

Weekly Aviation Headline News

WORLD NEWS

SAUDIA Group signs 20 aircraft agreement

SAUDIA Group has signed a sale and leaseback agreement with Avilease company (owned by Public Investment Fund) that is specialised in aircraft financing and leasing. The agreement will see Avilease deliver 20 A320neo aircraft to be operated on long-term leases by flyadeal, SAUDIA Group's low-cost carrier (LCC). The agreement will take Avilease's portfolio to 32 aircraft. The new aircraft will join flyadeal's existing all-Airbus fleet—comprising 20 Airbus A320 aircraft—and operate across its domestic and international network. The deal between Avilease and flyadeal effectively supports Saudi Arabia's growing aviation sector in line with the Saudi Aviation Strategy.

Hans Airways restructures, secures new investment

Hans Airways announced the successful completion of a new round of financing which will enable it to progress plans to commence scheduled air services between Birmingham and Amritsar in India - and satisfy existing financial obligations. Hans Airways has satisfied the UK Civil Aviation Authority's requirements for an Air Operator's Certificate. The secured new investment will take the airline to the next stage toward satisfying the CAA of its financial viability and subsequent operating licence to provide revenue air services.

Air Serbia to launch Chicago services in 2023

Air Serbia will launch direct flights between Belgrade and Chicago starting on 17 May 2023 reconnecting the two cities after a 30-year pause. With its interline agreement with JetBlue and American Airlines, Air Serbia will be able to offer better connections for passengers with onward connections to destinations in North America from Chicago and New York. The revived services will be operated three-times per week on Air Serbia's A330 fleet.



BA will launch new B787 operations to Cincinnati from next year.

© British Airways

British Airways launches new US route

Signaling strong transatlantic recovery

News that British Airways plans to launch new services to Cincinnati, Ohio starting from summer 2023 has put the spotlight back on the rapid recovery of the highly competitive transatlantic market.

Aviation analytics firm *Cirium* released data backing up the significance of flights to the city in Ohio and the rise in transatlantic travel.

Cincinnati is the 49th largest airport in the US by number of scheduled flights in 2022. Currently, the American airport's only link to Europe is on

Delta Air Lines, to Paris CDG, which resumed in August this year. Flights from the UK to the US have recovered to 91% of 2019 levels, when comparing Q4 2022 and 2019. Heathrow remains the UK's transatlantic hub, with 87% of UK-US flights departing from the London hub during 2022. British Airways remains the largest carrier between the UK and US, operating 34% of all flights according to the

airline's 2022 schedules. The UK flag carrier currently flies to 26 US destinations, with Cincinnati being the 27th city.

Starting on June 5 next year, British Airways said this will be the only direct flight between the UK and all of Ohio, Kentucky, and Indiana, creating new opportunities for tourism and business across both sides

nectivity between the Cincinnati region, Europe and beyond, with opportunities to connect to our wider network via London."

Candace McGraw, CEO at Cincinnati/Northern Kentucky International Airport added that the economic impact of this transatlantic flight would be exponential for business travel, economic development, and tourism

between the UK and that area of the US.

Elsewhere in the US, British Airways has recently announced additional

flights to Portland, Oregon which will become daily for Summer 2023, and Pittsburgh, Pennsylvania, which will increase to six flights per week. The airline is also adding an eighth daily flight to New York's JFK airport in Summer 2023, and preparing to move into the airport's Terminal 8, where it will co-locate with joint business partner American Airlines after a substantial redevelopment.

"This is the first time we've flown this route, and we can't wait to connect two cities which both have so much to offer."

Neil Chernoff, Director of Networks and Alliances, British Airways

of the pond. The flight will operate five times per week in the summer season and four in the winter.

