

# Weekly Aviation Headline News

## WORLD NEWS

### SITA signs syndicated credit facility

SITA has signed a \$400m inaugural sustainability-linked revolving credit facility over a minimum three-year term. The backup facility will support the company's general business needs, such as developing new solutions and strategies to alleviate the air transport industry's challenges of today and in the future. The syndication was oversubscribed. As part of the arrangement, four new banks have signed up to support SITA in addition to the company's five existing banking partners, underlining investor confidence in the technology provider.

### Amsterdam Schiphol to reduce aircraft movements from 2023

The Dutch cabinet has announced that the number of aircraft movements to and from Schiphol must be reduced from 500,000 to 440,000 per year. This means a reduction of 60,000 aircraft movements. This applies for a period of five years and will take effect from the winter season of 2023-2024, so around November 2023. Until then, the number of aircraft movements will still increase but from then on a new maximum will apply. KLM has responded saying the plans of the cabinet as presented now lead to great uncertainty and much remains unclear.

### Virgin Atlantic to introduce daily service to Tampa, Florida

Virgin Atlantic continues its transatlantic expansion with a new direct route from London Heathrow to Tampa, launching 3rd November 2022. The new year-round Florida service will initially fly four times a week before increasing to daily from 28th November, complementing the airline's up to four daily flying to Orlando and double daily flying to Miami. This latest addition follows the airline's launch of direct flights between London and Austin, Texas in May 2022.



Summer airline capacity will apply downward pressures on airfreight rates.

Photo: American Airlines

## Global air cargo rates remain elevated

### The gap with 2021 levels is narrowing

Global air cargo volumes fell again in June, down 8% year-on-year, with additional summer airline capacity continuing to apply a downward pressure on airfreight rates, especially on the North Atlantic which has seen a 30% decline over the past three months, according to the latest weekly air cargo market intelligence from industry analysts [CLIVE Data Services](#), part of Xeneta.

Demand in the general airfreight market in June was -7% compared to 2019 and follows the -8% drop in volumes reported by CLIVE for May 2022.

Available cargo capacity in June rose 6% over the same month of 2021 but remained -11% down on the 2019 level. The 'dynamic load factor' for the month – based on CLIVE's analysis of both weight and volume perspectives of cargo flown and capacity available to produce a true indicator of airline performance – was 59%, 9% pts

lower than in 2021 and 2% pts adrift of June 2019.

General airfreight rates in June were 129% higher than in 2019 and 13% higher than in 2021. Although this continues the decline seen on a global level in recent months, the drop slowed relative to May.

"In our analysis of air cargo market performance in May, we

these rates very close to the 2020 levels. If we just look at the Spot market, the rates are already lower in the last two weeks of June 2022 compared to 2020 by around 5% and the market has yet to bottom out. This will be causing some interesting soul-searching for airlines and forwarders," said Niall van de Wouw, founder of CLIVE

and now Chief Airfreight Officer at Xeneta.

Separately, IATA released May 2022 data for global air cargo markets showing that the easing of Omicron restrictions in China

helped to alleviate supply chain constraints and contributed to a performance improvement in May. However, several factors are impacting air cargo performance including the war in Ukraine that continues to impair cargo capacity used to serve Europe as several airlines based in Russia and Ukraine were key cargo players.

**“ If we just look at the spot market, the rates are already lower in the last two weeks of June 2022 compared to 2020 by around 5%.”**

*Niall van de Wouw, founder, CLIVE Data Services*

said the North Atlantic market could provide 'a test case for the direction of other markets once they also return to their pre-Covid levels.' This is still true, and we may see the consequences sooner than we anticipated a month ago. General North Atlantic airfreight rates dropped by around 30% between the first week of April to the last week of June. This brings

**AIRCRAFT & ENGINE NEWS**

**VAH signs new seven-aircraft purchase agreement**

Voyager Aviation Holdings (VAH) has announced the signing of a purchase agreement with a fellow blue chip aircraft leasing firm for seven young and in-production aircraft, all of which are on long-term leases with strong credit quality airlines. The assets include two Airbus A321-200s, two Boeing 737-800s, two Airbus A320-200s and one Boeing 787-8. The average age is ~8 years with an average remaining lease term of ~5 years. The portfolio was selected to support the company’s diversification into younger narrow-body assets with attractive returns for the company’s shareholders and third-party investors. Hooman Yazhari, Executive Chairman of the Board of Managers of VAH commented, “These aircraft represent a new opportunity for us to deploy fresh capital and be responsive to the market dynamics created by the upheaval in the aviation market. This allows us to be in an excellent position to best serve our existing and growing customer list.” These aircraft will join the fleet in 2022, are valued at ~US\$300m (£252 million), and will be initially financed under the company’s secured revolving warehouse facility which closed in late February 2022. This acquisition represents one of the largest single growth initiatives in the company’s 30-year history. These new asset purchases, coupled with the continued lease extensions on the legacy portfolio, put the company on a strong financial path which will provide future opportunities to both debt and equity stakeholders to support and grow with the company.

**ST Engineering to lease four Airbus A320/A321P2F aircraft to Raya Airways**

ST Engineering’s aviation asset management business will lease four Airbus narrow-body Passenger-to-Freighter (P2F) aircraft consisting of two A320P2Fs and two A321P2Fs to Malaysian cargo operator, Raya Airways. Raya Airways’ Group Managing Director, Mohamad Najib Ishak, said, “The air cargo industry, being an integral part of the global supply chain, is expected to grow in tandem with the global economy. The recent industry outlook by the International Air Transport Association states that cargo volumes are expected to set a record high of 68.4 million tonnes in 2022 with cargo revenues expected to account for US\$191billion (£159 billion) of industry revenues.” The four freighter aircraft for Raya Airways will be converted under the A320/A321P2F programme of Elbe Flugzeugwerke (EFW), which is the joint venture between ST Engineering and Airbus. Conversion for the first aircraft, an A321, has started at ST Engineering’s facility in Singapore with expected delivery in the fourth quarter of 2022.

