

Weekly Aviation Headline News

WORLD NEWS

Air Belgium partners with WFS for South Africa services

Air Belgium is partnering with Worldwide Flight Services (WFS) in Johannesburg and Cape Town for the launch of its first services to South Africa. The airline has awarded a three-year contract to WFS to provide cargo handling for the 1,600 tonnes per annum forecast to be carried onboard its twice-weekly Airbus A330-Neo flights connecting the two prime South African cities with Brussels. Operations started on 14 September on the Brussels-Johannesburg-Cape Town-Johannesburg-Brussels routing, with high volumes of pharma traffic expected into South Africa.

Dallas Fort Worth deploys latest automated docking technology

DFW is the first to add ADB SAFEGATE's latest advanced visual docking guidance system (A-VDGS) – the Safedock Flex. The airport has ordered 42 Safedock Flex systems to replace older A-VDGS on Terminal B gates, as part of an airport-wide technology refresh aimed at improving operational performance and the passenger experience. DFW is the world's second busiest airport and largest carbon neutral airport. The airport has been operating ADB SAFEGATE's Safedock A-VDGS since 2008, with systems currently in use on all 168 gates. The new systems are scheduled to be delivered in 2022.

Sunwing - the most efficient airline in North America

IBA NetZero reveals that Sunwing was the most efficient airline per-seat per-mile in North America in August 2022. They operate six 737 MAX 8s and five 737-800s with an average age of 3.2 and 10.8 years respectively. Both have 189 seats, versus a more typical 162. 60% of Sunwing's emissions in August can be attributed to the new generation Boeing 737 MAX 8 aircraft.



1100 attendees from 84 countries attended the Aviation Africa Summit in Kigali.

Photo: Qatar Airways

Positive outlook for Africa's aviation sector

Including huge confidence in Rwanda's growth

Africa's aviation industry took a big knock during the COVID pandemic but recovery is firmly underway, that was the general consensus at the Aviation Africa Summit and Exhibition in Kigali, Rwanda last week.

The event in its sixth edition was the biggest yet with 1100 attendees from 84 countries converging on the Kigali Convention Centre. The audience included government ministers, airline representatives and director

generals of civil aviation authorities with representatives from 35 African nations. Global aviation MRO and aftermarket specialists were also amongst the exhibitors.

In his opening remarks H.E President of Rwanda Paul Kagame said recovery involved increasing connectivity, stimulating demand and creating jobs and open

skies will help lead businesses to regional and global supply chains boosting trade and investment. "This is why the full implementation of the symbol of the African transport market must remain a top priority for Rwanda as it continues to grow."

Qatar Airways, a key player on the market is underscoring its support of commercial aviation in Africa with a robust recruitment drive to supplement the almost 3,000 personnel from Africa already working with the airline.

The airline stated that Africa,

Southeast Asia and South Asia are the aviation markets expected to grow the fastest in the coming years.

During his speech at the Africa Aviation Summit in Kigali, Rwanda, Qatar Airways Group

CEO, Akbar Al Baker said "We are well-positioned to capitalise on that growth, having committed to continue flying in Africa throughout the pandemic, and expanding our operations since then. We will ensure aviation plays a major role in connecting Africa, promoting its social, economic and political integration and boosting intra-Africa trade and tourism."

"This strong recovery is due to the fundamental drivers of traffic demand remaining unchanged including economic growth faster than the world average."

Joep Ellers, Airline Marketing Director – Africa, Airbus

As Africa gears up for the ratification of the African Continental Free Trade Area (AfCTA) and the recent ratification of SAATM (Single African Air Transport Market) these policies, when fully implemented, will be a game-changer for aviation on the continent, resulting in an increase in demand for intra-African passenger and air cargo services.

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Airbus was also present in Kigali and during the conference, the OEM was vocal about two impactful topics for the region: sustainability and MRO. Joep Ellers, Airline Marketing Director – Africa told *AviTrader Publications* - a media sponsor that Airbus forecasts that air

traffic in Africa will achieve full recovery to 2019 levels between late2023 and beginning 2025. “This strong recovery is due to the fundamental drivers of traffic demand remaining unchanged, including economic growth faster than the world average, young and growing population,

urbanisation and middle-class development. There continues to be strong air travel potential within Africa due to limited ground transportation infrastructures, an abundance of natural resources facilitating trade and numerous touristic opportunities,” Ellers said.

AIRCRAFT & ENGINE NEWS

Teleport expands fleet with addition of three A321 freighters

Teleport, the logistics venture of Capital A (formerly AirAsia Group Berhad) has announced the expansion of its fleet with the addition of three Airbus A321 freighters (A321Fs). This increases Teleport’s cargo-only fleet to four freighters in total, in addition to over 200 exclusive AirAsia passenger aircraft bellies. The three A321 freighters will be operated by AirAsia and will be delivered in stages starting in Q1 of 2023. The addition of the freighters into Teleport’s fleet provides the unique load ability and body composition where it allows for containerised loading in both the main deck and lower deck. These narrow-body freighters will greatly strengthen Teleport’s cargo network and address the diversifying market demand within Southeast Asia and the overall Asia-Pacific region.

Titan Aircraft Investments and Ethiopian Airlines sign long-term dry lease agreement for 767 freighter aircraft

Titan Aircraft Investments, the joint venture between Titan Aviation Holdings, Inc. and Bain Capital Credit, has announced the placement of three Boeing 767-300ER converted freighters on long-term dry leases with Ethiopian Airlines Group. Ethiopian Airlines is expected to take delivery of the first of these aircraft later this month, with the second delivery planned for later this year and the third aircraft planned for 2023. The addition of these three aircraft brings Titan Aircraft Investments’ freighter fleet to ten aircraft, five of which are Boeing 767 converted freighters.