Neil Chernoff, Director of Networks and Alliances at British Airways, said: "This is the first time we've flown this route, and we can't wait to connect two cities which both have so much to offer. Not only will this open up these destinations to customers on each side of the Atlantic, but it will also improve con-

AIRCRAFT & ENGINE NEWS

Air Astana to lease three new Boeing 787-9 aircraft from ALC

Air Lease Corporation (ALC) has placed three new Boeing 787-9 aircraft on long-term lease with Air Astana, the national carrier of Kazakhstan. The aircraft are scheduled to deliver to Air Astana beginning in early 2025 through spring 2026 from ALC's order book with Boeing. "The Boeing 787-9 is an important aircraft to Air Astana's fleet modernisation as we expand our routes and focus on passenger experience," said Peter Foster, President and Chief Executive Officer of Air Astana. "The Dreamliner offers fuel-efficiency and range flexibility that will greatly add to our current fleet operations."



Air Astana has leased three new 787-9 Dreamliners from ALC

© Boeing



flynas has taken delivery of the first two of twelve Airbus A320neos from AviLease © flynas

flynas receives first two Airbus A320neos from new lessor AviLease

AviLease, the new, PIF-backed global aviation lessor, has successfully delivered the first two of its twelve Airbus A320neos on lease to Saudi low-cost airline flynas. This is AviLease's first delivery following its launch in July this year. flynas is expected to receive the remaining aircraft by the end of 2023. The swift delivery speaks to the rapid expansion of the Saudi Arabia aviation sector, which will witness the region's fastest passenger traffic growth through to 2040. AviLease, which has a mandate of supplying sustainable and efficient leasing and financing services to airlines, is already playing a major role in that expansion and will continue contributing to the domestic sector at pace and scale.

Azul expands Airbus fleet with order for three new A330neos

Azul Linhas Aéreas (Azul), the Brazilian carrier headquartered at Barueri on the outskirts of São Paulo has confirmed it is expanding its fleet of Airbus A330-900neo jets, having placed a firm order for three more of the wide-body airliners with the European planemaker. This means Azul will be operating a fleet of eight A330neos in total. The A330neo is one of Airbus' leading wide-body family of jets which offer lower operating costs and a reduced environmental footprint by combining enhanced technologies from the A350 with highly efficient Rolls-Royce Trent 7000 engines. Featured with the Airspace cabin, the A330neo provides an unmatched passenger experience and operational efficiency thanks to a redesigned welcome area, enhanced mood lighting, larger and modern overhead compartments, and new window and lavatory designs. Azul commenced operations in 2008 and now serves more than 150 destinations within Brazil, as well as flying non-stop to the United States, Europe and South America. Azul received the Americas' first A330neo in 2019 and operates 12 A330-family aircraft. Shortly, Azul will start operating four A350-900s to further expand its routes.



Azul Linhas Aéreas has added three additional A330neo to its fleet

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AIRCRAFT & ENGINE NEWS

Rolls-Royce ALECSys demonstrator engine flies at altitude for the first time

Rolls-Royce has announced that its Advanced Low Emissions Combustion System (ALECSys) demonstrator engine has entered into its final testing phase with successful testing at altitudes up to 40,000 feet. The testing also included several engine relights under varying conditions. The ALECSys system involves an innovative lean-burn combustion system which improves the pre-mixing of fuel and air prior to ignition, enabling cleaner combustion of the fuel, which results in lower NOx and particulate emissions. Earlier, successful ground testing has included operating on 100% sustainable aviation fuel (SAF), icing, water ingestion, ground operability and emissions. The ability to test ALECSys low-emissions technology in flight will facilitate the verification of altitude operability performance while providing experience of operating a lean-burn system to maximise maturity ahead of a future entry into service. ALECSys is part of the UltraFan® engine demonstrator programme, which offers a 25% fuel saving over the first generation of Trent engines. The ALECSys programme is supported by the EU's Clean Sky programme, and in the UK by the Aerospace Technology Institute and Innovate UK. Simon Burr, Director of Product Development and Technology, Civil Aerospace, Rolls-Royce, said: "We are very pleased to see the ALECSys engine now flying. This flight testing is a key part of our drive to not only improve engine efficiency but all aspects of environmental performance. It is part of the wider Rolls-Royce sustainability strategy, which also includes support for the increased use of sustainable aviation fuels (SAF) and intensive research into alternative propulsion architectures and technologies."



