

# Weekly Aviation Headline News

## WORLD NEWS

### Lufthansa Cargo aims to achieve CO<sub>2</sub> neutrality by 2050

During a press conference in Frankfurt, Lufthansa Cargo has outlined a set of measures to achieve its sustainability goals. The key areas of focus will include continuous fleet modernisation, more efficient use of fuels, the switch to more sustainable aviation fuels (SAF), CO<sub>2</sub> compensation projects in other sectors, and reduction of emissions on the ground. Lufthansa Group relies on a measurable corporate commitment to sustainability on the basis of science-based targets for the reduction targets of greenhouse gas emissions.

### Air bp surpasses 500,000 over wing fuelling using technology app

Air bp, the international aviation fuel products and services supplier, has surpassed a major milestone by completing over 500,000 over wing fuelling's using its Airfield Automation misfuel prevention technology through its safe2go app. With misfuelling presenting one of the significant risks facing aviation, Air bp's Airfield Automation safe2go technology is pioneering the provision of an engineering barrier to actively help prevent misfuelling. The 500,000<sup>th</sup> refuelling took place at Hamburg Airport in Germany. Airfield Automation was first rolled out in 2018 and has now been deployed at more than 490 locations in 44 countries around the world.

### Cargo tonnage picks up at Cathay Pacific

In its June results, Cathay Pacific reported that the airline resumed its full freighter schedule in June with increased flights to the Americas and Europe. This was complemented by the belly capacity provided by the increased passenger flights as well as more than 600 pairs of regional cargo-only passenger flights. In total, the airline operated about 56% of its pre-pandemic cargo flight capacity last month.



Wizz Air took delivery of an additional A321 Neo.

Photo: Airbus

## June aircraft orders and deliveries analysis

### China anticipates MAX return while Airbus ramps up

According to Boeing's orders and deliveries website, the U.S aircraft manufacturers generated 50 orders during the month of June, including one 777F from FedEx, a 737 MAX order from American Airlines and a further 34 MAXs from an undisclosed operator. Deliveries for the month were almost equal at 51 aircraft. Not surprisingly, the 737 MAX took the lion's share of deliveries with Air Lease taking the largest number of six, followed closely by Southwest with five. In the cargo sector, the 767-300F continues to show resilience with deliveries to Air Canada and FedEx and the three 777F saw new homes with CMA CGM of France and Emirates.

We expect the 737MAX to perhaps start recommencing deliveries in China, which it

has not to date but recent test flights including that with Air China signals that deliveries to China are imminent. It's also interesting to note that Boeing has not delivered a 787 aircraft for about a year now. According to the database by *Cirium*, the last 787 was delivered in May 2021 so it is likely that Boeing will give an update about when the 787 will restart during the Farnborough air show this week. Industry speculation has suggested that Boeing has submitted all of their revised production data to the U.S FAA and is simply awaiting FAA approval of that data. The indication is that it will be mid to late summer, before the 787 recommences U.S. deliveries again.

Airbus recorded 78 orders in

June and delivered 60 aircraft to 35 operators in June. Airbus's website shows a steady delivery of aircraft from its Neo variants particularly for the A320 and A321 Neos. The 321 Neos alone generated 25 orders in June while Wizz Air took delivery of one additional aircraft in June, the airline plans to operate 81 of the type by the end of 2022 according to its latest fleet plan data information released earlier this month.

Wizz Air has continued with a robust fleet renewal and expansion programme. In November 2021 Wizz Air signed an agreement with Airbus for the purchase of a further 102 A321 aircraft, comprising 75 A321Neo

*Continued on page 2*

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...continued from page 1

and 27 Airbus A321 XLRs. The order has received overwhelming approval by shareholders in an extraordinary shareholder meeting held in February 2022. With the new order, Wizz Air's delivery backlog comprises of a firm order for 34 A320Neo, 244 A321Neo and 47 A321XLR aircraft, plus the additional order for 15 A321neo and purchase rights for 75 A321neo, a total of 415 aircraft.

Industry data is showing that Airbus is ramping up production through 2025 on the single aisle.

**Orders and deliveries – Boeing and Airbus**

Airbus v Boeing: Orders and Deliveries					
June 2022 YTD					
	Airbus		Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	94	25	737	152	259
A320 Family	220	230	747	0	3
A330	-80	13	767	0	12
A350	25	27	777	46	12
A380	0	0	787	-12	0
<b>Total</b>	<b>259</b>	<b>295</b>	<b>Total</b>	<b>186</b>	<b>286</b>

Source: Airbus

Source: Boeing

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**Nordic Aviation Capital signs multiple new lease agreements**

Nordic Aviation Capital (NAC) has released that it has signed new lease agreements with Loganair, MTU and Airlink. The company has executed a lease agreement for one ATR72-500F with Loganair, based in Glasgow, Scotland and signed a lease agreement for six CF34-10E engines with MTU MLS for its rental pool. MTU MLS is a wholly owned subsidiary of MTU Aero Engines, a leading aircraft engine manufacturer and service provider based in Munich, Germany. Furthermore, the company confirmed that it has executed a lease agreement for three Embraer E195 aircraft with Airlink, based in Johannesburg.

