufactured metal components. For Premium AEROTEC, the cooperation with Lufthansa Technik is a significant milestone in the field of additive manufacturing, as it is the first time the company has supplied a customer outside the Airbus Group with printed series components. The first A-Links from the cooperation will be used in the Lufthansa fleet, where long-term experience with the new components is to be gained beyond certification.

Airbus and Kansai Airports partner to study use of hydrogen at three airports in Japan

Airbus and Kansai Airports have signed a Memorandum of Understanding (MoU) to explore the use of hydrogen at three of the group's airports in Japan (Kansai International Airport, Osaka International Airport, and Kobe Airport). Through this partnership, Airbus and Kansai Airports will jointly prepare a roadmap to address challenges and define an advocacy plan for hydrogen needs. Both parties would lead the study into the

AIRCRAFT & ENGINE NEWS

Airstream arranges sale of one DHC-8-311 aircraft



Photo: Airstream has arranged the sale of one DHC-8-311 to Binder Capital Corporation

Aircraft remarketing specialists Airstream International Group has announced the sale of a Bombardier DHC-8-311 aircraft, on behalf of Jetlite Air Limited, to Binder Capital Corporation. The aircraft, serial number 406, will be operated by Canadian operator Central Mountain Air, which is owned by Binder Capital Corporation. Airstream has been very active placing DHC-8 aircraft, and successfully arranging the sale or lease of 35 Bombardier aircraft in the last 5 years.

Wizz Air and Airbus sign MoU to explore hydrogen-powered aircraft opportunities



Wizz Air Airbus A321neo

Photo: AirTeamImages

Wizz air has announced that it has signed a Memorandum of Understanding (MoU) with Airbus whereby the two will now explore the potential for the operation of highly efficient, ultra-low-cost hydrogen-powered aircraft. The intention is for Wizz Air to gain a more profound knowledge of how zero-emission hydrogen-powered aircraft would impact the company's current business model. Operating one of the youngest and most fuel-efficient fleets of aircraft, Wizz Air operates at the lowest CO₂ passenger emissions per kilometre and if all airlines in Europe operated to the same standards, CO₂ emissions from aviation would immediately be reduced by 34%. Johan Eidhagen, Chief People & ESG Officer, Wizz Air said: "This momentous agreement with Airbus will advance sustainable aviation across the globe through development of ultra-efficient operations and business models of the future. We are absolutely thrilled and look forward to beginning our co-operation." Glenn Llewellyn, Vice President Zero Emission Aircraft, Airbus said: "Working with our customers is paramount to developing a climate-neutral, zero-emission aircraft by 2035. We are very pleased to have Wizz Air on board to collaborate on the ongoing research and development into the requirements for hydrogen aircraft operations within a hydrogen powered aviation ecosystem." In November 2021, Wizz Air signed an agreement with Airbus for the purchase of a further 102 A321 aircraft, comprising 75 A321neo and 27 Airbus A321XLR aircraft. The order received overwhelming approval by the shareholders in an extraordinary shareholder meeting held on 22 February 2022.



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development of infrastructure for the use of hydrogen in the aviation sector. Each partner will leverage their complementary expertise to help define the potential opportunities that hydrogen can offer in support of the decarbonisation of the aviation industry. Airbus will provide aircraft characteristics, fleet energy usage, and insight on hydrogen-powered aircraft for ground operations. Kansai Airports will study the infrastructure required at the airports for the introduction of hydrogen-fuelled aircraft. Airbus is already working in partnership with airports around the world including with VINCI Airports, to lead the scale-up of hydrogen use in the aviation industry. This MoU with Kansai Airports is the first one Airbus has signed with an airport operator in Japan and follows the one signed with Kawasaki Heavy Industries last month to work together towards the realisation of a hydrogen society in Japan.