Rolls-Royce ALECSys demonstrator engine

© Rolls-Royce

UAM takes big leap forward with Europe's first vertiport testbed inaugurated near Paris



Crewed Volocopter 2x flies in front of ADP and Skyports Vertiport at Pontoise-Cormeilles testbed © Nikolay Kazakov/Volocopter

Europe's first urban air mobility (UAM) vertiport testbed terminal, located at Pontoise-Cormeilles airfield just outside of the French capital, Paris, has been officially inaugurated. This new facility will permit the testing of critical technology as well as passenger processes. The testbed at Pontoise-Cormeilles, has been designed by Skyports in collaboration with Groupe ADP and is aircraft agnostic. As a result, the set-up provides the entire UAM ecosystem the opportunity to test and develop appropriate technologies. Additionally, it will facilitate collaboration between the key ecosystem partners, including technology pioneers, regulators and local partners such as the French Civil Aviation Authority (DGAC), suppliers and airlines. The testbed will permit trials for vehicle integration, ground movement procedures, charging procedures, flight scheduling, situational awareness, and information exchange. Beyond these, the testbed will also enable the simulation of the passenger journey through the terminal, including security and check-in processes, biometric technologies (provided by SITA), passenger dwell time, and aircraft boarding. Groupe ADP, Skyports and Volocopter have jointly commissioned the vertiport testbed and a model of the VoloCity, which is being developed as Volocopter's first certified aircraft for commercial services, was featured at the launch in addition to a crewed test flight of the 2X model – the only aircraft currently authorised by DGAC for eVTOL test flights in France. The series of demonstrations by Skyports and Volocopter also featured displays of flight monitoring capabilities and digital operating systems, including Skyports' vertiport operating systems and the VoloIQ. The Re.Invent Air Mobility testbed at the airfield is now the most extensive technology-enabled test site for UAM in Europe with an innovation consortium formed by Groupe ADP, Choose Paris Region, and RATP Group, and made up of 30 ecosystem partners which has now propelled France to the forefront of UAM development.

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MRO & PRODUCTION NEWS

Skyways Technics receives UK CAA certification

Skyways Technics, an MRO company focusing on regional aircraft support, has been certified by the United Kingdom Civil Aviation Authority (UK CAA), an independent aviation and aerospace regulator, to release and distribute UK-registered aircraft and aircraft components in its workshops around the globe. The certification from UK CAA is a vote of confidence in the company's commitment to bring industry-leading solutions to its clients that meet the highest standards in quality, safety, performance and sustainability in the global aviation sector. Following its recent tenth anniversary, this achievement marks a new milestone in the company's history.

MoliceL to manufacture and supply battery cells for Archer's eVTOL aircraft, Midnight

Archer Aviation (Archer), a leader in electric vertical take-off and landing (eVTOL) aircraft, and E-One Moli Energy Corp. (MoliceL), an industry-leading supplier of lithium-ion battery cells, have entered into a memorandum of understanding for MoliceL to manufacture and supply the battery cells for Archer's production eVTOL aircraft, Midnight. Archer is focused on building an aircraft tailored to the needs of intra-city travel, optimising its Midnight aircraft to perform back-to-back short distance flights of about 20 miles with approximately ten-minute charging cycles in-between. Batteries are an important consideration in achieving Midnight's desired payload, range and charging time. The ability to operate eVTOL aircraft in dense, urban environments requires state-of-the-art, reliable battery cells that can deliver high-power, low-impedance and fast-charging capabilities. MoliceL's advanced battery technology and fast-growing production capacity make them an ideal partner for Archer as it continues on its ramp- to commercialisation. Last year, MoliceL announced plans to establish its first Gigafactory in Taiwan, which is scheduled to ramp up production in 2023. The facility will have the capacity to produce 1.8 gigawatt-hours (GWh) of battery capacity annually. MoliceL's high-performance cells also offer a significant cycle life when utilised in Archer's battery pack and, as a result, reduce the long-term operating cost for its Midnight production aircraft. Partnering with a world-class battery supplier that can reliably manufacture cells at scale allows Archer to reduce its certification risk as well as its development timelines and costs.