**Goshawk delivers first A320 to Avion Express**



Avion Express has taken delivery of one Airbus A320 aircraft from Goshawk

Photo: AirTeamImages

Goshawk Aviation (Goshawk), a leading Dublin-based global aircraft lessor, delivered one Airbus A320 aircraft to Avion Express, the Lithuanian ACMI operator headquartered in Vilnius, on June 27. Stephen O’Dwyer, Airline Sales & Marketing EMEA at Goshawk said: “As we commence the European summer season, we are delighted to be delivering this A320 to Avion Express, the first aircraft to be leased to the airline by Goshawk. This activity aligns with the start of a new period of growth for Avion Express and we are pleased to support the airline as it responds to unprecedented demand from its customer base.”

**Airbus delivers new ACJ319neo to undisclosed customer**



Photo: Airbus ACJ319neo

Airbus Corporate Jets (ACJ) has delivered an ACJ319neo, powered by CFM International LEAP-1A engines, to a new West European undisclosed private customer from the final assembly line in Hamburg. The aircraft will be managed by Jet Aviation and will be available for charter flights. The ACJ319neo joins more than 2,200 A320neo and A321neo aircraft already in service with airlines around the world. Airbus supports more than 500 customers and operators through a worldwide network of field service, spares and training centres, complemented by services tailored to the needs of private jet operators. More than 210 Airbus corporate jets are in service worldwide, flying on every continent and more than 1,800 private and business aviation Airbus helicopters are in service globally.

**NAC signs lease agreements with Olympic Airways and LOT Polish Airlines**

Nordic Aviation Capital (NAC) has executed a lease agreement for seven E175/E190 aircraft with LOT Polish Airlines, which is the flag carrier of Poland, based in Warsaw. These deliveries were in conjunction with a fleet roll-over of

leased Q400 aircraft. Furthermore, NAC has confirmed that it has executed a lease agreement for four ATR72-600’s with Olympic Airways, a wholly owned subsidiary of Aegean Airlines, which is the flag carrier of Greece, based in Athens. These deliveries were in conjunction with a fleet roll-over of leased Q400 aircraft.

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**AIRCRAFT & ENGINE NEWS**

**Daher begins TBM 960 deliveries to U.S. customers**

The commencement of deliveries of the TBM 960 to customer to the United States sees this latest TBM version introduced to North America, which is the largest single-market region for Daher’s family of very fast turboprop aircraft. The TBM 960 – provides the benefits of digital power for enhanced sustainability, a superior piloting experience and increased cabin comfort. The commencement of deliveries followed certification of the TBM 960 by the U.S. Federal Aviation Administration (FAA) airworthiness authority, joining the previous certification approval by the European Union Aviation Safety Agency (EASA). The initial two TBM 960s for U.S. customers left the Tarbes, France headquarters of Daher’s aircraft division on their ferry flights, arriving at separate TBM-authorized distributors in the Midwest and U.S. West Coast for the handover to their owners. One of the aircraft landed at Elliott Jets in Minneapolis, Minnesota, while the other was welcomed at California’s Camarillo Airport by AVEX.



TBM 960 aircraft

Photo: Daher

**Aurora to build two new motherships for Virgin Galactic**



Photo: Virgin Galactic mothership

Virgin Galactic, an aerospace and space travel company, has announced an agreement with Aurora Flight Sciences (Aurora), a Boeing company, to partner in the design and manufacture of the company’s next-generation motherships. The mothership is the air launch carrier aircraft in Virgin Galactic’s space flight system that carries the spaceship to its release altitude of approximately 50,000 feet. Headquartered in Virginia, Aurora brings more than 30 years of experience building cutting-edge aircraft from concept to delivery and specialises in novel aircraft configurations and complex composites. Virgin Galactic has been working with Aurora for the past several months to develop design specifications as well as workforce and resource requirements in preparation for this long-term project. The two-vehicle contract will enable Aurora to immediately begin development. Virgin Galactic Chief Executive Officer Michael Colglazier said: “Our next-generation motherships are integral to scaling our operations. They will be faster to produce, easier to maintain and will allow us to fly substantially more missions each year. Supported by the scale and strength of Boeing, Aurora is the ideal manufacturing partner for us as we build our fleet to support 400 flights per year at Spaceport America.”

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**AIRCRAFT & ENGINE NEWS**

**Spat with Qatar Airways continues as Airbus cancels delivery of fourth A350**



Qatar Airbus A350 aircraft

Photo: AirTeamImages

The dispute between Airbus and Qatar Airways has gathered further momentum with the European planemaker cancelling the fourth of six A350s, this one at the end of June. It is anticipated that the A350 due for delivery at the end of July will also be cancelled by Airbus. The spat has developed over a difference of opinion concerning surface scars which have appeared on the paintwork of the jet. Airbus claims the aircraft are still safe to fly, while Qatar Airways claims they are not and has consequently refused to take deliveries of the jets or pay for them. The case reached the British courts in May where Qatar Airways was fighting for the right to refuse to take delivery of the jets. However, the British court decided in favour of Airbus, and this automatically triggered payment clauses as more planes were completed. With Qatar Airways refusing to take delivery or pay for the ordered jets, this has left Airbus free to sell them to an alternative airline and it is believed that Air India may be a potential buyer. Qatar Airways claims Airbus is wrong in trying to offer new jets for delivery, while Airbus

claims the airline has broken its contract by refusing to take delivery of them and is consequently revoking orders for undelivered aircraft one by one, as they are completed. According to REUTERS news agency, the two were due to meet in a London court on Thursday, July 7, in the latest of a series of procedural hearings ahead of a full trial tentatively scheduled for June next year unless a settlement can be reached beforehand.