As African aviation traffic recovers at strong pace, Boeing forecasts demand for 1,010 new airplanes

Boeing estimates that intra-regional and domestic networks across the African continent will grow with a robust 6.1% compound annual growth rate, driving twenty-year demand for 1,010 new airplanes by 2040 valued at US\$176 billion (£153 billion). With Europe remaining the most prominent origin/destination for African carriers,

Orders and deliveries – Boeing and Airbus

Airbus v Boeing: Orders and Deliveries

August 2022 YTD

| Airbus | | | Boeing | | |
|--------------|------------|------------|--------------|------------|------------|
| Type | Orders | Deliveries | Type | Orders | Deliveries |
| A220 | 106 | 30 | 737 | 287 | 240 |
| A320 Family | 607 | 298 | 747 | 0 | 3 |
| A330 | -80 | 16 | 767 | 12 | 16 |
| A350 | 4 | 38 | 777 | 49 | 16 |
| A380 | 0 | 0 | 787 | -10 | 2 |
| Total | 637 | 382 | Total | 338 | 277 |

Source: Airbus

Source: Boeing

Airbus delivered 39 aircraft in August to 22 operators. Wizz Air took most deliveries with 3 A321neo aircraft. For the balance of F23 the airline expects around 36 new A321neo aircraft deliveries, while 11 A320ceo aircraft will reach the end of lease and will exit the fleet. Airbus reported no orders for the month of August.

Boeing achieved 30 orders in August including 11 737MAX jets for an identified operator and AerCAP placed orders for 9 787-9s. The 767-300F continues to demonstrate resilience in the market with an additional order from UPS for 8 aircraft. Boeing delivered 35 aircraft in August predominantly the 737MAX and the first 787-9 delivery to Lufthansa.

CDB Aviation completes deliveries of ten A320-200 aircraft to Indonesian carrier Super Air Jet

CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing (CDB Leasing), has reported the delivery of the last of ten Airbus A320-200 aircraft to Indonesia’s newest low-cost airline, Super Air Jet (SAJ). The aircraft were delivered to the carrier over a period of 18 months and are intended to support the development of Super Air Jet as a leading airline supporting the growth of domestic traffic in fast growing Indonesia as the region’s market continues to recover from the pandemic. “SAJ’s growth prospects in Indonesia are very promising. Our team’s prerogative was to provide the most attractive financing terms and the right scale of leased aircraft to aptly support SAJ’s growth trajectory and low-unit cost operating model for the foreseeable future,” said Peter Goodman, Chief Marketing Officer CDB Aviation.



Super Air Jet Airbus A320-200

Photo: AirTeamImages

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overall African air traffic growth is forecasted at 5.2%, the third highest among global regions. Boeing has provided the data as part of its 2022 Commercial Market Outlook (CMO), the company's long-term assessment of global demand for commercial airplanes and services. African aviation traffic has recovered at strong pace in 2022 with pent-up demand and economic growth driven by higher global commodity prices allowing African airlines to recover their flight operations to 80% of pre-pandemic levels. Africa's above-world-average annual economic growth of 3.1%, combined with increasing rates of urbanization and a growing middle-class population will continue to be the drivers for the continent's long-term traffic demand, according to Boeing. Initiatives such as the African Continental Free Trade Area and Single African Air Transport Market are expected to further stimulate trade and intra-regional connectivity. "African carriers are well positioned to support inter-regional traffic growth and capture market share by offering services that efficiently connect passengers and enable commerce within the continent," said Randy Heisey, Boeing managing director of Commercial Marketing for Middle East and Africa. "We forecast an increase in the average aircraft size and seats per aircraft for the African fleet, as mid-size, single aisles, like the Boeing 737 MAX, will be the most in demand for the continent." The 2022 Africa CMO also includes these projections through 2041:

- Airlines in Africa will grow their fleets by 3.5% per year to accommodate passenger traffic growth of 5.2% annually, above the global average growth of 3.8%.
- Single-aisle jets are expected to account for more than 70% of commercial deliveries, with 740 new planes mainly supporting domestic and inter-regional demand. In addition, African carriers are estimated to need 250 new wide-bodies, including passenger and cargo models, to support long-haul routes and air freight growth.
- More than 80% of African jet deliveries are

HiSky signs lease agreements with ALC for two Airbus A321neo LR aircraft



Airbus A320-200 in HiSky livery.

Photo: AirTeamImages

two new A321neo LR aircraft is the right ingredient to sustain our growth strategy in 2023," said Iulian Scorpan CEO of HiSky. "We are grateful to ALC for the opportunity to operate the industry's most modern aircraft offering top performance, range, and fuel efficiency. Starting in April 2023, HiSky passengers will benefit from several long-range nonstop flight solutions to be announced this autumn." HiSky is an EASA-certified airline that operates in Romania and Moldova from three operational bases: Bucharest, Cluj and Chisinau. The carrier combines charter and scheduled flights and expects, in the coming months, to celebrate the transportation of its first one million passengers since the inception of operations in March 2021.

MNG Airlines receives second A330-300 P2F aircraft following its conversion at EFW

MNG Airlines, which holds a significant share of the air cargo industry in Turkey, is looking to use its experience to expand its services and flight network. After having converted Turkey's first passenger-to-freighter (P2F) aircraft last year, MNG Airlines has completed the conversion of its second aircraft and TC-MCN is ready to take to the skies again with a much higher structural and volumetric payload capacity. With the vision of continuous improvement, MNG Airlines was the first Turkish company to invest in the acquisition and conversion of the A330-300 into a freighter aircraft in December 2020. Turkey's first converted A330-300P2F left Elbe Flugzeugwerke's (EFW) facility in November 2021 and joined the MNG Airlines' fleet as TC-MCM. Since then, it has completed nearly 3000 flight hours and carried over 12,000 tonnes of cargo in the last nine months to maintain a sustainable network between China-Türkiye and Europe. The second A330-300, TC-MCN was sent to EFW for the same P2F conversion process. The passenger-to-freighter conversion took seven months from February to September 2022. TC-MCN is already scheduled to begin commercial operations in mid-September.



Photo: MNG Airlines has taken delivery of its second A330-300 P2F aircraft



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expected to serve fleet growth with more sustainable, fuel-efficient models such as the 737, 777X and 787 Dreamliner, with nearly one in five deliveries replacing older airplanes.

- Estimated demand for aviation personnel will rise to 67,000 new professionals, including 20,000 pilots, 21,000 technicians and 26,000 cabin crew members.
- Commercial services opportunities such as supply chain, manufacturing, repair and overhaul are valued at US\$80 billion (£70 billion).