Gulf Air signs exclusive MOU with MTU Maintenance for its V2500 engines



Representatives of Gulf Air and MTU Maintenance at the signing ceremony © MTU Maintenance

Gulf Air, the national carrier of the Kingdom of Bahrain and MTU Maintenance, a leader in customized solutions for aero engines, have signed an exclusive contract for the maintenance, repair and overhaul (MRO) of V2500-A5 engines. The four-year agreement covers comprehensive MRO services, LRU support, engine trend monitoring and on-site services, as well as spare engine support for Gulf Air's V2500-powered A321ceo aircraft. Commenting on the agreement Gulf Air Chief Executive Officer Captain Waleed Al Alawi said: "Gulf Air has been maintaining V2500 engines of its A321ceo fleet at MTU Maintenance's facility for the past ten years under the engine OEM contract. During these ten years, MTU Maintenance has demon-

strated they are the right partners for Gulf Air as we drive forward with our fleet renewal programme in preparation to welcome more new aircraft to replace and modernise our fleet. We trust them to take excellent technical care of our engines and are convinced they will provide us with the reliable, flexible and cost-efficient services we expect."

Safran signs exclusive NacelleLife™ service contract with Avianca



Avianca A320neo nacelles

© Safran

Safran Nacelles has signed a four-year agreement with Avianca for the support of the nacelles of the airline's Airbus A320neo aircraft powered by CFM International LEAP-1A turbofan engines of which 17 aircraft are already in service. Avianca has plans to rapidly grow the fleet and will have access to Safran Nacelles' shared pool of nacelle end-items. The airline will also benefit from OEM guaranteed MRO solutions at the Safran Nacelles repair station in Indianapolis, Indiana, U.S.A. Safran Nacelles' repair services and spares resources are part of the company's NacelleLife™ support programme, which ensures responsive, cost-effective, and high-quality services that keep airliners in operational condition while minimising costs.

MRO & PRODUCTION NEWS

AEI receives Civil Aviation Authority of Malaysia STC approval for B737-800SF Freighter conversions

Aeronautical Engineers, Inc. (AEI) has announced that the Civil Aviation Authority of Malaysia (CAAM) has approved AEI's STC (ST02690LA) for the 12-pallet position B737-800SF freighter conversion. AEI has gained FAA, CAAC, EASA, TCCA, UK CAA, CAACI (Cayman Islands) DCA (Guernsey), ANAC and now CAAM approvals for its B737-800SF. AEI is currently the only conversion company to have ETOPS 180 approval on the B737-800 freighter conversion. Additionally, AEI can convert all B737-800 line-number aircraft including those with flat aft pressure bulkheads and Split Scimitar winglets. The AEI converted B737-800SF freighter offers a main deck payload of up to 52,700 lbs. (23,904 kg) and incorporates eleven full-height 88" x 125" container positions, plus an additional position for an AEP/AEH. The conversion also incorporates new floor beams aft of the wing box, and a large 86" x 137" main cargo door with a single vent door system. AEI's forward-thinking design allows for containers to be loaded into the aircraft a full 16.5" aft of the forward door jamb, ensuring ground operators have sufficient manoeuvring room which minimises potential door and aircraft strikes. Additionally, the AEI B737-800SF includes a flexible Ancra Cargo Loading System, a rigid 9-g barrier, five supernumerary seats as standard, a galley and full lavatory.

FINANCIAL NEWS

Embraer posts third-quarter 2022 financial update

Embraer has delivered ten commercial jets and 23 executive jets (15 light / eight mid/super-midsize jets) in the third quarter of 2022 (3Q22), bringing year-to-date deliveries to 27 commercial jets and 52 executive jets (33 light / 19 mid/super-midsize jets). Although deliveries have been backended to the fourth quarter of 2022 due to supply chain challenges, they are close to historical average for the quarter. The company reported a 3Q22 consolidated gross margin of 19.1% compared to 19.0% reported in 3Q21. Adjusted EBIT and EBITDA were US\$50 million and US\$93 million, respectively, yielding adjusted EBIT margin of 5.4% and adjusted EBITDA margin of 10.0%. Free cash flow (FCF) in 3Q22 was negative US\$109.4 million, mainly explained by working capital increase due to higher deliveries in 4Q22 which will reverse to a positive trend. The company finished the quarter with net debt of US\$1.275 billion, or US\$0.53 billion less than 3Q21 in line with the strategy to reduce interest expenses. A