**AerCap leased, purchased and sold 184 assets in the second quarter 2022**

AerCap Holdings (AerCap) has announced its major business transactions during the second quarter of 2022: The company signed 125 lease agreements, including 11 wide-body aircraft, 43 narrow-body aircraft, two regional jets, 32 engines and 37 helicopters. AerCap completed 16 purchases for 13 aircraft (including nine Airbus A320neo-family aircraft and one Airbus A220 aircraft for AerCap's owned aircraft portfolio and three aircraft for AerCap's managed aircraft portfolio), one engine and two helicopters. The company executed 43 sale transactions for 27 aircraft in the second quarter (including one Airbus A320-family aircraft, two Airbus A320neo-family aircraft, two Airbus A330s, three Boeing 737 MAX aircraft, five Boeing 737NGs, six Boeing 767-300ERs and one Boeing 747-400F from AerCap's owned aircraft portfolio

**Airbus delivers the 7,000<sup>th</sup> Ecureuil helicopter**



Photo: Airbus Helicopters' 7,000th Ecureuil helicopter was delivered to Blugeon

Airbus Helicopters has delivered its 7,000<sup>th</sup> helicopter from the Ecureuil family. The light single-engine H125, which was assembled in Marignane, France, was handed over to Blugeon Hélicoptères, a French company specialised in sling work at high altitudes. This new H125 will join Blugeon's existing fleet of five H125 helicopters located at three different bases in the French Alps and a fourth one in the Pyrenees. Each of them flies an average of 600 hours per year performing passenger transport, power line surveillance, filmmaking, preventive avalanche maintenance, mountain rescue and large-scale hoisting. "Since the first Ecureuil took to the skies in 1974, this family of aircraft forever changed the light helicopter market and the way aerial work is performed," said Axel Aloccio, Head of the Light Helicopters programme at Airbus Helicopters. "Designed to be a simple, practical and competitive aircraft, the secret of its success lies in its excellent performance and its incredible ability to adapt to operators' needs. It is precisely thanks to the confidence of operators like Blugeon that we are celebrating the milestone of the 7,000<sup>th</sup> delivery today."



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and seven aircraft from AerCap’s managed aircraft portfolio), 12 engines and four helicopters.

**Air Lease Corporation activity update for second quarter of 2022**

Air Lease Corporation (ALC) has announced an update on aircraft investments and sales activity occurring in the second quarter of 2022. As of June 30, 2022, ALC’s fleet was comprised of 392 owned aircraft and 89 managed aircraft, with 430 new aircraft on order from Boeing and Airbus set to deliver through 2028. The company delivered 21 new aircraft from its order book including two Airbus A320neos, five Airbus A321neos, one Airbus A330-900neo, two Airbus A350s, nine Boeing 737-8s and two Boeing 737-9s. ALC purchased one new incremental Airbus A321neo, which was concurrently leased to an ALC customer. Aircraft investments in the quarter totalled approximately US\$1.4 billion (£1.2 billion). No aircraft sales occurred during the quarter.

**AFG Aviation Ireland acquires one Airbus A330-200 aircraft**



AFG Aviation Ireland has completed the acquisition of one Airbus A330-200 aircraft  
Photo: Airbus

On July 11, 2022, AFG Aviation Ireland Limited, a wholly owned subsidiary of Aircraft Finance Germany, completed the acquisition of one Airbus A330-200 aircraft bearing MSN 926, from a subsidiary of French shipping giant CMA CGM S.A. The aircraft will shortly be ferried to Teruel Airport (Spain) for storage while it awaits conversion with Elbe Flugzeugwerke

GmbH (EFW). AFG’s Peter Koster, Head of Freighter Lease and Trading, commented: “We are very pleased with our acquisition of this strong asset from CMA CGM. We are bullish regarding the long-term outlook for the air freight industry and this aircraft will perform nicely post conversion as a full freighter.”

**Aergo Capital delivers one A320-232 to Jetstar Japan**

Aergo Capital (Aergo) has delivered one Airbus A320-232 aircraft, bearing manufacturer serial number 6362, to Jetstar Japan. The aircraft was acquired from a Dublin-based lessor and financed by AV AirFinance. Fred Browne, Chief Executive Officer of Aergo, commented: “We are delighted to have successfully completed the delivery of one A320-232 to Jetstar Japan. We are excited to add Jetstar Japan to the list of lessees in our growing portfolio and are looking forward to building our relationship together in the future.”



Jetstar Japan has taken delivery of one Airbus A320 aircraft

Photo: Aergo Capital

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**Aventure Aviation acquires GOL Boeing 737NG**



*Photo: Aventure's recently retired GOL Airlines 737NG in Marana, Arizona, U.S.A.*

Aventure Aviation has acquired its fifth Boeing 737NG for 2022. Teardown for this recently retired GOL Airlines' aircraft, MSN 28584, will be performed by Jetyard in Marana, Arizona, U.S.A. Parts will be relocated to Aventure's Atlanta warehouse, where they will join an extensive stock of existing 737NG inventory. "With passenger travel on the rise and an increase in 737NG cargo conversions, this acquisition couldn't come at a better time," said Andrew Crombie, Aventure's product line director. "This part-out will allow us to continue to support our customers with the latest 737NG inventory."

**ANA finalises purchase agreement for 30 Boeing 737-8 aircraft**

ANA HOLDINGS (ANA HD) has reached an agreement with Boeing to convert two orders for the Boeing 777-9 aircraft to Boeing 777-8F cargo aircraft and finalised its existing purchase agreement for 30 Boeing 737-8 aircraft. The announcement reflects ANA HD's plan to further expand its cargo business through securing large freighters and to replace the domestic fleet's smaller planes with more fuel-efficient aircraft that will serve as the foundation for future growth. ANA HD decided to convert two of the 20 Boeing 777-9 aircraft that had been initially announced on March 27, 2014, with Boeing 777-8F cargo aircraft. The aircraft will be introduced into service on/after fiscal year 2028. The Boeing 777-8F is a state-of-the-art freighter that has the largest cargo capacity of any twin-engine aircraft and has reduced CO2 emissions and operational costs that uses less fuel per tonne. The ANA Group finalised its agreement for the purchase of Boeing 737-8 aircraft (20 confirmed and 10 optional), which was previously announced on January 29, 2019. The introduction of the aircraft is scheduled to begin in fiscal year 2025.