MRO & PRODUCTION NEWS

Wencor announces exclusive, multi-year defence channel partnership with AMETEK Sensors and Fluid Management Systems

AMETEK Sensors and Fluid Management Systems has selected Wencor as its exclusive distributor supporting global military and government aftermarkets. The agreement includes aircraft and engine sensors for temperature, pressure, flow, fluid level, acceleration, proximity, speed and position, supporting key military platforms in the aerospace and defence market segments. "We are excited to partner with AMETEK SFMS and its market-leading offerings. Its diverse product and technical engineering capabilities, combined with our extensive defence portfolio and value-added services will expand our opportunities to the defence markets. We pride ourselves in our ability to provide innovative solutions that enable reliability, material availability and cost efficiencies for our customers and this partnership will enhance these deliverables," said Wencor President of Defence, Scott Herndon. Elaine O'Neill, Vice President and Business Unit Manager of AMETEK Sensors and Fluid Management, noted: "This partnership allows us to effectively service the military aftermarket with our broad product offering of highly engineered technology solutions." AMETEK Inc. is a leading global manufacturer of electronic instruments and electromechanical devices with annual sales of US\$5.5 billion (£4.7 billion).

Satair and Triumph Aviation Services Asia extend repair agreement for Airbus proprietary parts

Satair, an Airbus services company, and Triumph Aviation Services Asia (TASA) have signed a multi-year agreement extending the long-standing provisioning of repair station services for Airbus proprietary parts powered by Satair. Since 2015, Satair has partnered with TASA – part of Triumph Group of the U.S.A., which has carried out repair services for a wide range of Airbus aircraft operators with a progressive increase in the development of new repair capabilities and onboarding new aircraft programmes, like the Airbus A350. Under the new agreement, TASA will

AIRCRAFT & ENGINE NEWS

Porter Airlines to lease six Embraer E195-E2 aircraft from TrueNoord



TrueNoord to lease six Embraer E195-E2 aircraft to Porter Airlines
Photo: Porter Airlines

Specialist regional aircraft lessor True Noord has completed the purchase agreement for multiple new E195-E2 aircraft from Embraer. The next-generation jets will join Porter Airlines' growing fleet on a long-term operating lease. All six aircraft are to be delivered in 2023 and are part of Porter's first firm E2 order for 30 E195-E2s, confirmed in 2021. Based primarily at Toronto Pearson International Airport, Porter will fly the new E2 aircraft to key destinations across Canada and the United States, with routes connecting to U.S. south- and west-coast destinations. Jeffrey Brown, Executive Vice President and Chief Financial Officer at Porter Airlines, commented on the positive partnership with TrueNoord and how he looks forward to a long-term relationship between the two companies. "The growth plans that Porter is pursuing require support from dedicated partners. TrueNoord fits this mould, not simply from a financial perspective, but also by understanding our vision and how we intend to use the E195-E2 to help introduce a new level of service throughout North America."

DHL Express and SIA partnership takes off with new Boeing freighter aircraft

DHL Express, the international express service provider, has welcomed the arrival of its new Boeing 777 freighter at Singapore Changi Airport. The freighter, which sports a dual DHL-Singapore Airlines (SIA) livery, has a maximum capacity of 102 tonnes. SIA will operate it on routes to the United States of America via South Korea thrice weekly. In March 2022, DHL Express and SIA signed a crew and maintenance agreement to deploy five Boeing 777 freighters. These freighters will be operated by



The new Boeing freighter in dual DHL-SIA livery has arrived
Photo: SIA

SIA pilots, with the maintenance overseen by SIA. The second Boeing 777 freighter is slated to enter into service in November 2022, following which both freighters will operate the Singapore-Incheon-Los Angeles-Honolulu-Singapore route six times weekly. The remaining three freighters are planned for delivery throughout 2023. Following this, all five freighters will operate on routes between the United States and Singapore via points in North Asia and Australia.

provide repair services for Airbus proprietary parts for all A320, A330, A350 and A380 families, with a special focus on the structural and flight surfaces and including but not limited to rudders, elevators, sharklets, etc. In addition to the wide coverage of Airbus platforms, the extension is projected to establish the footprint and readiness to support additional repair services for NextGen aircraft such as the A350, as well as for legacy platforms including the single-aisle (A320 family), long-range (A330/340 family) and A380 programmes.

TAM's first half year exceeds expectations

With the books closed on the first half of 2022, TAM, Taby Air Maintenance, looks back on a good first half

year and has high hopes for an equally good rest of the year. A number of Saab 340 cargo conversions and the new Saab 2000 cargo conversion programme well under way adds to a steady flow of ordinary MRO work on Saab and ATR 72 aircraft. Having both a design organisation and parts production in house gives TAM a unique flexibility to support operators of regional aircraft with an unparalleled ability to provide not only a highly cost-effective MRO service but also the ability to solve upcoming, unexpected issues, be it in the hangars or as an AOG occurrence. With the successful Saab 340 cargo conversion programme, complemented by the new Saab 2000 cargo conversion programme, TAM has a firm position as the world's leading Saab 340/2000 conversion specialist.

FINANCIAL NEWS

Parker-Hannifin Corporation completes acquisition of Meggitt for £6.3 billion

Parker-Hannifin Corporation, a global leader in motion and control technologies, has completed its acquisition of Meggitt PLC for approximately £6.3 billion. Meggitt, headquartered in Coventry, UK, had annual revenue of approximately £1.63 billion for the 12-months ending June 30, 2022, and employs more than 9,000 team members serving customers around the world. Meggitt has diverse aerospace and defence exposure with technology and products on almost every major aircraft platform. The transaction is expected to drive significant value creation for shareholders through increased organic growth, stronger cash flow and add to Parker's earnings per share, excluding one-time costs and deal related amortisation. Meggitt will add complementary technologies, increase Parker Aerospace's aftermarket mix through recurring revenue and enhance growth opportunities through commercial aerospace recovery, anticipated global aircraft fleet renewal, and in emerging trends such as electrification and low-carbon technologies.

Lufthansa fully back in private hands

The Economic Stabilization Fund of the Federal Republic of Germany (WSF) has released that all the remaining shares of its holding in Deutsche Lufthansa AG have been sold to various investors via an accelerated book building process. The WSF last held around 6.2% of the company's share capital (74.4 million shares). The WSF had acquired its original shareholding of 20% of the share capital of Deutsche Lufthansa AG for €306 million (£266 million) in the summer of 2020. It was agreed at the time that the holding would be sold by October 2023 at the latest. Deutsche Lufthansa AG had already repaid all the loans and deposits it had received from the German government ahead of schedule in November 2021. Following the sale of its remaining shares, the WSF no longer holds any equity stake in Deutsche Lufthansa AG. As a result, all remaining conditions will now also end.