Lufthansa Technik carries out world-wide first Performance Restoration Shop Visit (PRSV) of LEAP-1A engine

Lufthansa Technik is currently carrying out the first ever Performance Restoration Shop Visit (PRSV) of a LEAP-1A engine. The PRSV serves to restore the performance of the engine. This special shop-visit gives Lufthansa Technik the opportunity of being the first maintenance organisation to analyse the new engine type under real operating conditions. This will help to identify further design requirements for component repair. The LEAP-1A engine is owned by the



LEAP-1A engine

© Lufthansa Technik

Swedish charter company Nova Airlines AB (Novair), while Novair signed a long-term contract for engine services in 2019, becoming Lufthansa Technik's first-time customer for the new engine type. An initial test run is used first to analyse which modules are responsible for the efficiency losses. The goal is to make the dismantling and repair effort efficient while keeping the incurred costs for the customer as low as possible. In addition, the initial analysis also helps to acquire data to create a digital twin of this engine type. This data can then also be used for the digital platform AVIATAR as part of the engine health monitoring. "It is with great expectations that Novair now submit its first LEAP-1A to Lufthansa Technik for performance restoration," said Thomas Krook, Director Technical Operations at Novair. "Few things mean as much to our airline as getting engines through the shop with the best possible outcome. We look forward to Lufthansa Technik not only delivering the baseline product, but as seen in the past – developing knowledge and methods for sending engines back to us with the highest possible return of investment in the shop visit."

GKN Aerospace delivers its first ground-based liquid hydrogen fuel system demonstrator



Watchdog SAR

© GKN Aerospace

GKN Aerospace has successfully achieved a major milestone delivering a ground-based demonstrator of a liquid hydrogen aircraft fuel system. The demonstrator was designed, built and tested in collaboration with Filton Systems Engineering, under the Innovate UK-funded Safe Flight project. The goal of the project was to investigate the feasibility of using a liquid hydrogen fuel source to increase the endurance of

a search and rescue uncrewed aerial system (UAS) concept. The project enabled GKN to understand and address many of the safety concerns raised by the introduction of such a novel fuel. Integrated fuel tank design and distribution solutions were developed, including vaporisation and conditioning of the liquid hydrogen. The performance of the fuel system was verified by coupling it with a proton exchange membrane (PEM) fuel cell stack, representative of the type that could be installed on a future zero-emission aircraft. The project demonstrated successful storage and management of liquid hydrogen, supplying the fuel cell power system with hydrogen at the required temperature and pressure over a range of electrical loads typical of a UAS search and rescue mission. Key outcomes of the project include development of safe system design, manufacturing knowledge, operational knowledge for liquid hydrogen fuel systems, hydrogen fuel system test data and an adaptable test rig suited to further study of hydrogen components and subsystems.

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revolving credit facility of up to US\$650 million with 14 financial institutions was signed to increase the company's liquidity and improve its capital structure, following Embraer liability management strategy, or reducing gross debt and interest expenses. Embraer reaffirmed all aspects of its 2022 financial and deliveries guidance, with an increase in its free cash flow guidance from US\$50 million or better to US\$150 million or better. (£1.00 = US\$1.18 at time of publication).