*ANA has reached an agreement with Boeing for advanced passenger and cargo aircraft Photo: AirTeamImages*

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**CALC places first B737-800SF freighter conversion order with AEI**

Aeronautical Engineers, Inc. (AEI) has announced that Hong Kong-based China Aircraft Leasing Group Holdings Limited (CALC) has signed a contract for its first AEI B737-800SF freighter conversion. The aircraft (MSN: 30516) will commence modification at the end of July and will be redelivered to CALC in October 2022. Touch labour and maintenance requirements will be accomplished by the authorised AEI Conversion Center, STAECO, located in Shandong, P.R. China. AEI is currently the only conversion company to have ETOPS 180 approval on the 737-800 freighter conversion. Additionally, AEI can convert all 737-800-line number aircraft, including those with Split Scimitar winglets.

**Rolls-Royce secures funding to build Direct Air Capture demonstrator**

Rolls-Royce has secured £3 million from the UK Government to build a demonstrator Direct Air Capture (DAC) system, which could play a vital role in keeping global temperature rises to below 1.5C by removing CO2 from the atmosphere. The demonstrator funding comes from the Net Zero Innovation Portfolio (NZIP) through the Department for Business, Energy and Industrial Strategy (BEIS) and helps deliver on the UK Government's 10 Point Plan for a green industrial revolution. It follows initial Phase 1 funding of £250,000 awarded in 2021, that allowed Rolls-Royce to design the demonstrator in partnership with the Commonwealth Scientific and Industrial Research Organisation (CSIRO). The demonstrator, to be built in Derby, UK, will be operational during 2023 and be capable of removing more than 100 tonnes of CO2 per year from the atmosphere. CO2 removed from the atmosphere by such systems can be stored ensuring that it no longer contributes to global warming. It can also be recycled to make fuel for hard to decarbonise sectors such as aviation, enabling the more rapid phase out of fossil fuels. A full-scale version of this plant could remove 1 million tonnes per year. The UK's target is to remove 25 million tons of CO2 per year by 2030; and the International Energy Agency (IEA) forecasts that 980 million tonnes a year will need to be removed globally to limit global warming to 1.5C. Jess Poole, Direct Air Capture Lead for Rolls-Royce, said: "Every credible climate change model requires us to decarbonise today's emissions, as well as removing CO2 already in the atmosphere via carbon negative technologies such as DAC. Our system combines our expertise in moving large quantities of air efficiently and integrating complex systems, which have been gained from designing world-leading jet engines, with novel DAC technology developed by CSIRO.

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**ST Engineering and EFW redeliver world's first A320P2F**



*Photo: ST Engineering and EFW have delivered the first A320P2F to launch customer Vaayu Group*

ST Engineering and Elbe Flugzeugwerke (EFW) have announced the redelivery of the 'head of version' Airbus A320 Passenger-to-Freighter (A320P2F) aircraft to launch customer Vaayu Group (Vaayu) at ST Engineering's airframe facility in Singapore. This A320P2F aircraft is owned by the aviation asset management business of ST Engineering and is the first of several converted freighter aircraft that will be leased to Vaayu. The redelivery marks the birth of the world's first A320P2F and completion of the Airbus P2F family developed jointly by ST Engineering, Airbus and EFW. It joins the other already operational Airbus P2F platforms, the A330-300P2F, A330-200P2F and A321P2F, which were first redelivered in 2017, 2018 and 2020 respectively. The A320P2F is the second variant in the Airbus narrow-body P2F solution. Similar to the A321P2F, the A320P2F was developed using original OEM data from Airbus which makes the design all the more robust and reliable. As the centre of excellence for Airbus P2F conversions, EFW leads the overall programme as well as marketing and sales efforts. The current global Airbus A320 passenger fleet comprises thousands of aircraft, offering a wide selection and numerous fitting options for airlines and leasing companies wanting to invest in converted freighters. The A320P2F can accommodate up to ten [ULD] containers and one pallet position in the main deck and seven container positions in the lower deck. Given its gross payload of up to 21 tonnes at a maximum range of 1,850nm and total usable containerised volume of 159m3 (approx. 5,600ft3), the freighter aircraft has 85% stowage efficiency. This makes the A320P2F an ideal freighter platform to serve the fast-growing ecommerce market globally.

Together the system works like a giant lung, sucking in air, absorbing the CO2, and releasing what is not wanted. We use a water-based liquid to wash around 50% of the CO2 from the captured air. Our technology is distinctive because very little water is used and the liquid is recycled at low temperatures, making it energy efficient. Other technologies consume a lot of water and require substantial amounts of energy to generate heat for the separation of the CO2."

**Voyageur Aviation expands portfolio with parts provisioning of ATR aircraft type**

Chorus Aviation's subsidiary, Voyageur Aviation (Voyageur), has added ATR 42 and 72 aircraft types to its product offering, further diversifying Chorus' business and cross-company support capabilities. "The growth momentum for Voyageur Avparts continues," said Gary Gilbert, Vice President Avparts, Voyageur. "Expanding our parts sales and provisioning with ATR components was a logical next move for Voyageur, especially

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given Chorus’ recent acquisition of Falko Regional Aircraft – further bolstering Chorus’ position as a premier full-service provider in regional aviation. We are fortunate to capitalise on our companies’ synergies to further support regional aircraft customers at every stage of an aircraft’s lifecycle.” Voyageur’s Avparts division specialises in Used Serviceable Material (USM) support for regional aircraft types, including Bombardier/Mitsubishi CRJ, De Havilland Dash 8 and ATR. Core services include parts sale and provisioning, component repair and overhaul management, inventory leasing and consignment programmes, and aircraft end-of-life and disassembly.