Apollo funds commit up to US\$1.5 billion to Embraer customer financing agreement

Embraer S.A. (Embraer) has signed a memorandum of understanding with an affiliate of Apollo, on behalf of its clients and managed funds, with respect to a US\$1.5 billion (£1.3 billion) customer financing programme for Embraer's regional aircraft. Apollo, working alongside Embraer, will offer a comprehensive range of innovative and bespoke solutions across the spectrum of customer and delivery financing.

AIRCRAFT & ENGINE NEWS

Air Canada to take stake in Heart Aerospace and orders 30 ES-30 electric-hybrid aircraft



ES-30 hybrid-electric aircraft in Air Canada livery

Photo: Heart Aerospace

As part of Air Canada's commitment to become a net-zero carbon emissions operator by 2050, the flag-carrying airline has agreed to purchase 30 ES-30 hybrid-electric aircraft from Sweden's Heart Aerospace. In addition, as part of Air Canada's commitment to reducing carbon emissions, it is also acquiring a US\$5 million equity stake in the Gothenburg, Sweden-based regional aircraft manufacturer. The ES-30 hybrid electric aircraft will be used by Air Canada for

local and regional flights and should be in service by 2028. Operating on battery power alone, the 30-passenger aircraft will have a range of 200 km. Using the reserve hybrid generators that range can be extended to 400 km, and up to 800 km if passenger numbers are limited to 25. The turnaround time required to recharge the batteries is expected to be between 30 to 50 minutes. The ES-30 will be powered by lithium-ion batteries and will be quieter, have better operational parameters, be more reliable and have a smaller environmental footprint than conventional turbo-prop aircraft. The ES-30 will allow Air Canada to serve regional and commuter routes more sustainably, providing low-emission connectivity to local communities over the medium-to-long term. It will be capable of carrying 30 passengers seated three across (in a 2X1 configuration), with a galley and lavatory. "Already, Air Canada is supporting the development of new technologies, such as sustainable aviation fuels and carbon capture, to address climate change. We are now reinforcing our commitment by investing in revolutionary electric aircraft technology, both as a customer for the ES-30 and as an equity partner in Heart Aerospace," said Michael Rousseau, President and Chief Executive Officer of Air Canada.

Major boost for Gulfstream 400 programme as P&W Canada PW812GA gets type certification

Pratt & Whitney Canada, an offshoot of Pratt & Whitney, has announced it has received Type Certification from Transport Canada Civil Aviation for its PW812GA engine. This engine was chosen in October 2021 to power the latest Gulfstream G400TM business jet. Once operational, the G400 will be the third Gulfstream jet to be powered by Pratt & Whitney engines. The Gulfstream G500 is powered by the PW814GA and entered into service in 2018, while the G600 is powered by the PW815GA which entered



Photo: Pratt & Whitney Canada's PW812GA engine has received type certification from Transport Canada

into service in 2019. GA stands for 'General Aviation' and the PW800 engines share multiple commonalities with the P&W GTF (Geared Turbofan) engine which has clocked up over 2.2 million flight hours. "When we designed the PW800 engine, we did so with all of the engine's key stakeholders in mind – passengers, pilots and maintenance crews," said Edward Hoskin, Vice President, Engineering. "The PW800 has numerous inherent advantages and functionalities to ensure best-in-class availability and to create an exceptional engine response. It also sets the industry standard for maintenance, requiring 40% less scheduled maintenance and 20% fewer inspections than other engines in its class."

FINANCIAL NEWS

The programme also includes options to explore financing for customers' ESG-focused projects, such as the development of green technologies. Apollo's financing capabilities encompass various debt financing alternatives along with PDP (Progress Delivery Payment) financing and a full suite of leasing options. Funding would be primarily available through Apollo's aviation business, which encompasses dedicated investment funds, its aviation lending platform PK AirFinance and its leasing and servicing affiliate Merx Aviation. Apollo can also access additional low-cost capital across its broader investment platform. As the first major transaction under the new initiative, the firms also disclosed that Apollo, on behalf of its clients and managed funds, entered a definitive sale and leaseback agreement, including PDP financing, for six Porter Airlines E195-E2s scheduled for delivery in 2023.

Rolls-Royce completes sale of ITP Aero

Rolls-Royce has completed the sale of ITP Aero to a consortium of investors led by Bain Capital Private Equity, at an enterprise value of approximately €1.8 billion. The completion of the transaction, which was announced on September 27, 2021, follows the announcement on August 3, 2022, of approval of the transaction from the Spanish government. Sale proceeds were €1.6 billion. In addition, a dividend of €0.1bn was paid shortly prior to completion. The proceeds will be used to reduce debt with the immediate repayment of Rolls-Royce's £2 billion loan, which is supported by an 80% guarantee from UK Export Finance, helping to rebuild the Rolls-Royce balance sheet in support of its ambition to return to an investment-grade credit profile in the medium term. The sale of ITP Aero completes the disposal programme the company

MRO & PRODUCTION NEWS

Vallair acquires A321 aircraft for part-out in Montpellier, France



Former AtlasGlobal Airbus A320 ready for part-out in Montpellier, France Photo: Vallair

Montpellier, under the supervision of Armando Filho, Director of Material Management. "Part of the Group's strategy is to build and sustain a good-quality spares hub in France. We are fully committed to supporting this aircraft type for airlines, lessors and asset managers," he said. Intelligent repair management with an integrated supply chain and global network of audited MRO facilities ensures that Vallair provides a streamlined service to support the market needs. Filho explained that parts will be removed from the A321 aircraft, processed and made available for sale in Q4 2022. Vallair's Material Management team works in close partnership with the teardown function and manages the processing of hundreds of aircraft parts every month alongside Vallair's in-house aero structures repair shop based in the Châteauroux facility.

Vallair, the mature asset specialist, has purchased an Airbus A321 (MSN 1008) for imminent part-out. The 1999 vintage aircraft was previously operated by AtlasGlobal and managed by TrueAero. The airframe will be fully disassembled at Vallair's facility in

announced on August 27, 2020. ITP Aero will remain a key strategic supplier and partner for Rolls-Royce across both Civil Aerospace and Defence programmes. (£1.00 = €1.16 at time of publication).