**Air France-KLM confirms CFM LEAP-1A engines to power 100 new Airbus A320-family jets**

Subsequent to last December's order for a combination of 100 Airbus A320neo and A321neo aircraft, Air France KLM have announced that the CFM International LEAP-1A engine will be used to power the aircraft and has placed an order for 200 units, concluding exclusive negotiations which began in April of this year. The aircraft will be used to upgrade the fleets of KLM, Transavia Netherlands and also to expand the Transavia France fleet. Air France-KLM currently operate CFM56-7B and CFM56-5B engines that power the Boeing Next-Generation 737 and Airbus A320ceo fleets, respectively. The latest LEAP engine offers approximately 15% in improved fuel economy compared to previous-generation engines and is estimated to have saved carriers more than 14 million tonnes of CO2 in emissions. "We are honoured to further expand our partnership with one of the industry's largest groups and to be an integral part of Air France-KLM's sustainability strategy," said Gaël Méheust, president and CEO of CFM International, adding that "This renewed trust is a valuable recognition of LEAP engine performances in terms of sustainability and fuel efficiency."



Air France KLM has chosen CFM LEAP-1A engines to power 100 new Airbus A320-family jets

Photo: CFM International

## AIRCRAFT & ENGINE NEWS

### Boeing woes as Airbus secures 300-plane Chinese state airlines' order



China Southern Airlines is one of three Chinese state-owned airlines to place a 300-airplane order with Airbus  
Photo: AirTeamImages

Airbus, the European planemaker, has confirmed that it has secured orders for 300 of its jets from the top-three Chinese state airlines, Air China, China Southern Airlines and China Eastern Airlines. Boeing was quick to point to Airbus' success as a consequence of "constructive dialogue" between Beijing and European governments, while pushing for Chinese and US governments to recommence productive discussions. Airbus, however, chose not to place any credit on political diplomacy, instead crediting the successful order as being down to "strong confidence in Airbus". Announcing the news almost simultaneously, Air China and China Southern Airlines, said each had agreed to purchase 96 A320neo-family jets, while China Eastern has placed an order for 100 of the same family of jets. The whole order has a book value of approximately US\$37.2 billion (£30.7 billion), though heavy discounts are usually offered for substantial orders and China Eastern Airlines has confirmed that the discount it had secured was

larger than usual. The purchase will be subject to approval from the Chinese government, with deliveries from 2023 through to 2027 and the bulk of the delivery in 2024. While China Eastern is still suffering from the fall-out following the crash of a Boeing 737-800 back in March this year, the 737 MAX has not yet recommenced commercial flights in China, despite the grounding order on the jet having been lifted at the end of last year.

## MRO & PRODUCTION NEWS

### Vallair and UUDS Group announce Airbus A330-300 E-Class cargo conversion

Vallair, the mature asset specialist, has unveiled the first ever E-Class wide-body freighter conversion capability at its brand new state-of-the-art mega hangar in Châteauroux, France. Designed to bridge the gap while operators currently wait five years or more for full-freighter-conversion slots, this innovative solution is the result of a joint investment between France-based companies Vallair and UUDS, which is Part 21 certified. Grégoire Lebigot, Founder, President & CEO of Vallair, explains the importance of the programme and what it means for operators, particularly those involved with e-commerce. "Innovation is and has always been integral to Vallair's DNA. Turning the Airbus A330-300 upper deck into a cargo area without installing the large cargo door means that the conversion cost will be just a



Photo: Vallair and UUDS Group, in partnership with Regio Lease & Deucalion Aviation, announce their Airbus A330-300 E-Class cargo conversion

quarter of the cost compared to a conversion with one. Turnaround time will be just around one month instead of six – so the benefits are clear to see. Also, it is the very first "made in France" cargo conversion programme for a wide-body aircraft and Vallair is proud to spearhead this efficient, industry-leading process as part of its re-industrialisation of aviation in the region." Vallair's E-Class solution means that loading is not done on pallets or containers but uses a conveyor that fits inside the cargo hold to efficiently load and distribute individual parcels instead. This proven concept expedites the process and reduces turnaround times considerably. "This solution addresses current market needs and increases the value of the asset because it is completely reversible should the market change" adds Lebigot. "The aircraft can easily be converted back to PAX-configuration or transformed into a freighter with a large cargo door in future. It is a complementary alternative solution to the traditional freighter conversion, not a replacement." Vallair believes that the industry will view this as a sustainable option that will keep the assets flying for longer. EASA approval using a Supplemental Type Certificate is expected within the next two months.

**MRO & PRODUCTION NEWS**

**Safran expands presence and industrial footprint in India**

On July 7 and 8, Safran has inaugurated three new production sites in India and announced the construction of a major new facility in 2025, bolstering its strategic partnership with the country. Safran has operated in India for 65 years and now counts ten facilities and 750 employees in the country. These announcements, which represent more than US\$200 million (£167 million) of investment between 2018 and 2025, clearly reflect the group’s commitment to long-term development in the country. Two new neighbouring plants were inaugurated on July 7 in Hyderabad, for Safran Aircraft Engines and Safran Electrical & Power. The Safran Aircraft Engines plant, spanning 15,000 m<sup>2</sup> (162,000 ft<sup>2</sup>), will make rotating parts for the LEAP engine from CFM International. It will provide the additional capacity needed to meet the requirements of a production ramp-up for the best-selling commercial airplane engine of its generation. Eventually employing 275 people, this plant will apply Safran’s highest standards in terms of industrial processes, machinery and equipment and sustainability, with one-third of electrical power to be provided by solar panels. Safran’s Electrical & Power plant, located in the same airport zone as the Safran Aircraft Engines plant and sharing all support functions, makes wiring for LEAP engines and the Rafale fighter. Opened in November 2018, the plant has 150 employees today, which will grow to 200 when it reaches full capacity. The third plant was inaugurated on July 8, 2022, in Bangalore, for Safran HAL Aircraft Engines, a 50/50 joint venture between Safran Aircraft Engines and Hindustan Aeronautics Limited. This new site replaces the initial plant that dates from 2005, more than doubling the surface area and featuring state-of-the-art installations. It is located in a special economic zone near the Bangalore airport. Spanning 11,000 m<sup>2</sup> (118,800 ft<sup>2</sup>), the plant makes complex piping, mostly for the LEAP engine, and has about 150 employees.