**AFI KLM E&M to maintain Volotea’s A320 fleet**

Volotea, the airline connecting mid-sized European cities, will send its A320 aircraft to Air France Industries KLM Engineering & Maintenance for a comprehensive airframe service, mainly to be carried out during the winter seasons. This first agreement will be in force for more than five years, starting January 2023. The contract includes two full nose-to-tail maintenance lines for the winter maintenance season. The visits will be performed by Aerotechnics Industries, a specialised joint venture operating within AFI KLM E&M’s global MRO network. AFI KLM E&M has been selected to perform 120 C-Checks after a comprehensive bidding process that demonstrated the relevance and high quality of its airframe maintenance services. Depending on operational conditions, C-checks, typically performed every two years, consist of the inspection, overhaul, maintenance and replacement of aircraft parts, but also include preventive maintenance.

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**Ethiopian gives Boeing vote of confidence after fatal crash with delivery of new 737 MAX**



Ethiopian Airlines Boeing 737 MAX

Photo: AirTeamImages

Ethiopian Airlines (Ethiopian), the second of two carriers involved in fatal Boeing 737 MAX crashes which led to the jet’s worldwide grounding, has taken delivery of a brand-new 737 MAX. The Ethiopian accident in March 2019 resulted in the death of all 157 passengers and crew on board and followed the October 2018 crash of a Lion Air 737 MAX which crashed, killing all 198 people on board. Both accidents were attributed to a faulty sensor which erroneously and fatally triggered the onboard MCAS flight control system which forced both planes into a dive, despite pilots’ unsuccessful efforts to maintain altitude. The delivery of the jet to Ethiopian was one of 43 737 MAXs Boeing delivered in June, it’s best month to date since the grounding order was lifted, while the American planemaker delivered 51 jets in total in June, it’s best month since March 2019. This year Boeing has delivered 181 of the 737 MAX jets, up from 105 for the first quarter of 2021. Commenting on news of the delivery of this new 737 MAX, Robert Clifford, an attorney for families of the crash victims said: “This is really disappointing – a sad reminder for the crash victims’ families nearly three-and-a-half years later, knowing that the Boeing MAX will be flying again even in Ethiopia, where the crash happened.” While increased deliveries of the 737 MAX are a boost for Boeing, the company still has problems with its 787 wide-body passenger plane, deliveries of which have been halted owing to quality control issues since May 2021.

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**SAS AB has received approval from the U.S. Bankruptcy Court**

SAS AB (SAS) has received approval from the U.S. Bankruptcy Court for the Southern District of New York for all of its “First Day” motions as part of the company’s voluntary chapter 11 process in the U.S. The approvals granted by the court confirm that SAS is authorised to continue to operate its business in the ordinary course throughout the chapter 11 process in accordance with the court’s orders. The court specifically authorised SAS to, among other things, continue to: pay all employee wages and benefits; operate the airline in the ordinary course; honour existing customer programmes including the EuroBonus loyalty programme; honour various pre-petition obligations owed to certain of its critical travel agency partners, vendors and suppliers; pay vendors and suppliers in full under normal terms for goods received and services provided on or after July 5, 2022 and to pay all taxes, insurance and other regulatory fees in the ordinary course. Anko van der Werff, President and Chief Executive Officer of SAS, said, “These court approvals confirm that our operations will continue as usual as we begin our restructuring process in the U.S. We remain focused on providing the service our customers are used to, while accelerating our efforts to implement key elements of our comprehensive business transformation plan, SAS FORWARD. Ultimately, our plan is about improving our financial position and continuing our more than 75-year legacy as Scandinavia’s leading airline.”

**Delta Air Lines posts June-quarter 2022 profit**

Delta Air Lines (Delta) has reported financial results for the June quarter 2022. Delta reported operating revenue of US\$13.8 billion and operating income of US\$1.5 billion with an operating margin of 11%. Operating cash flow was US\$2.5 billion at the end of the quarter with total debt and finance lease obligations of US\$24.8 billion. Delta’s June quarter 2022 adjusted financial results was as follows: the company reported operating revenue of US\$12.3 billion, 99% recovered versus June quarter 2019 on 82% capacity restoration. Operating income was US\$1.4 billion with an operating margin of 11.7%, the first quarter of double-digit margin since 2019. Free cash flow at the end of the quarter was US\$1.6 billion after investing US\$864 million into the business. Payments on debt and finance lease obligations was US\$1.0 billion, US\$13.6 billion in liquidity and adjusted net debt of US\$19.6 billion. (1.00 = US\$1.18 at time of publication).

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**Safran and HAL to create joint venture to develop new helicopter engines**



Signing of the MoU between Safran and HAL regarding a joint venture to develop new helicopter engines Photo: HAL

Safran Helicopter Engines and Hindustan Aeronautics Limited (HAL) have signed an agreement to create a new joint venture intended to develop helicopter engines. Through a Memorandum of Understanding (MoU), signed by both companies, Safran and HAL will extend their long-lasting partnership by establishing a new aero-engine company in India. It will be dedicated to the development, production, sales and support of helicopter engines and one of its main objectives will be to meet the requirements of HAL and India’s Ministry of Defence (MoD) future helicopters, including the future 13-ton IMRH (Indian Multi Role Helicopter). This MoU demonstrates once again the commitment of both Safran Helicopter Engines and HAL to the Indian Government’s vision of “Atmanirbhar Bharat” or achieving self-reliance – particularly in defence technologies. Safran Helicopter Engines and HAL already have multiple partnerships, including the Shakti engine, which powers HAL-produced helicopters, including the Dhruv, Rudra and the Light Combat Helicopter (LCH). The Ardiden 1U variant also powers the new Light Utility Helicopter (LUH). More than 500 Shakti engines have already been produced through an HE-MRO joint venture in Goa, Safran Helicopter Engines and HAL will also provide MRO (Maintenance, Repair and Overhaul) services for TM333 and Shakti engines in service with Indian Armed Forces. It will be operational by the end of 2023.

