

Weekly Aviation Headline News

WORLD NEWS

United to fly non-stop from Washington to Cape Town

United Airlines announced new direct flights between Washington Dulles Airport and Cape Town. The U.S. DoT granted the airline three weekly direct flights, which will commence on November 17, 2022. United will fly a Boeing 787-9 aircraft on this new route, which features 48 lie-flat, United Polaris® business class seats, 21 United Premium Plus® seats and 188 economy seats. United will soon offer a total of 19 weekly flights to Africa - in addition to these new flights to Cape Town, the airline launched nonstop flights from New York/Newark to Johannesburg and Washington D.C. to Accra, Ghana and Lagos, Nigeria in 2021.

IAG Cargo delivers Q2 revenues of €411 million

IAG Cargo has reported its financial results for Q2 2022, with revenues of €411 million for the period from April 1 to June 30 2022. The Q2 results take IAG Cargo's half year revenue to €843m, up 9.6% on the first half of 2021. IAG Cargo's Q2 2022 tonnage was up 4.6% whilst overall yield saw a reduction of 2.0% at constant currency versus the same period in 2021, despite the return of passenger led capacity. The business now offers more destinations into North America from London-Heathrow than pre-pandemic.

DHL Express breaks ground in Munich

DHL Express Germany marked the official start of construction for its new Munich Airport facility with a ground breaking ceremony. The building will boast a gross floor area of over 11,000 square meters. This will make the facility almost seven times larger than the warehouse DHL Express currently rents at Munich Airport's cargo centre. DHL Express will build and operate the new site on land leased from the airport operator Flughafen München GmbH.



United delivered its first profitable quarter since the pandemic began.

Photo: United

Aviation recovery continues

But hampered by labour issues

Aviation market data for July 2022 as monitored by IBA indicates that Boeing took 62% of commitments at Farnborough but Airbus still dominates the global backlog with 51% share (vs Boeing at 36%). Airbus and Boeing announced deals between them worth \$4.5bn to the UK at current programmes and prices.

Airline schedules have been reduced across Europe and North America as airlines and airports struggle with labour shortages. In Asia Pacific, Q3 schedules have also been reduced since April but this was due to ongoing Covid-19 travel restrictions. According to the Association of Asia Pacific Airlines (AAPA) airlines in this region are also confronting operational challenges that can slow down the recovery as travel demand accelerates. However, the recovery of international air travel

is well underway, only dampened by the weakening of air cargo demand because of declining exports and continuing supply chain constraints. In the US, Delta returned to profit in Q2 with an 11% operating margin. American posted a Q2 operating margin of 4% and United 7%. United reported that it achieved the highest second quarter revenue in its history, delivering its first profitable quarter since the pandemic began, despite record-high fuel prices. United also kicked off the launch of the largest transatlantic expansion in the airline's history with 10 new routes. IBA data shows that global flight capacity has grown by 31% YoY, although flight levels remain on average 20% below pre-pandemic levels. Latin America is leading global recovery surpassing pre-pandemic capacity levels since May

this year and Europe and the Middle East flight capacity are both at 83% of pre-pandemic levels.

Looking at the latest aircraft production rates, Airbus has announced that on the popular A320 programme, production is progressing towards a rate of 75 aircraft per month in 2025 as previously communicated. Airbus says given the current supply chain challenges, the company is adapting the ramp-up trajectory and now targets a monthly rate of 65 in early 2024, around six months later than previously planned.

On widebody aircraft, Airbus is exploring, together with its supply chain, the feasibility of further rate increases to meet growing market demand as international air travel recovers.

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AIRCRAFT & ENGINE NEWS

AFG Aviation Ventures No.1 acquires Rolls-Royce RB211-535E4 engine

On July 20, 2022, AFG Aviation Ventures No. 1 (Ireland), a wholly owned subsidiary of Aircraft Finance Germany, has completed the acquisition of one Rolls-Royce RB211-535E4 engine, bearing ESN 31391, from a subsidiary of Florida-based Gryphon Aviation Leasing. The engine is currently on its way to Budapest (Hungary) where it awaits installation on a Boeing 757-200F airframe.

Embraer delivers 11 commercial and 21 executive jets in 2Q22

Embraer delivered 32 jets in the second quarter of 2022, of which 11 were commercial and 21 were executive jets (12 light and nine large). As of June 30, the company has delivered a total of 46 aircraft (17 commercial and 29 executive). The firm order backlog at the end of 2Q22 stood at US\$17.8 billion, the highest level since 2Q18, driven by new sales of aircraft and services, an increase of 12% when compared to the US\$15.9 billion recorded in the same period in 2021. During the period, Embraer welcomed Sky High from the Dominican Republic to the E-Jets operator family, which will operate two first-generation E190 jets. These aircraft will be covered by the pool programme contract which was announced by Embraer Services & Support. In June, Embraer signed a firm order to convert up to ten E-Jets into passenger-to-freight (P2F) aircraft with an “undisclosed” customer. The aircraft will come from this customer’s current fleet of E-Jets, with deliveries starting in 2024. This is the first firm contract for the conversion of E-Jets and the second agreement for this type of operation. In another contract, announced in May, Embraer and Nordic Aviation Capital (NAC) agreed on ten conversion positions for the E190F/E195F jets. Also in the second quarter of 2022, Embraer Defense & Security delivered the last modernised AF-1 fighter jet to the Brazilian Navy. In the business aviation market, the results and growing demand confirm Embraer’s solid positioning in the light- and mid-size jet segments. £1.00 = US\$1.20 at time of publication).