Scandinavian Airlines gets all-clear for US\$700 debtor-in-possession financing

Scandinavian Airlines (SAS), the flag-carrying airline of Norway, Denmark and Sweden, has successfully obtained U.S. court approval of its

proposed US\$700 million (£603 million) debtor-in-possession (DIP) financing credit agreement. DIP financing is a specific form of financing used when a business has filed for Chapter 11 bankruptcy protection in a U.S. court and is also going through a re-organisational process. The funds will enable the carrier to still meet its financial obligations as an operating airline. The carrier's restructuring has been detailed in its SAS FORWARD business transformation plan. The US\$700 million credit agreement is with Apollo Global Management, a leading alternative asset manager headquartered in the U.S. which



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FINANCIAL NEWS

provides companies with innovative capital solutions and support to fund their growth and position businesses for long-term success. "With the court's approval of our DIP financing, we are making important progress in our chapter 11 process. The DIP financing agreement with Apollo followed an extensive and competitive process that we conducted to achieve the best financing outcome for SAS, and we are pleased that the Court has approved it," said Anko van der Werff, President and Chief Executive Officer, SAS.

MILITARY AND DEFENCE

GE completes latest adaptive cycle engine tests

The U.S. Air Force and GE have successfully concluded testing on GE's second XA100 adaptive cycle engine at the Air Force's Arnold Engineering Development Complex (AEDC). With testing at AEDC completed, GE has accomplished the final major contract milestone of the Air Force's Adaptive Engine Transition Programme (AETP), which began in 2016. "This is the culmination of more than a decade of methodical risk reduction and testing GE has completed with the Air Force across three different adaptive cycle engine programmes," said David Tweedie, GE Edison Works' Vice President and General Manager for advanced Products. "The engine performance data we gathered at AEDC continued to show the XA100's transformational capability, while also demonstrating a return on substantial Air Force and taxpayer investment. We now stand ready to transition to an Engineering and Manufacturing Development programme and bring this engine to the field with the F-35 before the end of this decade."

Bombardier Defense delivers high-performance Global aircraft to U.S. Air Force Battlefield Airborne Communications Node (BACN) programme

Bombardier's Defense division, along with its U.S. subsidiary Learjet Inc., have delivered a Global aircraft in special-mission configuration to the U.S. Air Force Battlefield Airborne Communications Node (BACN) programme based at Hanscom Air Force Base in Massachusetts. "The defence sector is a key pillar of Bombardier's future as our ultra-reliable and high-performing platforms are best suited to house and operate complex mission equipment," said Éric Martel, President and CEO of Bombardier. "We are proud that our jets and know-how are being increasingly recognized around the world in this sphere and this delivery

MILITARY AND DEFENCE

Safran continues to support U.S. Army UH-72 Lakota engines



Arriel 2E engine

Photo: Safran

Safran Helicopter Engines has signed an agreement with Airbus Helicopters to continue supporting Arriel engines powering the U.S. Army UH-72 Lakota helicopter fleet. This contract formalizes a Maintenance, Repair and Overhaul (MRO) and service agreement supporting over 900 Arriel 1E2 and Arriel 2E engines, operated by the U.S. Army on its UH-72As and UH-72Bs. This contract will be managed by Safran Helicopter Engines USA, from its Grand Prairie, TX facility and its office located in Daleville, AL supporting the training fleet located at Fort Rucker, AL. Safran Helicopter Engines assembles, tests and supports several Arriel engine variants in Grand Prairie, including the Arriel 1E2 and the Arriel 2E. The Arriel engine has a solid reputation of reliability and footprint in the U.S., with more than 3,000 engines in service. The U.S. Army Arriel fleet has flown in excess of 2.5 million engine flight hours.

Brazilian armed forces acquire 27 H125 helicopters



Photo: Força Aérea Brasileira

The Brazilian armed forces, through the Combat Aircraft Programme Coordinating Committee (COPAC), have acquired 27 single-engine H125 helicopters to boost the training capacity of the Brazilian Navy and the Air Force. The H125 will be produced in the H125 final assembly line located in Itajubá, Brazil at Helibras' factory where the H225Ms for the Brazilian armed forces are also assembled. These new helicopters will replace the ageing AS350 and Bell 206 helicopters currently in service with the Brazilian Air Force and the Brazilian Navy respectively. The Brazilian armed forces currently operate a total of 156 Airbus helicopters deployed from its eight bases across the country. Its fleet ranges from the light single-engine Ecureuil family to the multi-purpose heavy H225M helicopter, 67 and 41 helicopters respectively, to cover a wide array of missions such as tactical transport, search and rescue, and civil population support.

MILITARY AND DEFENCE

is a milestone, first of its kind since appointing Wichita as the home base for Bombardier Defense.” The latest delivery, a Global 6000 aircraft, is the first mission-configured aircraft to be supplied under a contract for up to six modified Global 6000 aircraft, announced in June 2021 and which represents a potential total value of up to US\$464.8 million (£400 million). Bombardier has already delivered four Global aircraft to the BACN programme under previous agreements. Under the 2021 contract, the USAF has confirmed firm orders for three Global 6000 aircraft, with the next two deliveries expected in 2022 and 2023. The USAF has announced its potential to purchase an additional aircraft each year through 2025 under the 2021 contract.

OTHER NEWS

The North American aviation market is recovering strongly following the COVID-19 pandemic according to insights revealed by **IBA**, a leading aviation market intelligence and consultancy company. In a webinar entitled “What does the future hold for aviation in the Americas?”, a panel of IBA experts detailed a range of key metrics that demonstrate the improving health of the North American aviation market. These include returning airline profitability, lower levels of aircraft storage, increasing utilisation, strong aircraft orders, and growing values. They also cautioned about a number of economic headwinds, including increases in labour costs and fuel prices, and labour shortages, coupled with higher levels of debt which grew during the pandemic. Looking first at fares and yields being achieved by North American carriers, data presented from IBA Insight, their intelligence platform, showed a strong rebound, especially in the ultra-low-cost carrier segment, with a revenue positive trend across the North American airline sector as a whole. However, fuel costs are starting to impact airline bottom lines and, as consumer spending comes under pressure from economic headwinds, IBA forecasts an increasing level of fare discounting by airlines, triggering the post-pandemic return of a more traditional market cycle. North America is leading the globe in airline profitability and is the only region expected to return to profitability in 2022, with a predicated average net profit margin of 3%. Government support and the elasticity of the North American airline sector – which enabled it to dial up domestic capacity when international travel restrictions were in place – played a crucial role in restoring the North American market back to profitability despite increasing costs. Fleet storage levels for North American carriers have fallen back to levels rapidly

MILITARY AND DEFENCE

Embraer engages OGMA for maintenance and modernisation of A-29 Super Tucano

Embraer has announced the beginning of the engagement process for OGMA S.A., the company’s subsidiary in Portugal, to perform support and maintenance for the A-29 Super Tucano, as well as future modifications to the aircraft to meet the requirements of current and future customers in the region.