**Air France-KLM and Apollo sign definitive agreement for €500 million investment**

Air France-KLM and Apollo Global Management have announced the signing of a definitive agreement for Apollo-managed funds and entities to make a €500 million (£423.7 million) investment into an ad hoc operating affiliate of Air France that will own a pool of spare engines dedicated to the airline’s

engineering and maintenance activities. Under this agreement, Apollo affiliated entities will subscribe to perpetual bonds issued by the ad hoc operating affiliate, which will be accounted as equity under IFRS. The proceeds of the transaction will enable Air France-KLM and Air France to further redeem the French State perpetual bonds, in accordance with article 77 bis of the European Commission’s “Temporary Framework for State aid measures



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to support the economy in the current Covid-19 outbreak”, hence pursuing the redemption of the French State aid. As a result of the transaction, Air France-KLM will benefit from lower financing costs. The perpetual bonds will bear an interest rate of 6% for the first three years and gradual step-ups and caps will be applied thereafter. Air France will have the ability to redeem the bonds at any time after year three. This structure will incur no change of ownership, operational and social aspects of Air France Engineering and Maintenance activity. In the future, it could also help finance the acquisition of additional spare engines to support Air France’s fleet renewal programme. There will be no change in the way Air France uses the spare engines and no impact on Air France or Air France-KLM employees’ contracts. The transaction, expected to close later in July, is a part of the recapitalisation measures announced on February 17, 2022.

**Rex to purchase National Jet Express, regional services arm of Cobham Aviation Services**

Rex has signed a sale-and-purchase agreement which will result in its subsidiary, Rex Freight and Charter (RFC), acquiring 100% of National Jet Express (NJE), the regional services arm of Cobham Aviation Services Australia (Cobham). NJE is a leading provider of Fly-In Fly-Out (FIFO) services in Western and South Australia. In addition, it operates freight services from Sydney to Adelaide, Brisbane, Melbourne and the Gold Coast (Coolangatta), as well as air charter services in Papua New Guinea. Revenue for NJE in the calendar year 2021 was AU\$142 million (£81 million). Completion of the sale will be subject to regulatory approvals, including FIRB approval. It is envisaged that shareholder approval will not be required. Commenting on the purchase, Rex’s Executive Chairman, Lim Kim Hai said, “FIFO services are expected to experience strong growth in Australia and this acquisition positions the Rex Group to participate in this booming sector.”

**Frontier digs in and confirms it has made its ‘last, best and final offer’ for Spirit Airways**

The ongoing bidding war for Spirit Airlines Inc. (Spirit) between Frontier Group Holdings Inc (Frontier) and JetBlue Airways seems to be drawing to a close as Frontier has announced that it will not be increasing its offer of US\$4.13 per share and 1.9126 Frontier shares in its cash and stock offer. In addition, if the offer is accepted, Frontier will

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**IndiGo selects Recaro BL3710 seats for new A320neo and A321neo aircraft**



Photo: Recaro BL3710 economy-class seats

Recaro Aircraft Seating has released that its BL3710 seat was selected to outfit IndiGo’s brand-new A320neo and A321neo aircraft. The low-cost airline will be the first to feature the economy-class seat in the Indian sub-continent. The BL3710 economy-class seat will be installed on 75 Airbus aircraft starting from January 2023. “Our new partnership with IndiGo demonstrates our commitment to not only building a distinct product with a sustainable life-cycle, but also our comprehensive approach to customer service,” said Dr Mark Hiller, CEO at Recaro

Aircraft Seating. “The BL3710 is an excellent product that will serve both IndiGo and its passengers for many years.” A Red Dot Design Award winner and iF Design Award winner, the BL3710 was specifically created for short- and medium-haul flights. The combination of the ergonomic design and weight of less than 10 kg per pax has made the economy-class seat a bestseller since it first entered the market in 2019.

**Sky High Aviation sign services agreement with Embraer**

Embraer has signed a services agreement with Sky High Aviation Services Dominicana, S.A. (Sky High Aviation), from the Dominican Republic, to support the airline’s E190 jets newly acquired. The contract provides access to the Pool Program, which includes component exchanges and repair services for more than 340 reparable parts plus interchangeable parts for Sky High Aviation’s Embraer aircraft. “This service agree-



Photo: Embraer has signed a services agreement with Sky High Aviation

ment with Embraer is important to Sky High Aviation’s operational success, offering us immediate access to an inventory of parts, that is efficiently managed and reduces our capex (capital expenditure) requirement for the initial provision of spare parts,” said Juan Chamizo, Owner and President, Sky High Aviation. Sky High Aviation is the first Caribbean airline to operate the E190. Sky High Aviation also operates a fleet of two 50-seater Embraer ERJ 145s flying to ten island destinations in the Caribbean.

**FINANCIAL NEWS**

prepay US\$2.22 per share as a cash dividend to stockholders, while increasing its reverse termination fee to US\$350 million. In a letter to Spirit, Frontier Chief Executive Barry Biffle said the Florida-based ultra-low-cost carrier should consider last month's revised merger agreement as its "last, best and final offer." Based on last Friday's trading figures, the cash and stock offer from Frontier was valued at US\$24.69 per share. It is understood that Spirit shareholders are more in favour of the deal with JetBlue, though there have been concerns that the deal may fall foul of antitrust scrutiny, though the deal with Frontier could suffer the same fate. Whichever ultra-low-cost carrier is successful, the result will be the creation of America's fifth-largest airline. Spirit shareholders are due to vote this Friday on their preferred deal.