Official inauguration of three new industrial sites in India

Photo: Safran



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**MRO & PRODUCTION NEWS**

**Turkish Technic and Oman Air sign component pool and advance exchange services agreement**

Turkish Technic and the national airline of Oman, Oman Air, have signed a comprehensive ten-year component pool and advance exchange contract for the airline’s fleet of Boeing B737 Next Generation and Boeing 737 MAX family. In accordance with the contract, Istanbul-based maintenance, repair and overhaul provider, Turkish Technic, will provide component pool, component maintenance and advance exchange services for Oman Air’s Boeing B737 Next Generation and Boeing B737 MAX family fleet. This multi-year contract will enable Oman Air to benefit from Turkish Technic’s decades of experience in component maintenance.



Contract signing between Turkish Technic and Oman Air

Photo: Turkish Technic

**Air New Zealand selects HAECO Cabin Solutions Vector Economy seating**



Photo: HAECO Cabin Solutions Vector Economy seats

HAECO Cabin Solutions is supplying Vector™ Economy – its fully featured economy-class seat – for Air New Zealand’s newest long-range passenger cabins on 22 Boeing 787s. The fleet will serve international destinations for Air New Zealand’s ultra-long-haul route network. Vector Economy’s features include a high-comfort headrest, an ergonomically sculpted seat back and cushions, an amenity stowage compartment, a 13.3-inch HD seatback video screen with Bluetooth audio and USB-A and USB-C charging ports. Air New Zealand will offer three economy-class seating options based on the Vector Economy platform: Vector Economy Skycouch™ – convertible into a lie-flat bed, Vector Economy Stretch – increased leg room, and Vector Economy Standard – the baseline seat with a full complement of comfort-enhancing features.

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**MRO & PRODUCTION NEWS**

**J&C Aero to produce over 3,000 high-end leather seat covers for LOT's Embraer fleet**

J&C Aero, an international aviation centre for innovation in cabin transformation, has been contracted by the flag carrier of Poland – LOT Polish Airlines – to produce more than 3,000 highly durable leather seat covers for the carrier's Embraer 170/175/190/195 fleet. The contract covers the production of a full seat cover set, covering the headrest, literature pocket, backrest and the bottom part of a passenger seat. All covers will be produced from fine Scottish leather sourced from Muirhead, a global leader in the responsible manufacturing of high-performance leather. In addition, J&C Aero will develop a set of modification documents that are required for installing and proper maintenance of the new covers. J&C Aero's team of engineers and cabin designers will also support the Polish flag carrier during the initial seat cover installation process that is due to be conducted at LOT's base at Warsaw Chopin Airport (WAW). J&C Aero and LOT have a long-standing history of cooperation that, among others, includes a recently completed project to provide almost 6,000 seat covers for the carrier's wide-body Boeing 787 Dreamliner fleet.



*Photo: J&C Aero will produce more than 3000 leather seat covers for LOT's Embraer fleet*

**FINANCIAL NEWS**

**SAS files for chapter 11 in the U.S.**

SAS and certain of its subsidiaries have voluntarily filed for chapter 11 in the U.S., a legal process for financial restructuring conducted under U.S. federal court supervision. SAS' operations and flight schedule are unaffected by the chapter 11 filing and SAS will continue to serve its customers as normal, although the strike by SAS Scandinavia pilots' will impact the flight schedule. The company expects to meet its go-forward business obligations in the near term. SAS' cash-balance was SEK 7.8 billion as of June 30, 2022. The strike has a negative impact on the liquidity and financial position of the company and if prolonged, such impact could become material. The company is in well-advanced discussions with a number of potential lenders with respect to obtaining additional debtor-in-possession financing for up to US\$700 million (the equivalent of approximately SEK 7.0 billion), to support its operations throughout this court-supervised process. Debtor-in possession financing is a specialised type of bridge financing for businesses that are restructuring through a chapter 11 process. Anko van der Werff, President and Chief Executive Officer of SAS, said, "Over the last several months, we've been working hard to improve our cost structure and improve our financial position. We are making progress, but a lot of work remains, and the ongoing strike has made an already challenging situation even tougher. The chapter 11 process gives us legal tools to accelerate our transformation, while being able to continue to operate the business as usual. We will continue to build back the

**Daher completes acquisition of Stuart, Florida aerostructures production facility**



*The Stuart, Florida facility is specialized in the assembly of large, complex metallic and composite aerostructures  
Photo: Daher*

Daher has marked a major expansion of its U.S. industrial presence by acquiring the metallic and composite aerostructures assembly facility in Stuart, Florida, reinforcing the company's position as a Tier 1 supplier for aircraft manufacturers in North America and beyond. The completion of this acquisition from TRIUMPH is bringing Stuart's approximately 400 employees into Daher's industry division – which already is a major supplier of complex aerostructures for leading airframers. "With the Stuart facility, Daher has reached a critical size that is essential in the aerostructures business, while also marking an important expansion of our overall industrial footprint in North America," explained Didier Kayat, Chief Executive Officer of Daher. "This represents a crucial element in Daher's long-term strategic plan and further strengthens our ability to meet supply chain demands as the aviation sector continues its rebound."