HAECO Cabin Solutions and Diehl Aviation unveil joint products development for single-aisle cabin upgrades

HAECO Cabin Solutions in cooperation with Diehl Aviation have announced three cabin upgrades designed to reduce weight, increase capacity and improve passenger comfort. The first product, the "Aft-Simplex," is a simplified single-aisle aft-lavatory/galley complex. For many single-aisle operators it provides improved density by allowing the addition of up to six seats and lowers operating costs and/or provides increased range through reduced weight. The Aft-Simplex is at least 70 kg (155 lbs.) lighter than comparable solutions from other suppliers. Four standard configurations are available. When installed in combination with HAECO's Vector Light seats, overall aircraft weight is reduced by up to 800 kg, an unprecedented improvement in operating economics for single-aisle aircraft. The second product is a combination of HAECO's Eclipse seat, and a unique floor-to-floor solution designed by Diehl. The exceptional design features of the Eclipse seat allow it to be installed in a five-abreast configuration without compromising passenger comfort or privacy. The third product is an enlarged 737 overhead bin solution. The design of this bin allows it to be installed without modifying the aircraft structure or PSU interfaces at a weight lower than current products.

MRO & PRODUCTION NEWS

Philippine Airlines and AFI KLM E&M extend support contract for 777 and A320 engines



AFI KLM E&M met with PAL's new management in Manila at the end of May to celebrate the continuity of a longstanding cooperation
Photo: AFI KLM E&M

Philippine Airlines (PAL) has signed an extension to its flight-hour support contract with Air France Industries KLM Engineering & Maintenance for the GE90 engines powering its Boeing 777 fleet, as well for the CFM56-5B engines fitted on its Airbus A320 aircraft. Following a successful restructuring process in 2021, the Philippine flag carrier has established a new fleet plan. AFI KLM E&M will support PAL with GE90 shop visits for as long as the 777 serves on the airline's fleet. Cooperation is also extended on the CFM56-5B engines for PAL's A320s serving domestic and regional routes. "We value the partnership we have with the AFI KLM E&M teams, who have been a loyal ally throughout the uncertainty of the last two years. PAL and AFI KLM E&M have kept strong communication lines during the pandemic, and we look forward to continuing our robust ties as they continue to support our fleet requirements in the future through this extended agreement."

ExecuJet MRO Services Middle East receives India's DGCA approval for Falcon 2000 'Classic' aircraft



Photo: ExecuJet MRO Services ME wins India DGCA approval to work on Falcon 2000 Classic

ExecuJet MRO Services Middle East has received approval from India's Directorate General of Civil Aviation (DGCA) to perform line and base maintenance on Falcon 2000 'Classic' aircraft. 'Classic' refers to the first model of Falcon 2000, which is equipped with a Collins Proline 4 Avionics System and powered by CFE738 engines. CFE was a joint venture between General Electric and AlliedSignal (now Honeywell). ExecuJet MRO Services' Middle East facility is already approved by India's DGCA to work on various types of aircraft registered in India, such as: Falcon 7X, Falcon 8X, Falcon 900C/EX/EASy and Falcon 2000EASy models. This latest DGCA approval adds the Falcon 2000 'Classic' to the list of capabilities.

FINANCIAL NEWS

SWISS terminates state-backed bank loan facility ahead of time

Swiss International Air Lines (SWISS) has terminated its bank loan facility guaranteed by the Swiss Confederation at the end of May 2022. With the pandemic situation now more stable and with the eased travel restrictions prompting positive trends in the company's liquidity, SWISS is now able to meet its financing needs on the capital markets via the Lufthansa Group. In view of this, SWISS has terminated the bank loan facility which was 85% guaranteed by the Swiss Confederation ahead of its regular end date of 2025. SWISS has never drawn more than half of the total loan amount available under the facility since it was established and paid a total of CHF 60 million (£49 million) in interest and fees during the loan facility period.

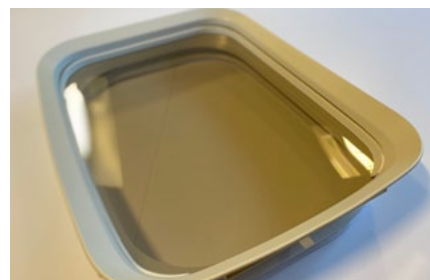
JetBlue ramps up pressure in battle for Spirit Airlines

JetBlue Airways Corp (JetBlue) has substantially increased its offer for ultra-low-cost carrier Spirit Airlines (Spirit), with respect to Frontier Group Holdings' (Frontier) offer for Spirit. JetBlue is trying to woo Spirit's current staff with the promise of better pay and benefit, additional jobs, no furloughs and improved career development, despite Frontier's pledge to increase job numbers by 10,000 by 2026 and no job losses with their proposed merger. However, the main element of JetBlue's revised offer is an increase in the reverse break-up fee in the event that any accepted offer by the Spirit board is subsequently vetoed by regulators for antitrust reasons. Recently, Frontier increased its reverse break-up 'sweetener' to US\$250 million, topping JetBlue's US\$200 million. However, JetBlue has now increased its reverse break-up fee offer by US\$150 million to US\$350