Abelo sells one Dash 8-100 to ALS Ltd, Kenya

Aircraft lessor Abelo has confirmed the sale of one Dash 8-100 aircraft, MSN 33, to ALS Ltd in Kenya. With this new sale, Abelo continues to expand its sales/leasing and asset management services in the African market. ALS Ltd is an aviation company based at Wilson Airport Nairobi, with a fleet of 33 aircraft (ten Embraer jets, 13 Dash 8 100/200/300s, five Beech

Condor renews fleet with Airbus A320neo family



Condor has selected the A320neo family to modernise its single-aisle fleet

Photo: Airbus

German Airline Condor Flugdienst GmbH has selected the A320neo family to modernise its single-aisle fleet. The agreement will cover 41 aircraft, via lease and via direct purchase. The aircraft will be powered by Pratt & Whitney engines. “After we will have replaced our entire long-haul fleet with state-of-the-art two-litre aircraft by the beginning of 2024, it is the logical next step for us to modernise our short- and medium-haul fleet as well. With our new A320neo and A321neo aircraft, we are consistently developing our fleet and ourselves as a company and also taking care of our own aspiration to enable responsible and at the same time comfortable travel with significantly reduced CO2 emissions, significantly lower fuel consumption and less noise,” says Ralf Teckentrup, CEO of Condor.

Embraer’s E195-E2 makes debut touchdown at London City Airport



Photo: Embraer’s E195-E2 in black and gold TechLion livery, made its debut landing at LCY

After departing the Farnborough Airshow, Embraer’s latest aircraft, the E195-E2, made its debut landing at London’s iconic City Airport (LCY), demonstrating the aircraft’s steep approach capability. The visit, in anticipation of the aircraft’s certification for steep approach into London City at the end of this year, included ground handling tests and other preparations for the aircraft’s first scheduled flight into LCY, expected shortly after certification. The visit demonstrates the importance Embraer places on being able to offer LCY capability to airlines with the E195-E2, with the E190-E2 having begun operations into LCY in September 2021. The airport is a vital component of London’s wider connectivity and Embraer aircraft are uniquely able to manage the challenges of LCY operations. Embraer aircraft account for 85% of all LCY operations on routes as diverse as Edinburgh and Mykonos. The aircraft, the largest in the E2 family and seating up to 146 passengers, was flown into LCY on a 39% blend of sustainable aviation fuel. Embraer’s test aircraft, featuring the eye-catching black and gold TechLion livery, was welcomed with the traditional water salute from London City Airport’s fire service.

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AIRCRAFT & ENGINE NEWS

1900Ds and five C208Bs). ALS Ltd is an industry leader offering a range of customised and comprehensive aviation solutions for the benefit of Humanitarian Operations, Airlines, Oil/Resource Exploration and VIP clientele.

LCI signs agreement for up to six H175 helicopters with Airbus

LCI, a leading aviation company and a subsidiary of the Libra Group, has announced an order for up to six H175 super-medium helicopters from Airbus, valued at over US\$125 million (£103 million). The order is for two confirmed aircraft with the first H175 set to be delivered to LCI in late 2023. The agreement provides for a further four options and builds upon LCI's previous order for new H175s. Jaspal Jandu, CEO of LCI, says: "The Airbus H175 is a versatile, multi-purpose helicopter and this order will help to maintain the breadth of LCI's product offering. This latest chapter in our partnership is an important element of LCI's long-term growth strategy and demonstrates our confidence in the helicopter leasing market." LCI has signed an order for six H175 helicopters Photo: Airbus

IAG firms up on orders for 37 Airbus A320 neo-family jets, with option for a further 50

In addition to firming up on an order for 12 Airbus A320neo-family aircraft which were part of an options order back in August 2013, International Airlines Group (IAG) has confirmed that it has also placed a firm order for a further 25 of the family of jets, while also placing an option for 50 additional aircraft. IAG has its corporate headquarters in London, UK and its registered office in Madrid, Spain. The group

comprises Aer Lingus, British Airways, IAG Cargo, Iberia, Iberia Express, LEVEL, Vueling and Avios Group. The latest jets on firm order will be delivered between 2025 and 2028 and will be a combination of A320neos and A321neos, though the exact numbers of each will be confirmed at a later date. IAG has also confirmed that these new aircraft will be used to replace existing A320ceo-family aircraft. The news

follows on from what has been a challenging first half of the year for Airbus with additional industry concerns instigated by the geopolitical and economic climate. Airbus' CEO, Guillaume Faury has made it clear that with supply chain problems the company will have to change its targeted ramped-up production rate of the A320-family aircraft to 65 per month by the early 2024, increasing to 75 units per month by 2025.