A-29 Super Tucano

Photo: Embraer

Thus, OGMA will be the first company in Europe, the Middle East, and Africa (EMEA) to have these capabilities. Currently, OGMA already provides logistical support for the A-29 Super Tucano demonstrator, which has the Portuguese company as its base of operations, allowing technicians to enable demonstration missions around the world for future customers. With more than 260 units delivered worldwide, the A-29 aircraft has already been selected by more than 15 air forces, including armed forces from the EMEA region such as Mali, Mauritania, Nigeria, Burkina Faso, and Angola. Initially, OGMA will be certified for A-29 maintenance, which aims to generate revenue in the provision of services to current customers, creating another immediate opportunity for OGMA to continue to grow, generating value in Portugal and strengthening the Portuguese Aeronautical Cluster. In the next step, another opportunity will be open for the company associated with the A-29 modernisation to respond to the future needs of its current operators.

INFORMATION TECHNOLOGY



Photo: SITA

SITA, a leading IT provider to the air transport industry, has announced the launch of a partnership programme aimed at joining hands with key partners as it embarks on a new path to growth. Through the new partner platform, Launchpad, SITA has outlined four key areas where it seeks to build new partnerships: digital identities, advanced analytics and data management, security and safety at airports, and sustainable alternative energy sources. Each of these areas is in response to the changing demands of air travel today and where SITA has already made notable strides

in innovation and development. Over the past two years, airlines and airports have faced significant challenges and changing passenger behaviours, requiring the industry to adapt how it operates. Surging fuel prices and volatility have increased sharply while passengers demand the same digital experience when traveling that dominates every aspect of their everyday life. To meet this demand, SITA is accelerating its investment in new solutions that deliver smarter ways of working using existing and new technologies. At the same time, SITA is looking to collaborate with partners inside and outside the air transport industry to complement SITA’s expertise, drive innovation, or trial new sustainable solutions within their operations. David Lavorel, CEO of SITA, said: “We are committed to enabling the growth of the air transport industry through smart technology and solutions. We have looked carefully at the market and identified key areas where we can have a significant impact and help our customers work smarter. We have a strong investment and innovation program to support these areas which are central to the growth of SITA. To accelerate this programme, we are inviting new partners working in these four areas to join us so we can reshape the air travel industry together.”

OTHER NEWS

approaching those prior to the pandemic. From a level of 16% prior to Covid-19, aircraft storage rocketed to over 60% during the pandemic, but is now down to 22% – representing around 3,000 aircraft. The number of flights operated by North American carriers has rebounded strongly, with the buoyant US domestic market aiding the airline sector's strong recovery. Domestic flight traffic was back at around 90% of pre-pandemic levels by the start of 2022, but the lagging international market has been catching up as restrictions have been lifted and now represents almost 15% of all North American flights – up from less than 10% a year ago. In parallel, North American airline capacity has recovered strongly, with the ultra-low-cost carrier segment ahead of others and now at 113% of pre-pandemic levels. The network and value carrier segments are currently at 94%. At over 10,000 aircraft, the North American fleet is the largest in the world but has one of the highest average aircraft ages at around 16 years – driven by the large number of mid-life narrow-bodies in service, with the Boeing 737-800 and A320ceo alone accounting for around 15% of the fleet. North American carriers are leading the way globally in re-fleeting post pandemic, with over 1,100 aircraft orders in 2021 and thus far in 2022. North America now has the second-highest share of the global order book, accounting for 25% of all commitments, behind only Asia Pacific at 35%. The North American airline sector's total backlog of around 2,600 aircraft is dominated by the A320 neo and Boeing 737 MAX families which collectively account for approximately



Cargo handling

Photo: AviAssist

AviAssist has announced the launch of a new product for Africa's ground handling industry at Aviation Africa 2022. The new online course on Aeronautical Knowledge for Ground Handling will help address one of the main threats to safety that IATA has identified. "We are privileged to have worked with AviAssist to develop this course", explained NAC2000 managing director Jonathan Lewis at Aviation Africa. NAC2000 is the only IATA (ISAGO)-certified ground handler in Zambia. "It is difficult and expensive to continuously train new staff members at both operational and mid-management levels. Many skilled employees have left the industry and are not coming back. Recruiting, training and accrediting new staff can take up to six months. So, it is critical that we retain current staff and find more efficient ways of on-boarding new personnel. This course takes away some of the pain for us of on-boarding new staff and will help us retain staff too". The blended learning course consists of curated videos that are watched on demand over a two-week period. That is combined with assessor-led live sessions in which participants are assessed on their knowledge. It provides an appreciation of the risks and safety components related to the daily working environment at the airport. The course modules include human factors, dangerous goods, airside safety, container and pallet inspection, and aircraft performance with weight and balance. The course assists employers with an affordable induction training, while motivating staff and giving them both an outline for further professional development opportunities. It was developed by industry experts from the Netherlands and Zambia and tested by new and experience ground handling staff in four African countries. The first intake of the course is scheduled for November 1.

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OTHER NEWS

1,900 aircraft. From an emissions perspective, North America remains the world's most carbon intensive region, but the average CO2 emissions per-seat per-mile of the region's carriers has fallen 5% since 2018 as they have stored and retired older, less-efficient aircraft. IBA forecasts that rising fuel costs and the journey towards net zero will continue to accelerate the current fleet renewal being undertaken by North American airlines. While aircraft leasing is less prominent in North America, investor demand for aircraft based in the region is stronger than prior to COVID-19. Around 35% of the North American fleet is leased, compared to 56% in Europe and 69% in Latin America. However, North American-based aircraft accounted for 27% of all leasing transactions in the 2022 year to date, compared to under 18% in 2017.