**Ireland-based lessor SMBC chalks up US\$1.6bn loss on 34 jets stranded in Russia**

Owned by a consortium which includes Japan's Sumitomo Corp and Sumitomo Mitsui Financial Group, Ireland based aircraft lessor SMBC Aviation Capital (SMBC) has recorded a US\$3.6 billion impairment over 34 jets that became stranded in Russia after sanctions were put in place following the country's invasion of Ukraine that basically saw all leases terminated. According to Reuters news agency, over 400 planes were left stranded in Russia after sanctions took effect. SMBC confirmed that the write-off was based on full carrying value as the planes could not be recovered within a reasonable period of time. The lessor anticipates making significant financial recoveries through its insurance coverage. Currently Russia is still flying the planes either on domestic routes or to airports where enforced recovery would not be possible. Excluding the sum written off, rather than making a loss of US\$1.1 billion the lessor would have posted a US\$336 million profit, almost at the same level as pre-pandemic 2019 when the company recorded a profit of US\$365 million. SMBC remains optimistic with the current state of the market, having sold 23 aircraft in the year ending March 2022, making a US\$68.3 million profit, while having also placed a combination of 41 Airbus A320neo and Boeing 737 MAX single-aisle jets from its order book. SMBC has also confirmed it anticipates its US\$6.7 billion acquisition of Goshawk Aviation in the final quarter of the year. (£1.00 = US\$1.20 at time of publication).

**INFORMATION TECHNOLOGY**



Malaysia Airlines will leverage SITA Connect, to meet the airline's needs in and outside airports

Photo: SITA

**Malaysia Airlines** has renewed its partnership with **SITA** for a comprehensive upgrade that will link its global operations to its hub in Kuala Lumpur with fast, secure and reliable network connectivity. As part of the five-year agreement, Malaysia Airlines will leverage SITA Connect, specifically designed for the air transport industry, to meet the airline's needs in and outside airports. SITA Connect will lower connectivity costs, improve the quality of service, enable ease of access to new features and applications and facilitate passengers' check-in process worldwide, benefiting from SITA's global presence at over 650 airports across 220 countries and territories. SITA Connect will also provide network connectivity that allows team members to access central systems from anywhere, supporting the airline's worldwide operation for employees working remotely. Security was a key factor in selecting SITA's solution to support the airline's critical operational systems.

A novel aircraft maintenance project management app, eWork, has reduced maintenance completion and turnaround times by a quarter, while providing complete transparency of task status, the personnel and the equipment used in performing the task. eWork is a secure app-based solution developed by **ADSoftware** and designed to provide complete visibility, detailed monitoring



Photo: ADSoftware

and analysis of the airworthiness, engineering, logistics, tooling and cost management aspects of line and base maintenance. It significantly reduces the potential for unexpected delays and unbudgeted costs that are typically incurred through the lags in conventional communications between aircraft operators, maintenance facilities and parts depots. The app is designed to support the maintenance of aircraft anywhere in the world. It is specifically intended as an affordable tool for small and medium-size airlines, corporate, VIP, general aviation, parapublic and military fixed-wing aircraft and helicopter operators as well as third-party aircraft maintenance and repair organisations. On average eWork costs a tenth of more complex and cumbersome IT tools. Regional aircraft manufacturer **ATR** has implemented eWork along with other ADSoftware modules in its airworthiness management unit and its maintenance and repair organisation (MRO). ATR's MRO performs about 15 aircraft maintenance and service checks every year.

**INFORMATION TECHNOLOGY**

AVIATAR, **Lufthansa Technik's** digital operations suite, now operates with a carbon neutral status. The Digital Fleet Services business segment has had this certified by standardised reporting and offsetting via the certified compensation platform SQUAKE. AVIATAR is thus a pioneer among digital tech ops platforms in the aviation industry as well as among Lufthansa Technik's business segments. At AVIATAR, the achievement of carbon neutrality is based on two pillars. On the one hand, the emissions caused by the technical cloud and office infrastructure as well as by the employees had already been massively reduced in past years. While 152 metric tonnes of CO2 equivalents were still emitted in 2019, this figure was almost halved in 2021, to just 77 metric tonnes. This corresponds to the average annual footprint of just seven people. The halving of emissions is all the more remarkable given the significant increase in the number of customers over the same period and a tripling of the number of aircraft serviced on the AVIATAR platform. AVIATAR will continue to vigorously pursue the goal of reducing its real emissions. On the other hand, AVIATAR's carbon footprint is already neutral today, thanks to full financial compensation of the remaining emissions through a broad portfolio of social and environmental projects. These include, for example, the installation of wind turbines in India, reforestation of rainforest in Nicaragua, support for sustainable food production in

**OTHER NEWS**



Photo: BAA Training and Air France agreement signing

**BAA Training**, a family member of **Avia Solutions Group**, has signed a partnership agreement with **Air France** under which BAA Training will be providing the French carrier with Airbus A320 Type Rating services. Fulfilling the agreement, BAA Training will prepare more than 170 pilots Type Rated on the A320 for Air France. The students will be trained at BAA Training simulator centres in Barcelona, Spain and Vilnius, Lithuania, using both full-flight simulators (FFS) and flight training devices (FTDs). Innovative developments, such as virtual reality technology and an FFS/FTD mix add complementary value to the training courses. The first pilot group begins training in September 2022. BAA Training is expanding its presence in the French aviation market by building a new simulator training centre near Paris in partnership with Transavia France, the low-cost subsidiary of the Air France-KLM Group. The new facility featuring six simulator bays will start operations in January 2023. Full-flight simulators modelled on narrow-body aircraft – the A320 and B737 – and wide-body aircraft will join the fleet. In addition, FTD Level 2 devices, virtual reality technology and full-scope cabin crew training equipment, such as RFFT, CEET door trainers, slides, etc., will extend the range of equipment available. BAA Training has also launched an Ab Initio training programme in cooperation with Ecole Nationale de l'Aviation Civile (ENAC), the only aviation-oriented university in France. This pilot training programme is tailored to individual clients and the airlines.