Airbus successfully tests firefighting kit on A400M



Photo: Airbus successfully tests firefighting kit on A400M

Airbus has successfully tested a removable firefighting demonstrator kit on the A400M new-generation airlifter during a flight test campaign in Spain. The test campaign took place in daylight conditions with a minimum operating height of 150 ft, flight speeds as low as 125 knots and drops involving up to 20 tonnes of water from the current tank in less than ten seconds. The main objective of the campaign is to validate the drop water quantity and time as well as the ability of the A400M to carry out this new role with the kit. The development of this prototype and the tests have been carried out in close collaboration with the 43rd Group of the Spanish Air Force, as well as European authorities in firefighting operations and the Ministry for Ecological Transition and Demographic Challenge (MITECO). "The development of this firefighting kit is an intrinsic part of our journey towards helping to create a more sustainable and safer world, not only by our actions but also through our products. We strongly believe the A400M can play a vital role in the fight against the ever-increasing threat posed by wildfires and support the restoration of social and environmental systems," said Mike Schoellhorn, CEO of Airbus Defence and Space.

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AIRCRAFT & ENGINE NEWS

Daher unveils the Kodiak 900 aircraft

The Kodiak 900 has made its world debut at AirVenture Oshkosh on July 25, with Daher's introduction of this larger, faster version of the robust and rugged Kodiak 100 – filling out the company's airplane product line in joining the TBM 910 and TBM 960 very-fast turboprop aircraft. Inheriting the Kodiak 100's remarkable qualities as a back country STOL (short take-off and landing) and multi-role airplane, the Kodiak 900 marks a further step with its fuselage length extension of 3.9 feet to provide more passenger room and cargo space, a cruise speed increase to 210 KTAS and a greater useful load while offering a maximum range of 1,129 nm. In addition to these enhancements, the Kodiak 900's operating economics have been improved, with a nine-percent reduction in specific fuel consumption – which are in double digits when compared to competitors. This lowers the cost-per-seat-mile and the direct operating costs for commercial operators. The Kodiak 900 was certified by the U.S. Federal Aviation Administration on July 20 and deliveries will begin in 2023. Production of the Kodiak 900, along with the Kodiak 100 in its latest Series III version, is performed at the Sandpoint, Idaho facility of Daher's Aircraft Division.



The Kodiak 900 in flight with Daher's latest version of its TBM very fast turboprop aircraft – the TBM 960
Photo: Daher



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MRO & PRODUCTION NEWS

Rolls-Royce and Vietjet sign TotalCare agreement for Trent 700 engines

Rolls-Royce and Vietnamese airline VietJet have signed a TotalCare® service agreement for Rolls-Royce Trent 700 engines that will power ten Airbus A330ceo aircraft. The agreement is the execution of the memorandum of understanding that was signed in Edinburgh last year and will provide the airline with predictability and reliability for the services and maintenance. As Rolls-Royce's flagship service offering, TotalCare covers off-wing repair and overhaul and is designed to provide operational certainty for customers by transferring time on wing and maintenance cost risk back to Rolls-Royce. It will also deliver enhanced aircraft availability thanks to Rolls-Royce's in-depth engine knowledge that draws on our advanced engine health monitoring.

Hutchinson chooses Singapore Component Solutions as exclusive repair station in Asia Pacific

Hutchinson has finalised its long-term agreement with Singapore Component Solutions, the joint venture between Sabena technics and Air France Industries KLM Engineering & Maintenance dedicated to component support, to bring a competitive and quality component repair offering to operators in Asia-Pacific. Both companies have combined their respective skills to offer the Asia-Pacific market a value-adding MRO service solution of Hutchinson products in Singapore. From now on, operators can benefit from extensive capabilities including engine and APU vibration isolation systems, engine component repairs, cabin interior and composite and structural repairs.

AIRCRAFT & ENGINE NEWS

Ampaire's hybrid-electric EEL flies record-breaking 1,135 miles nonstop



Photo: Ampaire's hybrid-electric EEL

Los Angeles-based Ampaire has announced the successful completion of an 1,880-statute-mile mission from Los Angeles to Oshkosh in Wisconsin. The journey included a record-breaking 1,135 non-stop flight for an electric-hybrid aircraft between Mojave in California and Hays in Kansas on July 21. Compared to a standard Cessna Skymaster, the EEL produced fuel savings of approximately 40%. The EEL is a parallel hybrid, having one conventional combustion engine and an independent electric drivetrain. Optimised hybrid electric aircraft aim to offer substantially higher fuel savings and consequently reduced emissions' reductions. "By the time the EEL returns to California it will have flown more miles than any hybrid-electric aircraft, over 15,000, including airline demonstration flights in Hawaii and the UK. It is flying with great reliability and demonstrating the workhorse nature of hybrid-electric aircraft," noted Dr. Susan Ying, Ampaire's SVP of Global Partnerships. "We are taking the technology and expertise developed with the electrical EEL and applying it to our first commercial product, the hybrid-electric nine-seat Eco Caravan regional aircraft, which will make its first flight later this year. That aircraft will demonstrate fuel savings up to 70% and emissions' reductions up to 100% when using sustainable aviation fuel." Ampaire was formed in 2016 with a mission to become a leading developer of practical, compelling electric aircraft. The company is upgrading existing passenger aircraft to hybrid-electric power – the most rapid and efficient approach to making commercial electric air travel a reality with available technology.