Rex, Australia's independent regional and domestic airline, has signed new industrial agreements with two key sections of the airline's workforce. The new Enterprise Agreements (EAs) were overwhelmingly endorsed by both the airline's domestic flight attendants and Regional Express aircraft engineers. In separate ballots held over the last two weeks, 75% of flight attendants and 92% of engineers voted in favour of the new enterprise agreements. The enterprise agreements, which were finalised after 18-months of negotiations, will run for three and four years respectively and include pay rises for both groups. "The Board is delighted with the strong endorsement and support from the staff groups which is reflected in the way we are not experiencing the extreme chaos the other major carriers are facing," Rex's Executive Chairman, Lim Kim Hai, said. "We are at the final stages with other Enterprise Agreements, and we are planning to put these out to a vote soon."

The Lufthansa Group (Lufthansa) has signed a Memorandum of Understanding (MoU) with **Österreichische Mineralölverwaltung Aktiengesellschaft** (OMV), the global chemicals and energy group, for the supply of in excess of 800,000 litres of sustainable aviation fuel (SAF) over a seven-year period between 2023 and 2030. The already existing partnership between the two companies will now be further enhanced through the addition of new locations for the production and off-take of SAF as well as the addition of new technologies. As of March 2022, OMV has been supplying SAF to Lufthansa's Austrian Airlines at Vienna International Airport. Currently Lufthansa is the largest user of SAF in Europe and the company sees SAF as critical to the carbon-neutral future of the aviation industry as a whole. SAF is aviation fuel that is produced without the use of fossil



Photo: Etihad Cargo Guangzhou

Etihad Cargo, the cargo and logistics arm of **Etihad Aviation Group** will reinforce its commitment to the China market with the introduction of an additional 30 tonnes of belly capacity via two new weekly direct passenger flights to Guangzhou from October 10, subject to regulatory approvals. With this latest addition to the carrier's network, Etihad will become the first international airline

to operate long-haul passenger and cargo services to the top-three Chinese gateways since the start of the pandemic. In July, the carrier announced the introduction of direct passenger flights to Beijing, bringing the total number of direct passenger and freighter flights for China to 15. With the introduction of an additional two direct passenger services per week to Guangzhou using a two-class Boeing 777, Etihad Cargo will offer 1,520 tonnes of total cargo capacity into and out of China per week. In addition to offering cargo capacity on passenger flights, Etihad Cargo also operates six Boeing 777-200 freighter flights for Shanghai and five dedicated freighter services for Hong Kong per week.

Starting December 6, 2022, **Qatar Airways** will be increasing passenger capacity on its flights to and from Perth. Previously operated by the Boeing B777-300ER, passengers will now have a chance to journey on board the A380, featuring a three-class configuration of seating over two decks with a dedicated onboard premium lounge. The aircraft will accommodate an additional 163 passengers daily adding up to 517 seats spread across the three cabins: eight First Class seats, 48 Business Class seats and 461 Economy Class seats. This update is part of the recent strategic partnership between Qatar Airways and Virgin Australia. This expanded codeshare significantly expands the networks, lounges and loyalty programmes of both airlines, bringing substantial benefits and new destinations to travellers. Launched in September 2022, the partnership opens seamless travel to over 150 destinations across the extensive Qatar Airways and Virgin Australia networks, creating a new gateway of seamless travel between Australia, the Middle East, Europe and Africa, including popular destinations such as London, Paris, Rome and Athens. Perth is one of Australia's most cultural cities, with its origins woven into many of its landmarks. The increased capacity extends Qatar Airways' commitment to the Australian community by providing greater opportunities for connections to many destinations in its global network.



Qatar Airways Airbus A380

Photo: AirTeamImages

energy sources, such as crude oil or natural gas. Various production processes exist, and different feedstock are available as energy sources. The current generation of SAF, which saves 80% CO2 compared to conventional kerosene, is mainly produced from biogenic residues, for example from used cooking oils. To meet the Green Deal climate goals, the European Commission's current plan includes the use of at least 63% SAF out of the aviation fuel demand by 2050 for EU air transport. Sustainable fuels will play a major role in decarbonizing this sector. OMV is

an Austrian multinational integrated oil, gas and petrochemical company which has a subsidiary, OMV Petrom S.A. in Romania. The subsidiary announced in June this year that it would begin to produce SAF at its Petrobrazi refinery by co-processing locally produced rapeseed oil. OMV Petrom has been certified as an HVO producer based on the CERTROM audit, and the company aims to increase the production capacities in the future, in order to produce advanced sustainable fuels based on various waste feedstocks (e.g., used cooking oil).

INDUSTRY PEOPLE



Amit Ray

- **Amit Ray**, Director DACH Markets, India and Italy at LOT Polish Airlines, will be additionally appointed as Head of Global Corporate and Strategic Sales at the Polish Star Alliance member with immediate effect. The

Global Corporate and Strategic Sales unit at LOT Polish Airlines is responsible for the creation, negotiation and administration of all global corporate contracts as well as for all key strategic decisions in the corporate travel segment. The Global Account Managers, under Ray's leadership, will manage relationships with corporate partners and their respective agencies of record, with industry consultants focused on corporate travel and foster the collaboration with trade organisations. The globally based team members will also focus on programme efficiency, contribution to sustainability goals, improving the business travel experience and keeping contracted partners engaged and informed. Ray has been working for the airline since October 2014 and had a leading role in expanding LOT Polish Airlines' presence in the German-speaking market and Italy as well as spearheading the airline's successful market entry in India since 2019.

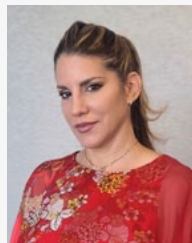


Danya Trent

- Lockheed Martin has released that **Danya Trent**, Vice President of Lockheed Martin Aeronautics' F-16 programmes, will now also serve as site lead of the company's Greenville, South Carolina facility. In this role, in addition

to leading the overall F-16 product portfolio, Trent will be responsible for the strategic direction, performance and growth of the Greenville operation. As the global home of the F-16, the Greenville site continues to ramp up F-16 production and is planning to deliver the first Block 70 jet to Bahrain in the first half of 2023. The team also provides sustainment support to the F-16 platform, as well as other platforms, such as the Lockheed Martin C-130. Throughout her 21-year career with Lockheed Martin, Trent has held various leadership roles, including Vice President of Lunar Exploration Campaigns,

Vice President of Programme Management at Lockheed Martin Space and Director of the Integrated Fighter Group (IFG)'s portfolio in the Southwest Asia, Middle East and North Africa (SAMENA) region for Lockheed Martin Aeronautics.