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**INFORMATION TECHNOLOGY**

Burundi, and the procurement of sustainable aviation fuel (SAF). The compensation of emissions is carried out in close cooperation with SQUAKE. The IT start-up, a spin-off from the Lufthansa Group's Innovation Hub, automates the emissions accounting and enables AVIATAR to operate the calculated compensation exclusively via certified projects. This ensures that the emissions generated are offset in a complete, transparent and verifiable manner. In addition to the annual compensation of future emissions from now on, AVIATAR has decided to also compensate its emissions from the past three years (319 tonnes of CO2 equivalent) via SQUAKE.

**OTHER NEWS**

The **Turkish government** has taken relatively draconian steps to stop an exodus of its home-grown pilots from working for foreign carriers as demand for travel ramps up worldwide. Turkish pilots are especially sought after by **Gulf state carriers** and **North American airlines**. Last month, Germany said it will fast-track work permits and visas for several thousand foreign airport workers, mainly from Turkey, to help to ease summer travel chaos. The Turkish government has now made it impossible for pilots to leave their employment with a Turkish carrier unless the carrier provides them with a consent letter. While pilots will still be permitted to resign their position with a Turkish carrier, without the consent letter from their employer, the Turkish government will delay the processing of their application for verification, which would be required by the pilots' new employers. Carriers across the globe are struggling to recruit sufficient staff to cope with the bigger-than-expected surge in post COVID-19 air travel. As examples, at the beginning of the year American startup discount carrier **Avelo** was prepared to offer a 50% increase in a standard captain's pay and 30% for a first-year first officer, as well as a US\$20,000 signing bonus. **Breeze**, another American startup carrier was offering just over a 30% jump in an Airbus A220 captain's pay, while **Sun Country** boosted first-year salaries between 35% and 45%. In the regional sector, **GoJet** not only increased salaries last December, but it also increased signing bonuses to US\$40,000 for captains and US\$20,000 for first officers. The Hava-Is union in Turkey has made it clear it considers this new restriction to be an intervention to pilots' freedom of labour and individual rights and will be meeting with transportation ministry and civil aviation officials to discuss the changes. (£1.00 = US\$1.20 at time of publication).

**OTHER NEWS**



*Photo: Air Canada and Emirates form strategic partnership*

**Air Canada** and **Emirates** have announced the signing of a strategic partnership agreement that will create more options for customers when travelling on the carriers' networks while also enhancing the customer experience throughout the journey. Air Canada and Emirates intend to establish a codeshare relationship later in 2022 that will offer enhanced consumer travel choices for Air Canada customers to travel to the United Arab Emirates and to destinations beyond Dubai. Emirates customers will also enjoy an enhanced travel experience when travelling to Toronto or to key destinations across the Air Canada network. Customers will have the ability to book connecting travel between both airlines' networks with the ease of a single ticket, seamless connectivity at the carriers' respective global hubs and baggage transfers to their final destinations.



*Photo: Norwegian*

The two Norwegian airlines, Widerøe and Norwegian, have signed a cooperation agreement. **Norwegian** and **Widerøe** have signed a letter of intent that will see the two airlines closely cooperate in a number of areas in the future. This means, among other initiatives, the two companies will cooperate on tickets sales, enabling passengers to seamlessly travel the entire route network of both airlines under an interline agreement. The objectives of the agreement will provide a better service to passengers and create synergies and operational efficiencies. Norway is an extremely important market for both companies. Widerøe flies throughout the regional network in Norway while Norwegian is a major player in the main route network. A large proportion of passengers in Norway depend on both Norwegian and Widerøe to reach their destination. Norwegian's CEO, Geir Karlsen said: 'I am very pleased with the agreement we have entered into with Widerøe today. Our goal for this collaboration is to benefit both companies' passengers and our employees. In many ways, this is an historic agreement bringing two Norwegian airlines together. A lot of detail is still being worked on but it's clear from the past months' discussions with Widerøe that there are many areas we both have a common interest to collaborate on'.

**OTHER NEWS**

It's not only airlines who are struggling to cope with the surge in demand for air travel. **Heathrow** is now asking carriers to stop selling tickets as it is unable to provide a safe service to more than 100,000 outgoing passengers a day. The airport has set this as a limit until September 11, despite the current government amnesty on airport slots. "Even despite the amnesty, daily departing seats over the summer will average 104,000 — giving a daily excess of 4,000 seats. On average only about 1,500 of these 4,000 daily seats have currently been sold to passengers, and so we are asking our airline partners to stop selling summer tickets to limit the impact on passengers," said Heathrow CEO John Holland Kaye. Willie Walsh, the Director General of the **International Air Transport Association (IATA)** stated: "Airlines have been predicting stronger traffic than Heathrow has been predicting ... they clearly got it completely wrong," adding: "To tell airlines to stop selling — what a ridiculous thing for an airport to say to an airline." Walsh, the former CEO of **British Airways** owner **IAG**, also commented that "Heathrow are trying to maximise the profitability that they get from the airport at the expense of airlines."

**INDUSTRY PEOPLE**



Antonio Di Gennaro

- ATR Board members have appointed **Antonio Di Gennaro** as Senior Vice President Finance and Chief Financial Officer, effective as of July 1, 2022. He brings with him over fifteen years' experience as a finance and operations business leader and joins ATR from PZL Świdnik, a Leonardo Helicopters company, where he was Chief Financial Officer and Member of the Management Board since 2018. Prior to this, Di Gennaro has held several international positions in the Aerospace & Defence industry in both military and civil sectors. He has a strong background in operations, manufacturing, customer service and sales and business integration between cross-cultural organisations. He started his career at Alenia Aermacchi (merged in 2016 into Leonardo).