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FINANCIAL NEWS

JetBlue Airways' and Spirit Airlines' boards of directors approve definitive merger agreement

JetBlue Airways and Spirit Airlines have announced that their Boards of Directors have approved a definitive merger agreement under which JetBlue will acquire Spirit for US\$33.50 per share in cash, including a prepayment of US\$2.50 per share in cash payable upon Spirit stockholders' approval of the transaction and a ticking fee of US\$0.10 per month starting in January 2023 through closing, for an aggregate fully diluted equity value of US\$3.8 billion and an adjusted enterprise value of US\$7.6 billion. Ted Christie, President and Chief Executive Officer, Spirit, said, "We are thrilled to unite with JetBlue through our improved agreement to create the most compelling national low-fare challenger to the dominant U.S. carriers, and we look forward to working with JetBlue to complete the transaction. Bringing our two airlines together will be a game changer and we are confident that JetBlue will deliver opportunities for our guests and team members with JetBlue's unique blend of low fares and award-winning service. We especially appreciate the commitment of our Spirit family throughout this process. Today's exciting announcement reflects JetBlue's admiration for Spirit and a shared belief in what the combined airline can bring for our guests." (£1.00 = US\$1.22 at time of publication).

Airbus reports half-year 2022 results

Airbus has reported consolidated financial results for the half year ended June 30, 2022. Gross commercial aircraft orders increased to 442 (H1 2021: 165 aircraft) with net orders of 259 aircraft after cancellations (H1 2021: 38 aircraft). The order backlog amounted to 7,046 commercial aircraft on June 30, 2022. Airbus Helicopters booked 163 net orders (H1 2021: 123 units), including 14 Super Puma Family and in Q1 it was awarded the contract for the Tiger MkIII attack helicopter upgrade programme. Airbus Defence and Space's order intake by value increased to € 6.5 billion (H1 2021: € 3.5 billion), corresponding to a book-to-bill ratio of around 1.3. Second-quarter orders included the contract to deliver 20 latest-generation Eurofighter jets to the Spanish Air Force. Consolidated revenues totalled €24.8 billion (H1 2021: €24.6 billion). A total of 297 commercial aircraft were delivered (H1 2021: 297 aircraft), comprising 25 A220s, 230 A320 family, 13 A330s and 29 A350s. Revenues generated by Airbus' commercial aircraft activities were broadly stable. Airbus Helicopters delivered 115 units (H1 2021: 115 units), with revenues rising by six percent mainly reflecting growth in services and

AIRCRAFT & ENGINE NEWS

Qatar Airways orders LEAP-1B engines for new Boeing 737-10 fleet



Qatar Airways has ordered LEAP-1B engines and signed services agreements with CFM International for the new Boeing 737-10 fleet
Photo: CFM International

Qatar Airways and CFM International have signed an agreement for installed and spare LEAP-1B engines to power the airline's new fleet of 25 firm-ordered Boeing 737-10 aircraft announced at the Farnborough Airshow, along with a services agreement that covers the entire fleet. The national airline of the state of Qatar has been a CFM customer since 2015 and currently operates eight CFM56-powered aircraft.

Corendon Airlines Europe leases one Boeing 737-800 aircraft



Corendon Air Boeing 737-800

Photo: AirTeamImages

CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing (CDB Leasing), has delivered one Boeing 737-800 aircraft to Corendon Airlines Europe (Corendon), a Corendon Airlines charter subsidiary based in Malta. "We are very pleased that the Corendon team have put their faith in CDB Aviation to secure the lease of this 737-800 aircraft, which will provide additional capacity throughout Corendon's network in anticipation of the ramp-up in passenger travel during this summer season," stated Paul Boyle, CDB Aviation's Head of Europe, the Middle East & Africa.

FINANCIAL NEWS

a favourable mix in programmes. Revenues at Airbus Defence and Space increased 11%, mainly driven by the Military Aircraft business and following the Eurodrone contract signature in February. Four A400M airlifters were delivered in H1 2022. Consolidated EBIT Adjusted – an alternative performance measure and key indicator capturing the underlying business margin by excluding material charges or profits caused by movements in provisions related to programmes, restructuring or foreign exchange impacts as well as capital gains/losses from the disposal and acquisition of businesses – was broadly stable at €2,645 million (H1 2021: €2,703 million).

EBIT Adjusted related to Airbus' commercial aircraft activities was broadly stable at €2,276 million (H1 2021: €2,291 million). It included the non-recurring positive impact from retirement obligations recorded in Q1, partly offset by the impact from international sanctions against Russia which was reduced as compared to Q1 2022 following good progress on the re-marketing of some aircraft. The net positive impact from these two non-recurring elements was largely offset by a less favourable currency hedging rate compared to H1 2021. Airbus Helicopters' EBIT Adjusted increased to €215 million (H1 2021: €183 million), partly driven by the growth in services and a favourable mix in programmes. It also reflects the non-recurring elements booked in Q1, including the positive impact related to retirement obligations. Given the current supply chain challenges, the company is adapting the ramp-up trajectory and now targets a monthly rate of 65 in early 2024, around six months later than previously planned. The first flight of the A321XLR took place in June, representing an important milestone towards the aircraft's entry-into-service that is expected to take place in early 2024. On wide-body aircraft, the company is exploring, together with its supply chain, the feasibility of further rate increases to meet growing market demand as international air travel recovers. (£1.00 = €1.19 at time of publication).