Tathiana Victoria Rice

- AJW Group, an independent aircraft component parts, repair, and supply chain solutions provider, has appointed **Tathiana Victoria Rice** as Senior Sales Director for North America. Rice's responsibilities

will encompass sales team leadership, accelerating AJW's revenue through expanding AJW's presence in the region and contributing to the company's marketing and business strategies. Rice brings over 15 years of sales and client relationship experience in aviation to AJW. Prior to joining AJW, she gained expertise in the Used Serviceable Material (USM) sales, procurement and supply chain environment in the North American region and globally at Airbus/Satir, GA Telesis and Regional Airline Support Group. She has a Bachelor of Science degree in Electrical Engineering & Computer Science from FAU (Florida Atlantic University).

- The Board of Directors of Chorus Aviation (Chorus) has released that **Joseph (Joe) Randell** plans to retire as President and Chief Executive Officer, in the first quarter of 2023, following the company's reporting of its 2022 year-end results. His retirement will follow a 37-year leadership career in regional aviation. Upon Randell's retirement, **Colin Copp** will be appointed President and Chief Executive Officer of Chorus. Copp has been the Chief Operating Officer of Chorus and President of Chorus Aviation Services, including Jazz Aviation and Voyageur Aviation, since March 2019. Previously, he was the President of Jazz Aviation. He has been with the company and its predecessors for over 30 years, with leadership experience in key roles across operations, administration, and labour relations. Copp holds a Masters' Degree in Business Administration, is a Certified Negotiator and Chartered Mediator and holds a designation from the Institute of Corporate Directors (ICD.D). He is currently a Board member of the Air Transport Association of Canada and the Aerospace Industries Association of Canada.



Andrew Wilcock

- Accelya, a leading global provider of technology solutions to the travel industry, has announced the appointment of **Andrew Wilcock** in the newly created role of Chief Revenue Officer (CRO). Wilcock is

based in the UK and will be a member of Accelya's Executive Committee, driving the company's commitment to NDC's One Order and route map for delivering NDC 2.0. As CRO he will be responsible for all go-to-market functions as the company continues to drive value and innovation for its clients. He joins from IBM where in a career lasting over 20 years he held a series of senior leadership positions, most recently as Vice President, Ecosystems, UK and Ireland.

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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 | Q4/2022 | 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 |
| A330-300 | ALTAVAIR | PW4168A | 333 | 2000 | Q4/2022 | Sale / Lease | Clive Bowen | clive.bowen@altavair.com | +44 7899 892493 |
| 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 |
| (6) B777-300ER | ALTAVAIR | GE90-115B | various | 12-13 | Now | Sale / Lease | Clive Bowen | clive.bowen@altavair.com | +44 7899 892493 |



THE AIRCRAFT AND ENGINE MARKETPLACE

Regional Jet / Turboprop Aircraft

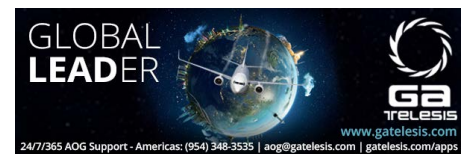
| Aircraft Type | Company | Engine | MSN | Year | Available | Sale / Lease | Contact | Email | Phone |
|----------------|----------------------------|----------|----------|------|-----------|--------------|-----------------|-----------------------------|-------------------------|
| CRJ-200 | Regional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

Commercial Engines

| AE3007 Engines | | Sale / Lease | Company | Contact | Email | Phone |
|-----------------|----------|------------------------|---------------------------------|------------------|---------------------------------|-------------------|
| (2) AE3007A1E | | Now - Lease | Aircraft and Engine Lease Corp. | | fleetmanager@aalc.aero | |
| 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 | | | | |
| (4) 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 |



Willis Lease Finance Corporation
 Power to Spare – Worldwide®



THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

| CF6 Engines | Sale / Lease | Company | Contact | Email | Phone |
|----------------------------|------------------------|------------------------------|------------------------|---------------------------------|--------------------|
| (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@ftaiaaviation.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 |
| (2) CFM56-7B24/E | Now - Lease | | | | |
| (1) CFM56-7B26 | Now - Lease | | | | |
| (1) CFM56-5C4/P | Now - Lease | | | | |
| (1) CFM56-7B26/3 | Now - Lease | | | | |
| (1) CFM56-7B24 | Now - Lease | | | | |
| (2) CFM56-5C4 | Now - Lease | | | | |
| (2) 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 | | | | |
| (1) CFM56-5A3 | Now - Sale | Royal Aero | Gary MacLeod | gary@royalaero.com | +44 (0)1357 521144 |
| (1) CFM56-5B2/P | Now - Sale/Lease/Exch. | Contrail Aviation Support | Mark Shaw | mark@contrail.com | +33 6 5834 1965 |
| (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) CFM56-5B3/P | Now - Sale | FL Technics | Modestas Valiusevicius | m.valiusevicius@fltechnics.com | +370 5 252 5015 |
| (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-1A35 | Sep-15-2022 - Lease | Willis Lease | Jennifer Merriam | leasing@willislease.com | +1 (561) 349-8950 |
| (2) LEAP-1A28 | Sep-15-2022 - Lease | | | | |
| (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 |
| (2) PW4168A | Now - Sale / Lease | GA Telesis | | engines@gatelesis.com | |
| (2) PW4168A | Q4/2022 - Sale | ALTAVAIR | Clive Bowen | clive.bowen@altavair.com | +44 7899 892493 |
| 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 |
|-------------------|----------------------------|--------------------------------|-------------------|---------------------------------|-------------------|
| (1) PW123 | Now - Sale/Lease/Exch. | Willis Lease | David Desaulniers | leasing@willislease.com | +1 (561) 349-8950 |
| (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. | | | | |
| (4) 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@ftaiaviation.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 | | | | |
| (4) 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 | | | | | |
| (2) A320, (2) 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 Zissis | info@bbam.com | +1 787 665 7039 |
| (2) APS2300, (1) GTCP131-9B | Now - Sale / Lease | DASI | Chris Glascock | chris.glascock@dasi.com | +1 954-801-3592 |
| (1) APS3200 | | | | | |
| ((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 |
| (1) GTCP131-9A, (3) GTCP131-9B | | GA Telesis | Jay Meshay | apu@gatelesis.com | +1-954-849-3509 |
| (2) 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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