MRO & PRODUCTION NEWS

Jetglow and Aerospace Engineering Solutions to manufacture scratch panes for Boeing 737

Offering a wealth of experience repairing and refurbishing commercial aircraft interiors has led Jetglow Aircraft Refurbishments to identify several high-volume replacement parts and make significant savings on OEM costs to airline operators. Alongside its carefully chosen Part 21J design partner – Aerospace Engineering Solutions – both companies have developed, from concept to delivery, Boeing 737 aftermarket scratch panes for cabin side-wall panels available for release on a Form 1 under Jetglow's Part 21G approval. By bringing manufacturing capabilities to the UK, both companies can build on opportunities for the local market as well as saving airlines significant costs. The product – a protective screen used to prohibit airline passengers from touching the pressurised window, not only adds a layer of protection against contaminants but prevents passengers from touching sensitive areas of the aircraft.



Scratch pane in situ on aircraft window panel
Photo: Jetglow

may have to look more seriously at JetBlue's new offer if it comes under undue pressure from major institutional shareholders. (£1.00 = US\$1.25 at time of publication).

SAS struggles continue as government refuses to provide cash injection

The Swedish government, a major stakeholder in Scandinavian Airlines (SAS), has refused a request by the carrier for an injection of much-needed cash as part of a major restructuring deal announced in February. Both the Swedish and Danish governments have a 21.8% equity stake in SAS and Swedish industry minister Karl-Petter Thorwaldsson told a news conference that: "We want to be clear that we will not inject new capital



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FINANCIAL NEWS

into SAS in the future.” However, he did indicate that he would put to the Swedish parliament that SAS be allowed to convert debt into equity. Currently the Swedish government wants to extract itself completely from the ailing carrier. The Danish government is reviewing the whole situation before making any further decision. The actions of the Swedish government may have a very beneficial knock-on effect as this should put considerable pressure on creditors and employees to enter into agreements. The restructuring plan announced in February included 9.5 billion Swedish crowns (£773 million) in cash and converting 20 billion crowns of debt to equity. SAS also warned at the time that liquidity problems could well arise if the restructuring fell short of targeted sums. During the pandemic Sweden injected 8.2 billion crowns to keep SAS afloat, but the carrier was already struggling to compete with the likes of Norwegian Air and Ryanair prior to the outbreak. CEO Anko van der Werff said last week that to attract new investors, SAS must cut costs for leased planes that stand idle because of closed Russian airspace and slow recovery in Asia.

MILITARY AND DEFENCE

Saab receives order for studies on future fighter aircraft development

Saab has received an order from the Swedish Defence Materiel Administration, FMV, relating to future fighter aircraft development. The contract includes studies on future combat air capabilities. The study is preparatory in nature and its purpose is to widen the work on how future combat air capabilities can be developed and realised. The order value is approximately SEK 250 million (£20.3 million). “I am very pleased that we have received this order, which enables development of future capabilities. It means that we can intensify our work to develop new concepts, technologies and other endeavours required to achieve relevant operational capability and which will prepare the future for Saab’s fighter technologies,” said Jonas Hjelm, Senior Vice President and head of Saab’s Aeronautics business area.

OTHER NEWS

With the global commercial aircraft fleet expected to reach almost 40,000 aircraft by 2032, the aviation industry finds itself in a dire need of maintenance, repair, and overhaul (MRO) specialists. Understanding the high demand for maintenance professionals, **Aeroclass**, a forward-thinking digital training platform focused on the aviation industry, has

MRO & PRODUCTION NEWS

ST Engineering and Safran Aircraft Engines sign agreement for aircraft engine maintenance offload



Photo: Contract signing between ST Engineering and Safran Aircraft Engines

ST Engineering has released that its Commercial Aerospace business has signed a five-year agreement with Safran Aircraft Engines for ST Engineering to provide engine maintenance (shop visit) offload for the CFM56-5B and -7B engines. This multi-year agreement will allow ST Engineering and Safran Aircraft Engines to meet the forecast rise of engine MRO activities as air travel gradually recovers from the pandemic. Tay Eng Guan, VP/GM of Engine Services at ST Engineering, said, “As a licensed service centre for CFM56-5B and -7B engines, ST Engineering has built a longstanding and strong relationship with Safran. We are delighted to build on that partnership with this latest engine offload agreement. With flying activities picking up strongly, we look forward to leveraging our engine MRO expertise and facilities in Asia to support CFM customers and the recovery in global air travel.”