Boeing posts second-quarter revenues of US\$16.7 billion

Boeing has reported second-quarter revenues of US\$16.7 billion, driven by lower defence volume and unfavourable performance, partially offset by higher commercial volume. Boeing recorded positive operating cash flow of US\$0.1 billion. Commercial Airplanes second-quarter revenue increased to US\$6.2 billion, driven by higher 737 deliveries, partially offset by lower 787 deliveries. Operating margin of (3.9) % also reflects abnormal costs and period expenses, including higher R&D expense. Boeing has

AIRCRAFT & ENGINE NEWS

NAC signs agreement to lease six ATR 72-600s to Air Cairo



Air Cairo ATR 72-600 aircraft

Photo: AirTeamImages

Nordic Aviation Capital (NAC) has confirmed that it has executed a lease agreement for six ATR 72-600 aircraft with Air Cairo, based in Cairo, Egypt. Founded in 2003, the airline provides both scheduled and charter flights in the Middle East and Europe and is majority owned by Egyptair, the flag carrier of Egypt.

Ethiopian Airlines orders first A350-1000 aircraft



Ethiopian Airlines has up-sized its A350-900 order to the larger A350-1000 aircraft model

Photo: Airbus

Ethiopian Airlines Group, the flag carrier of Ethiopia and Africa's largest airline group, has up-sized four of its A350-900s on order to the largest variant of the A350 family, the A350-1000, becoming Africa's first customer for the aircraft. Ethiopian Airlines has already ordered 22 A350-900s, of which 16 aircraft have been delivered. With the A350-1000 up-sizing, Ethiopian Airlines' backlog consists of four A350-1000s and two A350-900s.

nearly completed the global safe return to service of the 737 MAX and the fleet has flown more than 1.5 million total flight hours since late 2020. The 737 production rate increased to 31 airplanes per month during the quarter. On the 787 programme, the company continues to work with the FAA to finalise actions to resume deliveries and is readying airplanes for delivery.

The programme is producing at a very low rate and will continue to do so until deliveries resume, with an expected gradual return to five per month over time. The company still anticipates 787 abnormal costs of approximately US\$2 billion, with most being incurred by the end of 2023, including US\$283 million recorded in the quarter. Commercial Airplanes

FINANCIAL NEWS

secured orders for 169 737 MAX airplanes and 13 freighters, including seven 777-8 freighters from Lufthansa Group. Commercial Airplanes delivered 121 airplanes during the quarter and backlog included over 4,200 airplanes valued at US\$297 billion. (£1.00 = US\$1.22 at time of publication).

MILITARY AND DEFENCE

AAR awarded two-year contract to support Royal Norwegian Air Force P-8A logistics

AAR has been awarded a two-year contract with two option years by the Norwegian Defence Logistics to provide commercial common parts for the Royal Norwegian Air Force P-8A aircraft fleet of five aircraft. Under the terms of this contract, AAR will provide the initial provisioning requirements and ongoing re-provisioning demands for B-737 NG-series aircraft commercial common parts, including both consumables and repairables, and deliver ground support for aircraft. AAR will assist with spares forecasting and material planning and will manage the inspection, maintenance, repair, overhaul, modification, and upgrade of repairable parts.

INFORMATION TECHNOLOGY

Private services operator **Berry Aviation** has selected **Rusada's** ENVISION software to manage its airworthiness and maintenance activities. Berry Aviation, based in San Marcos Texas, provides specialty passenger, cargo, and medevac services to the U.S. Department of Defense, as well as cargo flights for civilian organisations and third-party MRO services. The company operates a mixed fleet of over 20 aircraft consisting of De Havilland DHC-6s, De Havilland DHC-8-200s, Embraer 120s, Fairchild Swearingen Metro IIIs, King Air 350s, and Cessna 206s. As well as serving all branches of the U.S. military, Berry Aviation's customers also include Fortune 500 companies, NCAA athletic teams, NASCAR teams and other Part 135 and 121 carriers. Berry Aviation has signed up for six of ENVISION's modules, including Fleet Management, Base Maintenance and Inventory Management, along with Rusada's ENVISION Tasks and ENVISION Stock mobile applications. The solution will be implemented by Rusada's North American Client Services teams, with work on the project having already begun.

AAR CORP. has announced the implementation of Airvolution®, AAR's customisable, cloud-based, end-to-end repair cycle management (RCM) tool focused on optimising the

AIRCRAFT & ENGINE NEWS

BOC Aviation places six Airbus A320neo aircraft with JetSMART Airlines



JetSMART Airlines Airbus A320neo

Photo: AirTeamImages

BOC Aviation has announced the placement of six Airbus A320neo aircraft with South American ultra-low-cost carrier JetSMART Airlines SpA (JetSMART). All six aircraft are powered by Pratt & Whitney's PurePower® PW1100G-JM engines and are scheduled for delivery in 2024. "We are excited to work with BOC Aviation in the management of our fleet plans towards becoming the ultra-low-cost carrier in South America" said Matt Bernier, CFO of JetSMART.

Rex is growing its SAAB 340 fleet



Rex SAAB 340 aircraft

Photo: AirTeamImages

Rex has taken delivery of another SAAB 340 turboprop, further bolstering its fleet of aircraft operating to regional and rural destinations in every State in Australia. The 34-seat aircraft, registered VH-ZPO, arrived in Australia from the United States on July 20 and will enter service once final engineering and regulatory checks have been completed. Rex's Chief Operating Officer, Neville Howell, said, "The aircraft's deployment will assist in our growth strategy which has already resulted in significant capacity increases from July 4, on 11 key regional routes in New South Wales, Victoria and South Australia."