**FINANCIAL NEWS**

network connectivity, products and service our customers expect, and we will continue to do so throughout this process and beyond. I am convinced that this process will enable us to become an even better airline for our customers and a stronger business partner in the years to come. Becoming a more competitive airline will require the full team's effort and burden-sharing from all stakeholders. We urge SAS Scandinavia pilots' unions to end their strike and engage constructively as part of this process." (£1.00 = SEK 12.55 at time of publication).

**Rapidly growing AMP Aero Services acquires Missouri-based Myriad Aero Services**

AMP Aero has finalised the acquisition of aviation aftermarket material solutions provider Myriad Aero. As of July 5, 2022, AMP Aero Services is now operating globally with offices in Miami, Kansas City, New Delhi India, Istanbul and Hong-Kong. Myriad Aero, headquartered in Kansas City, Missouri, is an experienced provider of airframe and engine material. Prior to starting Myriad Aero in 2020, partners Steven Still and Jared Anderson started their aviation careers at Jet Midwest. After leaving the tech industry in 2017, Still helped manage the engine and APU programme for Jet Midwest. Anderson has been serving in the Army National Guard for 13 years and entered the industry in 2012. With an entrepreneurial spirit in mind, Still and Anderson joined forces to focus on building Myriad Aero in February of 2020. For the last two years, AMP Aero has been increasing its assets' portfolio and is committed to assuring it has the necessary ready-to-go material for its clients. In addition, its global sales & support team is available 24/7/365 days to support both routine and AOG requirements.

**MILITARY AND DEFENCE**

**PZL-Świdnik awarded contract for 32 AW149 multirole helicopters for the Polish Armed Forces**



AW149 helicopter

Photo: Polish MoD

PZL-Świdnik, the Polish company fully owned by Leonardo, has been awarded a contract by the Polish Ministry of Defence (MoD) worth PLN 8.25 billion (approximately £1.51 billion) for the supply of 32 AW149 multirole helicopters. The contract was announced during an official ceremony held at PZL-Świdnik's facility on July 1, in the presence of representatives of the Polish Government. In addition, the contract includes logistics, training and simulator packages. The logistics package includes a stock of spares and consumable parts, as well as equipment for the ground handling of the helicopters. The training and simulator package includes comprehensive training of pilots and technical personnel and the delivery of a set of advanced simulators and training equipment. The new helicopters will carry out missions including troop transport and air support. The equipment of the helicopters will also allow them to be used for casualty evacuation, search and rescue in combat operations and for the transport of goods and supplies. Deliveries of the helicopters will be made in the 2023-2029 period.

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**MILITARY AND DEFENCE**

**Boeing, ESG and Lufthansa Technik expand partnership to support German P-8A Poseidon fleet**



Signing of the three-party agreement between ESG, LHT and Boeing

Photo: Boeing

Boeing, ESG Elektroniksystem und Logistik GmbH and Lufthansa Technik have signed a three-party agreement that reinforces joint efforts to support Germany’s new P-8A Poseidon fleet. With the new agreement, Boeing, ESG and Lufthansa Technik will be the team responsible for executing the P-8A sustainment programme in Germany. “We are expanding our partnership with ESG and Lufthansa Technik in the form of a three-party agreement that will allow us to best support our German customer and the operational needs of the German Navy”, said Indra Duivenvoorde, Senior Director, Boeing Government Services Europe and Israel. “This partnership demonstrates our commitment to directly supporting our customer locally with German industry primes.” The new agreement builds on two separate MoUs that were signed separately with ESG and Lufthansa Technik in 2021 and now involves all three parties, outlining additional

detail regarding each company’s role in the German P-8A programme. With the formalisation of this new industry partnership, Boeing, ESG and Lufthansa Technik will provide support to the German customer in all areas of aircraft sustainment and training that will bring the highest operational availability to the German Navy’s P-8A fleet. First deliveries to Germany are slated to take place in 2024 and Boeing estimates that the P-8A programme will employ up to 250 people in Germany.

**Boeing delivers 150th P-8 Maritime Patrol aircraft**

The newest Boeing P-8 maritime patrol reconnaissance aircraft has taken to the skies over Puget Sound, bringing the total number of P-8s delivered to 150. The 150th multi-mission P-8 will be operated by Air Test and Evaluation Squadron (VX) One, based at Naval Air Station Patuxent River, Maryland. Amassing more than 450,000 mishap-free flight hours, the global P-8 fleet includes 112 aircraft delivered to the U.S. Navy, 12 to Australia, 12 to India, nine to the United Kingdom and five to Norway. The aircraft are designed for anti-submarine warfare; anti-surface warfare; intelligence, surveillance and reconnaissance, and search and rescue. The 150 P-8s in service do not include six test



P-8 Maritime Patrol aircraft

Photo: Boeing

aircraft provided to the U.S. Navy during the initial stages of the programme. Boeing tested those aircraft during development to assess capabilities and performance. As development of system enhancements and new technology continues, the test aircraft perform a critical role in ensuring Boeing provides state-of-the-art capabilities to global P-8 customers.

**OTHER NEWS**

**Etiihad Cargo**, the cargo and logistics arm of **Etiihad Aviation Group**, has reinforced its commitment to the Chinese market with the introduction of 15 direct passenger and freighter flights per week. Throughout the pandemic, the carrier remained committed to the market with a wide variety of capacity, including reconfigured cargo-only passenger freighters. From July onwards, it will continue to expand operations, focusing exclusively on direct passenger flights and dedicated 777 freighter flights. In addition to cargo capacity on passenger flights, Etihad Cargo also operates Boeing 777-200 freighter flights daily to Shanghai and six times per week to Hng Kong, bringing the total cargo capacity into and out of China to 2,708 tonnes per week.