Genstar Capital joins GTCR as investor in JSSI

Genstar Capital, a leading private equity firm focused on investments in targeted segments of the financial services, healthcare, software and industrial industries, has made a significant investment in Jet Support Services, Inc. (JSSI), an independent provider of aircraft maintenance support and financial tools for the business aviation industry. Genstar is partnering with existing investors GTCR, the Book family and JSSI's management team to support the company's next phase of growth. For more than 30 years, JSSI has been delivering Hourly Cost Maintenance (HCM) programmes to the business aviation industry, partnering with aircraft owners and operators to help stabilize aircraft costs, assure high-quality maintenance and provide enhanced customer service. JSSI also offers maintenance tracking software, a result of two notable acquisitions in the past 18 months, a global multi-channel parts distribution and engine leasing business (JSSI Parts & Leasing), and a subscription-based aircraft operating cost and performance guide (Conklin & de Decker), all of which provide synergistic benefits to aircraft operators. The company has a global footprint across 85 countries, with 450 employees, including 75 technical advisors and product line specialists supporting 5,000+ aircraft and overseeing 10,000+ annual maintenance events. JSSI facilitates and streamlines carbon offset purchasing directly through its customer platform, allowing customers to monitor and reduce their carbon footprint. JSSI Parts & Leasing supports sustainable utilisation through recycling of parts via aircraft teardowns and subsequent reuse of serviceable parts in maintenance and repair work.

SAS reaches next agreement with additional lessor to amend existing lease agreements

SAS has reached an agreement with one additional lessor, Bocomm, representing three aircraft, to amend the terms of existing aircraft and equipment lease agreements. Including SAS'

MRO & PRODUCTION NEWS

Virgin Australia signs GE TrueChoice overhaul agreement for CFM56 engines



Virgin Australia Boeing 737-8 aircraft

© AirTeamImages

Virgin Australia has signed a ten-year TrueChoice™ overhaul agreement with GE Aerospace for the service of the airline's fleet of CFM56-7B engines which power its fleet of Boeing B737 Next Generation aircraft. The airline currently operates 78 B737 NG aircraft, with plans to extend to 84 aircraft through 2023. Virgin Australia Chief Operations Officer Stuart Aggs said the agreement demonstrated the company's commitment to its B737 fleet for the long-term. The TrueChoice suite of engine maintenance offerings incorporate an array of GE capabilities and customisations across an engine's lifecycle. All TrueChoice offerings are underpinned by GE data and analytic capabilities and experience to help reduce maintenance burden and service disruptions for customers.

P&W Canada designated Maintenance facility COHC to add three new helicopter engines to service capabilities



Airbus H135 helicopter

© AirTeamImages

Pratt & Whitney Canada, a business unit of Pratt & Whitney, has released that Shenzhen-based CITIC Offshore Helicopter Co., (COHC) is expanding the scope of its designated maintenance services to provide line maintenance and mobile repair team support for the PW206B2 and PW206B3 engines that power Airbus H135B2/B3 helicopters and the PW206C that powers the Leonardo AW109. COHC was authorised as a Pratt & Whitney Canada (P&WC) Designated Maintenance Facility (DMF) in 2018 to provide PT6C-67C engine maintenance services for Leonardo AW139 helicopter customers. It has recently signed a contract with Leonardo for four AW139 helicopters, which will be utilized for offshore oil-and-gas production (OGP) operations. The deliveries will be completed by first half of 2023, expanding the Leonardo fleet operated by COHC to ten helicopters with eight AW139s, one AW169 and one AW109, all powered by Pratt & Whitney Canada helicopter engines.

FINANCIAL NEWS

previously announced amended agreements with lessors on October 5 and on November 1, 2022, SAS has now reached agreements with 13 lessors, representing 46 aircraft, as part of the chapter 11 process. This constitutes another important step in re-configuring the fleet and achieving the SEK 7.5 billion (£603 million) in annual cost savings under the SAS FORWARD plan. The new amended lease agreements are subject to approval by the U.S. Bankruptcy Court for the Southern District of New York and to the plan of reorganisation in the chapter 11 process. On November 1, 2022, SAS announced that it had reached agreements with 12 lessors, representing in aggregate 43 aircraft, to amend the terms of existing aircraft and equipment lease agreements. As at the commencement of SAS' chapter 11 process on July 5, 2022, SAS had a total of 83 aircraft subject to operating leases, debt financings, or other similar arrangements.