INFORMATION TECHNOLOGY

administration of aircraft component repairs — at **Textron Aviation Defense**. Airvolution® was designed by AAR to meet the demands and challenges of the aviation supply chain by enhancing aviation repair teams' management efficiencies, reducing operational costs, maximizing productivity, improving component availability, and streamlining supplier performance management. "The launch of Airvolution® is the most recent example of AAR's focus on developing digital technologies to increase efficiencies and decrease operational costs of our customers," said Rahul S. Ghai, AAR's Chief Digital Officer. "Implementation of this product with Textron Aviation Defense demonstrates AAR's commitment to helping our customers better achieve their goals by providing cutting-edge applications and we look forward to offering the product to AAR's other customers and end users."

Swiss AviationSoftware has announced the successful cut-over to AMOS M&E system at **Lufthansa German Airlines** and **Lufthansa Cargo**. The "big-bang" go-live took place on May 14th and 15th and marked the ultimate finalisation of an implementation unique in Swiss-AS history in terms of size and complexity: 3,500 users, 150 new processes, a multitude of individual legacy IT systems being replaced and close to 300 aircraft ranging over seven aircraft-types including the Airbus A320s with up to 30 years of history. Both airlines have fully adopted AMOS for their whole active fleets in a multi-CAMO setup – two completely separated

MRO & PRODUCTION NEWS

APOC partners with Willis Lease Finance for 737-800 teardown



APOC partners with Willis Lease Finance for 737-800 teardown at Teesside International Airport

Photo: APOC

APOC Aviation is collaborating with Willis Aviation Services Limited (WASL), a wholly owned subsidiary of Willis Lease Finance (Willis Lease) in APOC's first part-out project to take place at its Teesside Airport facility in the UK. The B737-800 airframe was acquired by APOC through leading Dutch asset investment manager, Arena Aviation Capital. APOC has signed a framework agreement for this and future teardowns at Teesside Airport with the experienced end-of-life solutions provider, WASL. Jasper van den Boogaard, VP Airframe Acquisition & Trading at APOC, explains that active project management and close cooperation is key for the successful completion of a project of this type. "We highly value the services provided by WASL and its specialist part-out team. The project has run very smoothly from the start, and we are working closely with the team onsite. Our full involvement at all times means that our customers can benefit from acquiring parts directly from the project."

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INFORMATION TECHNOLOGY

CAMOs (LHA + LCAG) plus one SCAMT service provider working in one AMOS environment – all approved by the German aviation authority. The global pandemic had a significant impact on the AMOS implementation as all projects at Lufthansa had been put on hold in 2020. Fortunately, the airlines' management then decided to continue the AMOS rollout as one of few strategic projects: "AMOS Restart" was born and came with an adjusted scope and limited manpower. Nevertheless, the project team managed to bring the project back to speed and successfully completed it. The airline embraced the opportunity to emerge stronger and more resilient from the crisis.

AAR, a leading provider of aviation services to commercial and government operators, MROs, and OEMs, has received official recognition from the **Federal Aviation Administration (FAA)** for its corporate Safety Management System (SMS) programme, making it the first independent third-party MRO organisation to implement this system. The corporate SMS programme provides a platform for all employees to proactively identify and report hazards, perform risk analysis and mitigation, and share best practices. Implementing this system ensures that AAR's operations maintain their position on the cutting edge of aviation safety. This advancement is the most recent example of AAR's well-established commitment to pursuing "Quality First. Safety Always." and is supported by senior leadership across the organisation.

OTHER NEWS

Ryanair has welcomed the ballot approval by its Spain-based pilots on post-COVID pay restoration, which follows the recent acceptance by its France-based pilots of a similar agreement. These agreements with the **SEPLA** (Spain) and **SNPL** (France) unions deliver accelerated pay restoration and future improvements to pay in each year up to March 2027. This year the airline will grow to 115% of its pre-COVID capacity and is prioritising the early restoration of pay for its people through these re-negotiated agreements to keep jobs secure and to have a foundation for growth. These new accelerated deals also provide for pay enhancements and other benefits beyond full restoration of pay for Ryanair's Spain- and France-based pilots over five years to March 2027.

Since the hijacking of four American planes on September 11, 2001, subsequent regulations have made access to the flight deck on commercial passenger aircraft resistant to intrusion and forceable entry. By 2007 regulations demanded

MRO & PRODUCTION NEWS

Air Europa selects AerFin's component support programme



AerFin will support Air Europa's fleet of seven E190 jets with a fully bespoke component support programme
Photo: AirTeamImages

Spanish carrier Air Europa has appointed AerFin to support its fleet of seven E190 E-jets with a fully bespoke component support programme. The BeyondPool™ support programme will provide a dedicated cost-effective solution for managing the phase-out of the airline's E190 fleet of aircraft in 2023. The flexible support programme will cover the supply, repair, overhaul and pooling of E-jet rotatable component inventory. Francisco Nadal Jaume, Supplies and Services Manager at Air Europa explains: "As an existing customer of AerFin, we already held the company in high regard and therefore selected AerFin's BeyondPool™ solution based on its proven track record and global capability to support E-jet operators. This cost-saving initiative will not only ensure that we continue to deliver the highest rates of operational reliability but also allow to provide a high level of flexibility to assist us in managing the phase-out of our E-jet fleet efficiently".