Photo: Etihad Cargo Beijing



Photo: Jetfly at Fairoaks Airport, Chobham Surrey

**Jetfly**, a leading fractional ownership and aircraft management company with a 50-strong Pilatus fleet, can now offer its UK members domestic flights aboard a newly re-registered PC-12NG (G-OJFA), thanks to a new partnership with UK PC-12 business aviation operator **Ravenair**. Two more Jetfly PC-12s are planned to join Ravenair’s UK Air Operator’s Certificate to realise increased demand for flights from destinations such as Oxford to Cornwall; Fairoaks Airport to Jersey and Goodwood Aerodrome to the Isle of Man, said Jetfly Sales Director UK Jonathan Clough. From initial conversations last summer, Liverpool-based Ravenair, an experienced Pilatus PC-12 operator since 2015, oversaw the export of a Jetfly Luxembourg-registered aircraft to the UK. The airworthiness, registration and AOC formalities included a 300-hour scheduled maintenance check undertaken at Jetfly’s Part 145 maintenance facility at Bournemouth Airport, overseen by Ravenair’s CAMO.

As of August 1, **Deutsche Bahn (DB)** will be the world’s first intermodal partner of **Star Alliance**. With this, DB and the aviation industry are sending another strong signal for the environment-friendly evolution of the travel industry. Under the new cooperation, DB customers and passengers of Star Alliance member airlines will be able to start or end their long-distance journey comfortably on the climate-friendly train. Germany is the first market and DB is the world’s first partner in the new Star Alliance initiative. An industry-first, Star Alliance’s intermodal partnership model intelligently combines airlines with railway, bus, ferry or any other transport eco-system, alliance-wide. It is designed to link loyalty systems and facilitate seamless airport/station/port transit. Star Alliance plans to expand intermodal partnerships in the future. Jeffrey Goh, CEO Star Alliance: “Today brings great forces together and opens the Star Alliance doors beyond the airline eco-system. Our new model for intermodal partnerships promises seamless co-existence between different modes of transport throughout the alliance. We welcome Deutsche Bahn as our first intermodal partner to Star Alliance.”



Photo: Deutsche Bahn (DB) will become the world’s first intermodal partner of Star Alliance

OTHER NEWS



Speeder in forest firefighting role

Photo: Savback Helicopters

**Savback Helicopters**, the independent helicopter and fixed-wing sales specialist, has signed a new sales representation agreement with **Mayman Aerospace**, the U.S.-based manufacturer of the innovative Speeder Air Utility Vehicle (AUV). The deal, effective immediately, will see the Sweden-based company market and distribute the compact, high-speed, eight-turbine, heavy-lift vertical take-off and landing (HSVTOL) aircraft, exclusively in the Nordic countries. Savback will be targeting defence, forestry, oil and gas and civil applications for Mayman Aerospace, a newly introduced brand of **JetPack Aviation Corporation**. Savback sales representatives Michael Savback, Fredrik Bergman in Sweden and Stephen Mitchell in the UK will be leading sales and marketing efforts. When serial production starts Savback also intends to acquire a demonstrator of its own. The Speeder is currently in advanced development, aiming to begin U.S. FAA certification by Q4 2024 and begin series production for civil applications once certified.

**Swissport International AG** will continue to provide ground services at **Berlin Airport** after successfully competing for a license renewal from the airport operator **Flughafen Berlin Brandenburg** (FBB). The new license will run for seven years until 2029 and grants Swissport the authorisation to cover all activities on the airport apron, such as the loading and unloading of aircraft, the transport of cargo and baggage and aircraft movement services. Swissport has been operating in Berlin since 2015. The company currently employs a total of around 650 people at Berlin Airport, including 270 in passenger handling at check-in and at the gates and a further 350 on the apron and in baggage handling. In the first half of 2022, Swissport Berlin served over 1.6 m passengers (January-June 2021: 0.23 m passengers) and handled almost 15,000 flights (January-June 2021: 2,000 flights) and 4,900 tonnes of cargo (January-June 2021: 2,700 tonnes).



Photo: Swissport ground services at BER

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**OTHER NEWS**

**BAA Training Vietnam**, a cutting-edge aviation training centre in Ho Chi Minh City and a part of **Avia Solutions Group**, has entered a long-term business partnership with **Vietravel Airlines**, Asia's leading travel airline owned by **Vietravel Holdings**, by signing a Memorandum of Understanding for a five-year comprehensive cooperation and type rating service agreement. The agreement outlines the provision of flight crew training and simulator leasing. Based on the signed MoU and the service agreement, BAA Training Vietnam will provide a wide range of aviation training services for Vietravel Airlines. They will include MPL, type rating, simulator leasing, cabin crew and dispatcher training from the basic, recurrent, upgrade, refresh and others according to the airline's needs. The new MPL programme with competency-based training methods and threat management techniques incorporated in all phases is key for preparing a new generation of safety-conscious and highly competent pilots. The first groups of MPL and type rating students will include 20 students each, annually, starting from 2022. The number of students will be increasing proportionally with the aircraft fleet growth that Vietravel Airlines will face over the upcoming years.



Photo: BAA Training Vietnam and Vietravel Airlines at the signing ceremony

**OTHER NEWS**

**Stratos**, a leading aircraft investment specialist and asset manager with a substantial portfolio of leased aircraft, has expanded its presence in Japan with a dedicated office in Toranomon, Tokyo staffed by two industry veterans. Masayuki Kamada has been appointed as Head of Japan and joins from FPG where he spent the past seven years as branch manager/senior sales executive covering various key territories around Japan. In addition, Yukari Tokuda (Business Manager) has spent the past five years as Senior Director at JP Lease. Both, Masayuki and Yukari, have built extensive careers at leading international banks in Japan.