Astronics to provide Southwest Airlines with latest-generation of In-Seat Power

Astronics Corporation has signed an agreement with Southwest Airlines to provide its EMPOWER® Passenger In-Seat Power System for installation on 475 Boeing 737 MAX-7 and MAX-8 aircraft. This award is part of Southwest’s recently announced significant cabin upgrade initiative to enhance the customer experience. The system configuration selected by Southwest Airlines will



Photo: Southwest Airlines Boeing 737 MAX-8

provide 60W Type-C and 10.5W Type-A USB charging ports at every passenger seat. This will allow passengers to power and charge two devices simultaneously, including smartphones, tablets, laptops and other portable electronic devices (PEDs). Astronics will begin delivering in the fourth quarter of 2022 for retrofit installations on Southwest Airlines’ existing MAX-8 fleet. The Astronics Connectivity Systems and Certification group has been selected to provide the installation design, STC certification and installation kits for the retrofit. Deliveries to Boeing for installation on new aircraft on the production line will begin in 2023.

OTHER NEWS

set out to help meet the demand. Experts have forecast that during the next 20 years over half a million MRO professionals would be needed in order to service and maintain the global aircraft fleet – and specialists in the engineering field are one of the top ones in demand. To help bring in more professionals into the MRO segment of the aviation industry, Aeroclass, a subsidiary of **Avia Solutions Group**, has teamed up with its sister companies **FL Technics**, a global provider of full-scope aircraft MRO services, with over 20 years of experience in the field, and **Storm Aviation**, a UK-registered MRO company operating under UK-issued EASA Part-145 and EASA Part-147 approvals. Both FL Technics and Storm Aviation have the industry experience and knowledge that are valuable for aviation newcomers, while Aeroclass, which offers industry-specific online courses, ranging from civil aviation, airline or group operations, cargo to law, and aviation regulations, has the right tools to deliver the knowledge in an accessible and convenient way to the future specialists. Anca Gosling, Training Content and Development Director at Aeroclass commented: “With the help of FL Technics and Storm Aviation, whose extensive experience in aircraft maintenance and delivering training for licensed aircraft engineers is invaluable, we are able to provide the opportunity to understand the aircraft engineer role better, especially for those who might be thinking about a career change.” Algirdas Kadaksys, Deputy CEO for Technical training at FL Technics shares: “The need for MRO professionals will continue to be strong and the collaboration on the new course with Aeroclass and Storm Aviation is a great way to show how essential the role of the aircraft maintenance engineer is. For those interested in this particular specialization, it’s a great place to start and gain valuable knowledge from the lead names in the industry.” Ben Greenaway, Training Manager at Storm Aviation added: “It’s

MRO & PRODUCTION NEWS

Rolls-Royce selects Liebherr-Aerospace to supply Pearl 10X engine valves



The Falcon 10X is powered by two Rolls-Royce Pearl 10X engines with Liebherr components Photo: Dassault Aviation

Rolls-Royce has announced that Liebherr-Aerospace (Liebherr-Aerospace) will provide a pneumatic four-valve package for the Pearl® 10X engine which will power the Dassault Aviation Falcon 10X business jet. The agreement between Rolls-Royce and Liebherr-Aerospace further strengthens the presence of the latter in the engine market. The Dassault Pearl 10X is the most powerful of the Pearl series of engines and the Dassault Falcon 10X is anticipated to enter into service in 2025. Liebherr-Aerospace is also involved with the provision of an integrated air management system, landing gear actuation and steering components for the Falcon 10X. “This contract enabling us to be part of Rolls-Royce’s Pearl 10X engine is a testament that deep collaboration and excellence pays off. We are very proud to work so closely with our customers in developing state of the art technology to fit their specific needs”, said Alex Vlieland, Chief Customer Officer, Liebherr-Aerospace. Liebherr-Aerospace, a subsidiary of the Liebherr Group of companies which began operations over sixty years ago, is a leading supplier of systems for the aviation industry. The range of aviation equipment produced by Liebherr-Aerospace for the civil and defence sectors includes flight control and actuation systems, gears and gear-boxes, landing gear and air management systems as well as electronics. These systems are deployed in wide-bodied aircraft, single aisle and regional aircraft, business jets, defence aircraft, defence transporters, defence training aircraft and civil and defence helicopters.