OTHER NEWS



Photo: Frontier Airlines

Ultra-low fare carrier **Frontier Airlines** is launching a cadet programme to train the next generation of Frontier pilots. The programme, operated in partnership with **ATP Flight School**, will welcome up to 35 individuals per month who seek to become commercial airline pilots. No prior flying experience is required. Cadets will receive assistance in applying for financial aid to help offset training and living expenses with the programme lasting approximately 24 months. During the programme period participants will receive certain Frontier benefits. "This is an exciting opportunity for anyone who has ever dreamed of becoming a commercial airline pilot," said Brad Lambert, Vice President of Flight Operations, Frontier Airlines. "We are putting this programme in place to not only train future pilots but to help them overcome the barriers to entry people may encounter when trying to pursue an aviation career. We are thrilled to embark on this journey that will lead us to a new generation of Frontier Airlines pilots." Cadets must be at least 19 years old, willing to relocate and clear a background check. An associate degree or higher is preferred but not required. Participants' progress will be monitored throughout the programme, and they must pass all required tests as well as obtain all necessary certifications prior to becoming a Frontier pilot. Partnerships with aviation university programmes will be integrated, as well, to create a complete academic training experience.

OTHER NEWS

that there be a set of rules in place for when the cockpit door was opened, whilst also stipulating that the door must remain locked while a plane was in operation unless to allow access for an authorised person. In 2019 the FAA was supposed to have adopted new rules under a 2018 federal law, but the implementation of these regulations has been delayed by what the FAA refers to as 'procedural rules' it has to follow. However, the FAA has now announced that once finalised, these rules will become applicable to all new planes within a two-year period of these new rules being adopted. This Wednesday the FAA confirmed that the new regulations will require all new planes to be fitted with a second barrier between the main cabin and the flight deck, applicable to all new U.S. commercial passenger aircraft. "Each additional layer of safety matters. Protecting flight crews helps keep our system the safest in the world," FAA Acting Administrator Billy Nolen said. In 2019 delays in implementing new regulations were questioned by the House Transportation Committee as Congress had already directed the agency to issue an order requiring the installation of a second barrier to entry in brand-new aircraft.

INDUSTRY PEOPLE



Nathalie Tarnaud Laude

• ATR has released that its Board Members, Airbus and Leonardo, have appointed the new Chief Executive Officer, **Nathalie Tarnaud Laude**, effective September 17, 2022. Tarnaud Laude succeeds **Stefano Bortoli**, whose four-year mandate expires at the same date, following the terms set by ATR's bylaws. Bortoli will take on a new leadership role at Leonardo that will be announced by the company in the upcoming days. Tarnaud Laude is currently NHIndustries' President and Senior Vice President Head of the NH90 Programme for Airbus Helicopters. Prior to this, she held various senior positions at Airbus in strategy, programme, technology and finance. She brings strong strategic and leadership skills, as well as programme execution experience, essential to continue developing ATR as a leader in sustainable regional aviation.

• Avolon, the international aircraft leasing company, has released that its Chief Executive

Officer (CEO), **Dómhnaí Slattery**, has informed the Board of his intention to step down from his executive role and from the Board in 2022. Avolon's Board has unanimously appointed **Andy Cronin**, Avolon's President & Chief Financial Officer (CFO), to the role of CEO Designate. In addition, **Paul Geaney**, Avolon's Chief Commercial Officer (CCO) is appointed to the role of President & CCO with immediate effect. Slattery is Avolon's founding CEO and has overseen the growth of the business from the largest private-equity-backed start-up globally in 2010 to becoming the world's second largest aircraft lessor with a balance sheet in excess of US\$30 billion (£25 billion). Having served for 12 years and built a business with a market-leading team and franchise, he has elected to step down from his executive role and will now pursue a range of other interests in a non-executive capacity. He will work closely with new CEO Cronin over the coming months, to ensure an effective transition of leadership.



Craig Radford

with the appointment of **Craig Radford** to the position of Head of Sales and Business Development. In this role, Radford will focus on identifying new revenue streams for the Hawarden, Chester-based business as it ramps up, identifying and supporting new clients, as well as exploring synergies within the group. He brings over 25 years of valuable, customer-focused experience in various senior commercial aviation roles having previously worked for regional aircraft MRO specialists Flybe Aviation Services and ATC Lasham, prior to joining the JMC Group in 2018. He has led and secured several major technical bids supporting clients' maintenance requirements, working with operators, aircraft lessors, OEMs and the extended supply chain.

• Rolls-Royce has announced that as of January 1, 2023, **Tufan Erginbilgic** will take over the role Chief Executive Officer from Warren East. East announced in February his intention to step down from the position at the end of 2022. Erginbilgic has a background in engineering, having built his career in international business including over 20 years



Tufan Erginbilgic

with BP, including five years as part of its executive team. Before leaving in 2020, in his last post he led BP's downstream business, which included Refining, Petrochemicals, Service Station Network, Lubricants, Midstream operations and the Air BP jet fuel operation. During Erginbilgic's tenure, the business was transformed, achieving record profitability and delivering record-setting safety performance. Erginbilgic has also held several non-executive directorships in heavy industry and manufacturing companies, including at aerospace technology group GKN. He is currently a partner at Global Infrastructure Partners (GIP), a private equity firm which focuses on large-scale investments in infrastructure businesses and manages US\$81bn (£67.5m) for investors.