In June, **Finnair** carried 907,300 passengers, which was 609.4% more than in June 2021. The number of passengers in June 2022 was 16.6% more than in May 2022. The overall capacity, measured in Available Seat Kilometres (ASKs), increased in June by 352.8% year-on-year and by 2.0% month-on-month. Finnair operated, on average, 255 daily flights (cargo-only included), which was 214.8% more than in June 2021 but 2.3% less than in May 2022. The differences between capacity figures compared to June 2021 are explained by the longer average stage length of flights operated and by the larger gauge of aircraft operated. Finnair's traffic, measured in Revenue Passenger Kilometres (RPKs), increased by 941.7% year-on-year and by 31.5% month-on-month. The Passenger Load Factor (PLF) increased by 45.1% points year-on-year and by 17.9% points month-on-month to 79.8%. The ASK increase in Asian traffic was 163.2% year-on-year. The North Atlantic capacity



Photo: Incheon International Airport (Yonhap)

The number of international travellers spiked to 1.28 million last month, surging 420% year on year, despite surging airfares and insufficient flight schedules, the **Transport Ministry of Korea** said. This was the first time that the number of monthly international travellers surpassed 1 million since the outbreak of COVID-19. The increase in international travel demand is likely to help the Transport Ministry achieve its goal of restoring the number of inbound and outbound flights to 50% of the 2019 level by the end of this year. The Transport Ministry fully lifted aviation restrictions, including a curfew on flights landing at Incheon Airport, from June 8, more than two years after the enforcement of the antivirus regulations. To further boost travel demand, the ministry plans to authorise air carriers to increase international flights. The country's largest air carrier, **Korean Air**, plans to restore the supply of international flight seats to 50% of the pre-pandemic level by September. **Asiana Airlines** is also augmenting the number of flights to the U.S. and European countries. The reopening in late June of the air route between Seoul's Gimpo Airport and Haneda Airport that serves Tokyo is expected to further increase international flight demand this month. However, expensive flight tickets could hold back travellers, according to watchers. With budget carriers yet to fully resume flight operations and high fuel surcharges on international routes, a direct round-trip flight ticket to a Southeast Asian destination can cost more than 800,000 won (£518) which is about 80% more expensive than in pre-pandemic times. Korean Air also started imposing record fuel surcharges on international routes this month, amid rising jet fuel prices.

**OTHER NEWS**

increased by 508.5%. In European traffic, the ASKs were up by 521.7%. The ASKs in domestic traffic increased by 150.6%. RPKs increased in Asian traffic by 1,277.0%, in North Atlantic traffic by 1,771.2%, in European traffic by 785.1% and in domestic traffic by 179.2% year-on-year. The PLF improved particularly in Asian traffic (75.3%) and North Atlantic traffic (78.5%) in June. The PLF was 82.5% in European traffic and 81.4% in domestic traffic. Passenger numbers increased in Asian traffic by 1,282.5% year-on-year. In North Atlantic traffic, the number of passengers increased by 1,728.8% to 67,000, which is a new record. In European traffic, passenger numbers increase by 661.9% and in domestic traffic by 229.7%.

**INDUSTRY PEOPLE**



Sören Stark (l) and Harald Gloy (r)

- **Harald Gloy** completes the three-member Executive Board at Lufthansa Technik as new COO and Labor Director, **Sören Stark** has taken over as Chairman of the Executive Board of Lufthansa Technik from **Dr Johannes Bussmann** who leaves the Lufthansa Group at his own request after 23 years. At the same time, Gloy has succeeded Stark as the company's Chief Operations Officer. Gloy thus bears responsibility as "Accountable Manager" in accordance with EASA Part 145 and is the contact person for aviation authorities with regard to Lufthansa Technik's MRO operations. **Dr William Willms** continues to serve as Chief Financial Officer in the three-member Executive Board team. Stark joined Lufthansa Technik's Executive Board in 2019. Previously, he was responsible in the Executive Board for Operations at Lufthansa Cargo for three years. He began his career at Lufthansa Technik in 2004 as Managing Director of Lufthansa Technik Logistik in Hamburg. From 2011 to 2016, the industrial engineer was in charge of Lufthansa Technik's aircraft overhaul division. With immediate effect, Gloy will also head

the Executive Board department Human Resources as Chief Human Resources Officer (CHRO) and Labour Director, which was previously part of the area of responsibility of Bussmann. Gloy was most recently Labour Director and a member of the Executive Board of Lufthansa Cargo being responsible for operations. Prior to that, the engineering graduate held various management positions at Lufthansa Technik.



Leonard Lump

MRO service provider SR Technics has released that **Leonard Lump** has joined its Business Development team as Vice President for Americas. Lump has over 23 years of experience as an executive in the aerospace and aviation industry having worked in the areas of aerospace design, manufacturing and the aftermarket on both engine and airframes to airlines. Most recently he served on the executive team for ITS as Global Vice President of Sales and Product Line, creating the company's strategy and leading the organisation's global expansion on airframe and engine component support to airlines. Before joining SR Technics and prior to ITS, Lump worked for Chromalloy as Global Director on its Small Engine Market segment with the creation of the organisation's strategy and the expansion of business and development of critical engine repairs.



Gregoris Dassios

- Blueberry Aviation has announced the addition of **Gregoris Dassios** to its team as Commercial Director. Dassios has nearly 30 years' experience in the aviation industry. Most of his career was spent at Airbus in Toulouse, France, where he held several positions, firstly in Engineering and then as Customer Support Director, where he managed part of Latin America, Central and South-eastern Europe, and part of the Middle East, supporting airlines in the region. He then moved to the procurement followed by to the commercial division as Sales Director for Central, Eastern and South-eastern Europe where he had several successful campaigns, notably with WizzAir, Aegean, MedAir and

Sky Express. He held the position of Head of Region covering Greece, Cyprus and Bulgaria for the Airbus Group – Commercial Aircraft, Helicopters, Defence & Space before joining Sky Express, one of the major airlines in Greece and in the region, as CEO.