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exciting to be a part of such a project and share the industry know-how with future maintenance engineering specialists at Aeroclass together with FL Technics. There's great potential here to bring in a fresh wave of engineers and we're excited to be helping in doing just that."

Finnair has carried 778,300 passengers in May, which was 840.3% more than in May 2021. The number of passengers in May 2022 was 14.4% more than in April 2022 (month-on-month figures are not fully comparable as there was one fewer day in April). The overall capacity, measured in Available Seat Kilometres (ASK), increased in May by 542.4% year-on-year and by 5.0% month-on-month. Finnair operated, on average, 261 daily flights (cargo-only included), which was 301.5% more than in May 2021 and 10.6% more than in April 2022. Finnair's traffic, measured in Revenue Passenger Kilometres (RPKs), increased by 1,269.9% year-on-year and by 9.0% month-on-month. The Passenger Load Factor (PLF) increased by 32.8% points year-on-year and by 2.3% points month-on-month to 61.8%. The ASK increase in Asian traffic was 185.6% year-on-year. Finnair restarted its North Atlantic passenger operations in March 2021 with flights from Helsinki to New York and only this route was operated in May 2021, whereas in May 2022, Finnair operated to many US destinations from both Finland and Sweden. Therefore, the North Atlantic capacity increased by 3,063.3% year-on-year. In European traffic, the ASKs were up by 785.5%. The ASKs in domestic traffic increased by 299.0%. RPKs increased in Asian

MILITARY AND DEFENCE

Embraer and Aeroplex sign MoU to support Hungarian KC-390 aircraft



MOU signing between Embraer and Aeroplex

Photo: Embraer

Embraer and Aeroplex have signed a Memorandum of Understanding (MoU) to cooperate on a project to qualify Aeroplex as an Embraer Authorised Service Center (EASC) in Hungary. The goal is to support and enable Aeroplex to provide line and intermediate maintenance to the Hungarian Defence Forces' KC-390 Millennium aircraft. The Hungarian government has signed a contract with Embraer for the acquisition of two C-390 Millennium multi-mission transport aircraft, in its Air-to-Air Refueling (AAR) configuration, designated KC-390. The acquisition is part of the process to strengthen the capabilities of the Hungarian Defence Forces. The first aircraft is scheduled to be delivered in 2024. The KC-390 for the Hungarian Defence Forces will be the very first with the Intensive Care Unit in its configuration, an essential feature to perform humanitarian missions. The aircraft fully meets the requirements of the Hungarian Defence Forces, being able to perform different types of military and civilian missions including medical evacuation, cargo and troops transport, precision cargo airdrop, paratroopers' operations and AAR.

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traffic by 1,232.8%, in North Atlantic traffic by as much as 7,050.0% due to the abovementioned reasons, in European traffic by 1,141.7% and in domestic traffic by 280.3% year-on-year. The PLF was 55.0% in Asian traffic and 51.2% in North Atlantic traffic, but both were supported by the strong cargo operations. The PLF was 69.5% in European traffic and 66.6% in domestic traffic. Passenger numbers increased in Asian traffic by 1,198.4%, in North Atlantic traffic by as much as 6,318.4% due to the aforementioned reasons, in European traffic by 971.3% and in domestic traffic by 335.5% year-on-year.