- Hawaiian Holdings, the parent company of Hawaiian Airlines (Hawaiian), has announced the appointment of **Wendy Beck** and **Craig Vosburg** to its board of

directors. Beck has extensive finance leadership experience in the consumer and travel industries, most recently serving as Executive Vice President and Chief Financial Officer at Norwegian Cruise Line Holdings. Vosburg, Chief Product Officer at Mastercard, has specialised in driving cultural and technological transformation to develop new products and businesses. He has spent the last 16 years in various leadership roles at Mastercard, previously held management positions at Bain & Company, A. T. Kearney and CoreStates Financial Corporation.

- Aircraft Finance Germany has announced that **Tohru Saito** is joining the AFG team as VP Sales in Japan. Saito has more than 30 years' experience working for Japan Airlines in various executive roles and across different departments: maintenance, aircraft and engine selection, design and engineering and group fleet planning. He also worked for GE Aircraft Engines as a seconded employee at the combustion centre of excellence in Cincinnati, Ohio. He later became the managing director of the Association of Air Transport Engineering and adopted aerospace regulations for MROs, flight operations and cabin safety from the FAA and EASA. Saito has also worked closely with IATA and ICAO.



Julie Faverie

- Specialist regional aircraft lessor TrueNoord has announced two key appointments to complement its existing team. **Julie Faverie** officially joins the Dublin office as Legal Counsel, following a nine-month Legal Seconded position with the team. Whereas **Vinay Kasturi** will be based at TrueNoord's Amsterdam office, holding the position of Financial Planning & Pricing Officer. An



Vinay Kasturi

experienced legal professional, Faverie graduated from the University of Nice with a Master Degree in Private Law, before qualifying as a French Solicitor in 2014. She was then admitted to the Roll of Solicitors in Ireland in 2018. Most recently working as a solicitor with the aviation, commercial and corporate team at respected firm

Flynn O'Driscoll, Faverie was seconded to the TrueNoord Dublin team in October 2021. Now officially joining TrueNoord as a senior member of the legal team, she will play a key role in driving lease and financial negotiations as well as other legal matters, ensuring the efficient execution of transactions. A seasoned financial expert, Kasturi has held a number of high-level international investment and transaction execution positions over the last ten years. Before joining TrueNoord, Kasturi was Vice President at CDB Aviation Lease Finance in Dublin where he was an integral part of the team with key responsibilities for pricing, structuring and fleet strategy. The new role of Financial Planning & Pricing Officer at TrueNoord is a highly analytical position focusing on strategy, investment and finance. Working in close collaboration with the senior management team, finance, sales and technical teams, Kasturi will be pivotal in optimising transaction structures and pricing.



**AviTrader Publications Corp.**  
Suite 305, South Tower  
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**Publisher**  
Peter Jorssen  
Tel: +1 604 318 5207

**Editor**  
Heike Tamm  
editor@avitrader.com  
Tel: +34 (0) 971 612 130

**Advertising Inquiries**  
Tamar Jorssen  
VP Sales & Business Development  
tamar.jorssen@avitrader.com  
Phone: +1 (778) 213 8543

For inquiries and comments,  
please email:  
editor@avitrader.com



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
A320-233ceo	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 247559931
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
B757-200 Cargo	Airwork Ireland Limited	RB211-535E4	27051	1995	Now	Lease	Robbie Brazel	robbie.brazel@airworkgroup.com	+353 87 372 8262
B757-200 Cargo	Airwork Ireland Limited	RB211-535E4	25297	1992	Q4/2022	Lease	Robbie Brazel	robbie.brazel@airworkgroup.com	+353 87 372 8262
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	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
(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.)

CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(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
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(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.				
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 4000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW4168	Now - Sale / Lease	Castlelake	Graeme Dodd	Graeme.dodd@castlelake.com	+44 207 190 6138
PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
PW119B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
PW119B	Now - Lease				
PW120A	Now - Lease				
PW121 (ATR)	Now - Lease				
PW124B	Now - Lease				
PW123B	Now - Lease				
PW125B	Now - Lease				
PW127F	Now - Lease				
PW150A	Now - Lease				
PW127M	Now - Lease				
PW150A RGB	Now - Lease				

# THE AIRCRAFT AND ENGINE MARKETPLACE

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(4) PW127M	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(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) GTCP331-500B	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
(2) GTCP331-200ER, (2) GTCP131-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCP131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
GE90-115B – Fan Stator Module – P/N 2115M15G04		Altavair	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
(2) A320, (1) A330, (1) A340 Landing Gear Shipsets		GA Telesis		landinggearsales@gatelesis.com	
(1) A320 ENH NLG					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) RE220, (1) APS3200, (1) GTCP131-9A	Now - Sale / Lease	Magellan Aviation Group	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTCP131-9B, (1) GTCP331-500B	Now - Sale / Lease				
(1) GTCP331-500B	Now - Sale/Lease/Exch.	BBAM	Steve Zisis	info@bbam.com	+1 787 665 7039
(2) GTCP331-350, (2) APS2300	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(1) APS3200, (1) GTCP131-9B					
((1) GTCP331-200ER, (2) RE220RJ	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 954-683-1893
(2) GTCP36-150RJ					
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(4) GTCP131-9A, (4) GTCP131-9B		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(1) GTCP331-350, (2) GTCP331-500, (1) APS3200B, (2) APS3200C					
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000			Ricky Torres	stands@gatelesis.com	+1-954-676-3111
(3) APU GTC131-9B, (1) GTCP331-500B	Now - Sale / Lease	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease				
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368



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Vice President Sales & Business Development

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