- **Peter Bellew**, Chief Executive Officer at easyJet has resigned with immediate effect as the low-cost carrier's struggle to operate scheduled flights continues. easyJet had to cancel thousands of flights, including on the day of departure, as demand for air travel continues to outstrip the ability of many carriers to rehire staff which had been laid off as a direct consequence of the COVID-19 pandemic. Trade union Unite last month claimed there was a "lack of leadership" within easyJet, and Bellew should be "taking control of this situation". Bellew joined easyJet from Ryanair just two-and-a-half years ago and his resignation was submitted so that he could "pursue other business opportunities."



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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	Now	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	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320-200	BBAM	CFM56-5B4/3	6467	2015	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	Deucalion Aviation Limited	CF6-80E	814	2007	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A330-200	Doric	Trent 772B-60/16	1407	2013	Q3/2022	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 24755931
A330-200	GA Telesis	PW4168A	322	2000	Jul 2022	Sale / Lease	David Byrne	aircraft@gatelesis.com	+353 86 780 8974
A330-300	ORIX Aviation	Trent 772B-60/16	1289	2012	Now	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A330-300	BBAM	Trent 772B-60	1633	2015	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	CFM56-7B26/3	35216	2007	Now	Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
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	Deucalion Aviation Limited	GE90-94B	32721	2007	Q2/2023	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B777-200ER	Deucalion Aviation Limited	GE90-94B	35295	2007	Q2/2023	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B777-300ER	BBAM	GE90-115BL	38407	2011	Mar 2023	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B777-300ER (10x)	ALTAVAIR	GE90-115B		06-13	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493



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# THE AIRCRAFT AND ENGINE MARKETPLACE

## Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
CRJ-200	Regional One	CF34-3B1	7925	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200	Regional One	CF34-3B1	7926	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200	Regional One	CF34-3B1	7937	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200	Regional One	CF34-3B1	7941	2006	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200ER	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200ER	Regional One	CF34-3B1	8059	2005	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200LR	Regional One	CF34-3B1	7625	2002	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900	Regional One	CF34-8C5	15215	2009	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900	Regional One	CF34-8C5	15207	2008	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900ER	Regional One	CF34-8C5	15111	2007	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900ER	Regional One	CF34-8C5	15115	2007	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
DHC8-Q400	Regional One	PW150A	4042	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
DHC8-Q400	Regional One	PW150A	4100	2005	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ-145LR	Regional One	AE3007	145508	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ-145LR	Regional One	AE3007	145515	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ170-100LR	Regional One	CF34-8E5	17000093	2005	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
SAAB 2000	Jetstream Aviation Capital	AE2100A	031	1996	Now	Sale / Lease	Donald Kamenz	dkamenz@jetstreamavcap.com	+1 (305) 447-1920 x 115
SAAB 340B CRG	Jetstream Aviation Capital	CT7-9B	224	1990	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	DASI	Joe Hutchings	joe.hutchings@dasi.com	+ 1 954-478-7195
(1) CF34-10E5A1	Full QEC				
(3) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) 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



## THE AIRCRAFT AND ENGINE MARKETPLACE

**Commercial Engines (cont.)**

<b>CF6 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) CF6-80C2B7F	Now - Sale	GA Telesis		engines@gatelesis.com	
(2) CF6-80E1	Now - Lease	Deucalion Aviation Limited	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
<b>CFM Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) CFM56-5B3/3	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiaviation.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
(1) CFM56-7B24/E	Now - Lease				
(1) CFM56-7B24	Now - Lease				
(1) CFM56-5C4	Now - Lease				
(1) CFM56-7B26E	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
(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.				
<b>GE90 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(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
<b>LEAP Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(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
<b>PW 4000 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) PW4168	Now - Sale / Lease	Castlelake	Graeme Dodd	Graeme.dodd@castlelake.com	+44 207 190 6138
<b>PW Small Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
PW119B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
PW119B	Now - Lease				
PW120A	Now - Lease				
PW121 (ATR)	Now - Lease				
PW124B	Now - Lease				
PW123B	Now - Lease				
PW125B	Now - Lease				
PW127F	Now - Lease				
PW150A	Now - Lease				
PW127M	Now - Lease				
PW150A RGB	Now - Lease				

# THE AIRCRAFT AND ENGINE MARKETPLACE

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(4) PW127M	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(2) 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	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) Trent XWB-84	Now - Sale/Lease/Exch.				
(1) Trent 556-61	Now - Sale/Lease/Exch.				
(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
(1) V2527-A5	Q3/2022 - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) 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 - Sale / Lease	Castlelake	Graeme Dodd	Graeme.dodd@castlelake.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,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTC331-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
GE90-115B – Fan Stator Module – P/N 2115M15G04		Altavair	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
(2) A320, (1) A330, (1) A340 Landing Gear Shipsets		GA Telesis		landinggearsales@gatelesis.com	
(1) A320 ENH NLG					
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) GTC331-500B	Now - Sale/Lease/Exch.	BBAM	Steve Zisis	info@bbam.com	+1 787 665 7039
(2) GTC331-350, (2) APS2300	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(1) APS3200, (1) GTC331-9B					
((1) GTC331-200ER, (2) RE220RJ	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 954-683-1893
(2) GTC331-150RJ					
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(4) GTC331-9A, (4) GTC331-9B		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(1) GTC331-350, (2) GTC331-500, (1) APS3200B, (2) APS3200C					
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000			Ricky Torres	stands@gatelesis.com	+1-954-676-3111
(3) APU GTC331-9B, (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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