The **International Air Transport Association (IATA)** has released April 2022 data for global air cargo markets showing a drop in demand and contraction in capacity. The effects of the Omicron COVID-19 variant in Asia and the Russia-Ukraine war continue to create a challenging operating backdrop that is driving the decline. Global demand, measured in cargo tonne-kilometres (CTKs), fell 11.2% compared to April 2021 (-10.6% for international operations). Global demand is down 1% compared to April 2019. Capacity was 2% below 2021 (+1.2% for international operations). Both global capacity and international capacity decreased slightly in April compared to March. Asia experienced the largest falls in capacity. The war in Ukraine led to a fall in cargo capacity used to serve Europe as several airlines based in Russia and Ukraine were key cargo players. And the zero-COVID policy in China led to capacity challenges due to flight cancellations because of labour shortages. New export orders, a leading indicator of cargo demand and world trade are now shrinking in all markets except the U.S. Global goods trade has continued to decline in 2022, with China's economy growing more slowly because of COVID-19-related lockdowns (among other factors). The lockdowns have brought much of the world's largest port, Shanghai, to a standstill. Supply chain disruptions due to the Ukraine-Russia conflict are also adding to the downward pressure on trade. **Asia-Pacific airlines** saw their air cargo volumes decrease by 15.8% in April 2022 compared to the same month in 2021. This was the weakest performance of all regions and significantly slower than the previous month (-5.1%). Airlines in the region have been heavily impacted by lower trade and manufacturing activity due to Omicron-related lockdowns in China. Because of this, available capacity in the region fell 19.4% compared to April 2021, the largest drop of all regions. **North American carriers** posted a 6.6% decrease in cargo volumes in April 2022 compared to April 2021. Demand in the Asia-North America market declined significantly, however, other key routes such as Europe – North America remain strong.

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NAV CANADA has become the first Air Navigation Service Provider (ANSP) in North America to deploy the time-based separation tool – Intelligent Approach. Deployed at **Toronto Pearson International Airport**, this new technology adds additional tactical capacity across the airport's five runways and will help reduce delays, fuel burn and CO2 emissions, particularly in high wind conditions. NAV CANADA worked closely with its UK counterpart, NATS and science



Photo: Toronto Pearson International Airport

and technology leader Leidos, to successfully transition to the Intelligent Approach system on May 28. Intelligent Approach is a tool that helps deliver better on-time performance by optimising the spacing between arriving aircraft. Jointly developed by NATS and Leidos, the system dynamically calculates the optimum time interval between arrivals based on live weather data and the aircraft type rather than relying on set distances. It then translates that into a graphical marker on a controller's radar screen, helping to improve spacing consistency and maintain the landing rate even in strong headwinds. Intelligent Approach was first introduced at Heathrow Airport in 2015, where the use of time-based separation, as a way of maintaining the landing rate, has cut headwind-related delays by 62%.



Photo: SITA will trace and repatriate lost items using SITA WorldTracer® Lost and Found Property

SITA has signed an exclusive agreement with **UKI Media & Events** to trace and repatriate lost items at this year's Passenger Terminal Expo, the world's biggest airport exhibition being held in Paris from June 15-17. Using SITA WorldTracer® Lost and Found Property, attendees will be able to use their mobile device to register any missing items, which are automatically matched with found items, dramatically reducing the time and cost of repatriating lost

items. Every year more than 10,000 people from 130 countries visit the exhibition, with hundreds of personal items being left behind or lost. SITA WorldTracer Lost and Found Property was launched in 2021 to solve a million-dollar headache for airlines: how to quickly return items left behind on aircraft or in airports to their owners. Every year passengers leave millions of items – including phones, wallets and bags – on planes and in airports, costing the industry millions of dollars in repatriation costs. The benefits of the solution have now been recognized by security companies, airports and event organisers who face a similar challenge. It can cost up to US\$95 to manage and repatriate a lost item, including registration, handling inquiries and customer calls, storage and postage. Leveraging SITA's WorldTracer solution, Lost and Found Property cuts the cost of repatriating lost items by 75%. The solution also dramatically speeds up the time taken to find, and return found items, with 60% of these items returned within the first 48 hours.