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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 |
| A319-112 | 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 |
| A320-200 | ORIX Aviation | CFM56-5B4/3 | 4714 | 2011 | Q3/2023 | Lease | Oisín Riordan | oisin.riordan@orix.ie | +353 86 335 0004 |
| A320-200 | ORIX Aviation | CFM56-5B4/P | 2620 | 2005 | Q2/2023 | Lease | Oisín Riordan | oisin.riordan@orix.ie | +353 86 335 0004 |
| 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 | 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 |
| B737-800 | ORIX Aviation | CFM56-7B24E | 40318 | 2012 | Now | Lease | Oisín Riordan | oisin.riordan@orix.ie | +353 86 335 0004 |
| 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 | ALTAVAIR | GE90-115BL | 29146 | 2013 | Now | Sale / Lease | Clive Bowen | clive.bowen@altavair.com | +44 7899 892493 |
| B777-300ER | ALTAVAIR | GE90-115BL | 29147 | 2013 | Now | Sale / Lease | Clive Bowen | clive.bowen@altavair.com | +44 7899 892493 |
| B777-300ER | ALTAVAIR | GE90-115B | 34600 | 2006 | Now | Sale / Lease | Clive Bowen | clive.bowen@altavair.com | +44 7899 892493 |
| B777-300ER | ALTAVAIR | GE90-115B | 39700 | 2009 | Now | Sale / Lease | Clive Bowen | clive.bowen@altavair.com | +44 7899 892493 |



THE AIRCRAFT AND ENGINE MARKETPLACE

Regional Jet / Turboprop Aircraft

| Aircraft Type | Company | Engine | MSN | Year | Available | Sale / Lease | Contact | Email | Phone |
|----------------|----------------------------|----------|----------|------|-----------|--------------|-----------------|-----------------------------|-------------------------|
| CRJ-200 | Regional One | CF34-3B1 | 7925 | 2004 | Now | Sale / Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| CRJ-200 | Regional One | CF34-3B1 | 7926 | 2004 | Now | Sale / Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| CRJ-200 | Regional One | CF34-3B1 | 7937 | 2004 | Now | Sale / Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| CRJ-200 | Regional One | CF34-3B1 | 7941 | 2006 | Now | Sale / Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| CRJ-200ER | Regional One | CF34-3B1 | 8062 | 2006 | Now | Sale / Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| CRJ-200ER | Regional One | CF34-3B1 | 8059 | 2005 | Now | Sale / Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| CRJ-200LR | Regional One | CF34-3B1 | 7625 | 2002 | Now | Sale / Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| CRJ900 | Regional One | CF34-8C5 | 15215 | 2009 | Now | Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| CRJ900 | Regional One | CF34-8C5 | 15207 | 2008 | Now | Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| CRJ900ER | Regional One | CF34-8C5 | 15111 | 2007 | Now | Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| CRJ900ER | Regional One | CF34-8C5 | 15115 | 2007 | Now | Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| DHC8-Q400 | Regional One | PW150A | 4042 | 2001 | Now | Sale / Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| DHC8-Q400 | Regional One | PW150A | 4100 | 2005 | Now | Sale / Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| ERJ-145LR | Regional One | AE3007 | 145508 | 2001 | Now | Sale / Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| ERJ-145LR | Regional One | AE3007 | 145515 | 2001 | Now | Sale / Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| ERJ170-100LR | Regional One | CF34-8E5 | 17000093 | 2005 | Now | Sale / Lease | Kurt Brulisauer | kbrulisauer@regionalone.com | +1 (404) 542-5320 |
| SAAB 2000 | Jetstream Aviation Capital | AE2100A | 031 | 1996 | Now | Sale / Lease | Donald Kamenz | dkamenz@jetstreamavcap.com | +1 (305) 447-1920 x 115 |
| SAAB 340B CRG | Jetstream Aviation Capital | CT7-9B | 224 | 1990 | Now | Lease | Bill Jones | bjones@jetstreamavcap.com | +1 (305) 447-1920 x 102 |
| SAAB 340B Plus | Jetstream Aviation Capital | CT7-9B | 450 | 1998 | Now | Lease | Bill Jones | bjones@jetstreamavcap.com | +1 (305) 447-1920 x 102 |

Commercial Engines

| CF34 Engines | Sale / Lease | Company | Contact | Email | Phone |
|--------------------------|------------------------|------------------------------|------------------|---------------------------------|-------------------|
| CF34-8E5 | Now - Lease | Lufthansa Technik AERO Alzey | Kai Ebach | k.ebach@lhaero.com | +49-6731-497-368 |
| CF34-10E | Now - Lease | | | | |
| CF34-8C | Now - Lease | | | | |
| CF34-3A | Now - Sale / Lease | | | | |
| (2) CF34-10E6 Full QEC | Now - Sale / Lease | DASI | Joe Hutchings | joe.hutchings@dasi.com | + 1 954-478-7195 |
| (1) CF34-10E5A1 Full QEC | Now - Sale / Lease | | | | |
| (3) CF34-10E6 | Now - Lease | Willis Lease | Jennifer Merriam | leasing@willislease.com | +1 (561) 349-8950 |
| (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 |



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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@ftaiairline.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 | Castellake | Stuart MacGregor | Stuart.macgregor@castellake.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 | Castellake | Graeme Dodd | Graeme.dodd@castellake.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 |
|---------------------------|----------------------------|--------------------------------|-------------------|---------------------------------|-------------------|
| (3) 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 |
| (2) 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@ftaiairline.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 | | | | | |
| (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 Zissis | 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 |
| (2) 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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