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Capacity was up 5.2% compared to April 2021. Several carriers in the region are set to receive delivery of freighters in 2022, which should help address pent-up demand on routes where it is needed. **European carriers** saw a 14.4% decrease in cargo volumes in April 2022 compared to the same month in 2021. The Within Europe market fell significantly, down 24.6% month on month. This is attributable to the war in Ukraine. Labour shortages and lower manufacturing activity in Asia due to Omicron also affected volumes. Capacity fell 0.2% in April 2022 compared to April 2021. **Middle Eastern carriers** experienced a 11.9% year-on-year decrease in cargo volumes in April. Significant benefits from traffic being redirected to avoid flying over Russia failed to materialize. This is likely due to persisting supply chain issues in Asia. Capacity was up 6% compared to April 2021. **Latin American carriers** reported an increase of 40.9% in cargo volumes in April 2022 compared to the 2021 period. This was the strongest performance of all regions. Airlines in this region have shown optimism by introducing new services and capacity, and in some cases investing in additional aircraft for air cargo in the coming months. Capacity in April was up 67.8% compared to the same month in 2021. **African airlines** saw cargo volumes decrease by 6.3% in April 2022 compared to April 2021. This was significantly slower than the growth recorded the previous month (3.1%). Capacity was 1.5% below April 2021 levels.

Engine Lease Finance Corporation has announced that it is rebranding as elfc with a completely new look, including its logo, corporate colours and website. The company logo and brand identity has undergone a significant transformation and while this is a major change, its core values and commitment to all its stakeholders remains absolutely the same. Its values and integrity are the foundation of everything they do at elfc. Since its foundation in 1989 elfc has undergone continuous growth and development and the company is a trusted partner in the aircraft engine leasing industry, continuing this evolution and growth with its new brand identity.

INDUSTRY PEOPLE

- Nordic Aviation Capital (NAC) has announced that **Brian Power** will assume the role of EVP Fleet Operations effective July 1, succeeding **Tom Turley**, who is retiring from his role as EVP and COO at NAC. Power has over 30 years of experience in the aviation sector. He joined NAC in

2016 as VP Technical and was appointed GVP Transaction Asset Management in 2017. He assumed the role of SVP Technical Operations in 2019. Power previously worked for Aldus Aviation as Head of Technical and at Lufthansa Technik for 21 years overseeing a wide array of commercial aircraft in various senior roles. He will be responsible for leading the technical activities across the business and will report to the company's President and CEO, **Norman C.T. Liu**.



Rob van de Graaf

Graaf builds upon an impressive career in various regions in Europe, the United States and Asia. He started his 30-year aviation career in 1988 at Fokker Aircraft working in the customer support organisation. He gained experience at AAR in various commercial roles and was involved in various customer support, business development and sales roles. Van de Graaf was involved in the development for a component maintenance facility in China where he was based in Shanghai. In the Asia Pacific region, he worked for HEICO and MTU where he was successful in engine contracts with various carriers in South-Korea, Indonesia and Australia. After a short adventure in Turbine Aero, he was asked to lead the commercial department of EPCOR, which fitted in well with van de Graaf's desire to return to his roots in The Netherlands.



David Kahl

Hanover, Germany. Kahl has worked in the aviation industry for nearly eight years and has extensive knowledge and experience in the wheels and brakes segment. Having previously worked at Lufthansa Technik, he

- From June 1, 2022, **Rob van de Graaf** has been appointed Commercial Director of EPCOR, the 100% subsidiary of AFI KLM E&M based in Amsterdam, specialising in APU and component support. Van de

took on responsibilities of build-up and co-project management for the establishment of a wheel shop, product sales for wheels and brakes services, as well as taking on full budgetary responsibility with a focus on commercials. His new role as COO will see him taking charge of FL Technic's wheels and brakes services in Germany, working with the team to grow and expand the company's footprint in the market.

- Pro Star Aviation, an innovative aerospace modification centre, has promoted **Ed Monaghan III** as the new Director of Maintenance. With significant growth, Pro Star Aviation made strategic changes to enhance the team's structure. Ed Monaghan III attended the Spartan College of Aeronautics and Technology in OK and launched his Aircraft Maintenance career with American Eagle Airlines in Boston, MA. He joined the Pro Star team in 2005 as an Aircraft Maintenance technician, moving up to Chief Inspector.

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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
A320-200	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	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	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	Trent 772B-60	1482	2014	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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Regional One



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) CF6-80E	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) CFM56-5B3/3	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiair.com	+1 786-785-0777
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B3/P	Now - Lease				
(1) CFM56-5B1/P	Now - Lease				
(1) CFM56-7B24	Now - Lease				
(1) CFM56-7B26	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				
(2) CFM56-5B5/P	Now - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7040
(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	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				

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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				
(1) V2533-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	Mark Napoles	mnapoles@ftaiair.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, (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 (2) GTC36-150RJ	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 954-683-1893
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, (1) 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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