IAI publishes 54% growth in net income in first nine-months of 2022

Israel Aerospace Industries (IAI) has published its financial statements for the first nine months and third quarter of 2022. The company reported a 54% increase in net income in the first nine months of 2022 to about US\$202 million compared with about US\$131 million in the corresponding period of 2021. Net income grew by about 135% to about US\$73 million in Q3 2022 compared with about US\$31 million in Q3 2021. IAI posted a 31% growth in EBITDA in the first nine months of 2022 to about US\$473 million compared with about US\$361 million in the corresponding period of last year. EBITDA in Q3 2022 grew to about US\$163 million (about 13.1% of sales) compared with about US\$109 million (about 10.5% of sales) in Q3 2021. Operating income grew in the first nine months of 2022 to about US\$304 million (about 8.4% of sales) compared with operating income of about US\$190 million (about 5.9% of sales) in the corresponding period of last year. Operating income in Q3 2022 grew to about US\$100 million (about 8.1% of sales) compared with operating income of about US\$52 million (about 5% of sales) in Q3 2021. Gross profit increased in the first nine months of 2022 to about US\$647 million (about 18% of sales) compared with about US\$500 million (about 16% of sales) in the corresponding period of last year. 48% growth in gross profit in Q3 2022 to about US\$220 million (about 18% of sales) compared with about US\$149 million (about 14% of sales) in Q3 2021. The company reported a 12% increase in sales to about US\$3,601 million in the first nine months of 2022, compared with about US\$3,205 million in the corresponding period of 2021. Increase of about 19% in the company's sales in

Airbus invests in Canadian climate solutions company, Carbon Engineering

Airbus invests in Carbon Engineering, a Canadian-based climate solutions company, operating the largest Direct Air Carbon Capture (DACC) Research & Development facility in the world. The investment will contribute to funding part of Carbon Engineering's advanced direct air capture R&D technologies at the company's Innovation Centre in Squamish, B.C., Canada. DACC is a high-potential technology that involves capturing CO2 emissions directly from the air using high powered fans. Once removed from the air, the CO2 can be used to produce power-to-liquid Sustainable Aviation Fuel (SAF) that is drop-in compatible with today's aircraft. As the aviation industry cannot capture all CO2 emissions released into the atmosphere at source, captured atmospheric CO2 can also be safely and permanently stored in geologic reservoirs. This latter carbon removal solution would allow the sector to extract the equivalent amount of emissions from its operations directly from the air, thereby counterbalancing residual emissions. The investment in Carbon Engineering is a key part of Airbus' global climate strategy, which encourages the development and deployment of direct air capture technology, among a number of technological pathways in support of the aviation industry's decarbonisation ambitions. The transaction is also a key element of Airbus' strategy to grow its contribution to the Canadian economy. Airbus supports the recently launched Clean Technology Key Industrial Capability in Canada, under the Industrial and Technological Benefits Policy.



© Carbon Engineering, Squamish B.C, Canada

Q3 2022 to about US\$1,242 million compared with about US\$1,041 million in Q3 2021. Cash flows from operating activities in the first nine months of 2022 were positive at about US\$675 million compared with negative cash flows from operating activities of about US\$86 million in the corresponding period of 2021. Cash flows from operating activities in Q3 2022 were positive at about US\$28 million compared with negative cash flows from operating activities of about US\$159 million in Q3 2021. The company's order backlog as of September 30, 2022, totalled about US\$15.8 billion, compared with about US\$13.4 billion at the end of 2021, a growth of about US\$2.4 billion.

Major commercial boost for Embraer as it secures US\$400 million in financing from BNDES

On top of a recent US\$650 million revolving credit facility with a foreign financial institution group, Brazilian planemaker Embraer has secured US\$400 million in financing from the Brazilian National Bank for Economic and Social Development (BNDES). The financing will be carried out through the BNDES Exim Pre-shipment, a direct bank credit line to produce

national goods destined for export. "Credit operations are important for the resumption of aircraft production by Embraer at pre-Covid-19 pandemic levels and reinforce the strategic partnership between BNDES and Embraer which started in 1997, consolidating BNDES support to the aeronautical industry and the export of Brazilian aircraft," highlighted Bruno Aranha, director of BNDES. In Brazil, the aviation sector is seen as strategic due to the high technology involved, the employment of qualified labour, and the ability to generate innovations with positive impacts on the country's economy, in addition to being a relevant industry for guaranteeing national sovereignty through defence products. Since 1997, when BNDES first supported Embraer, the bank has financed approximately US\$25 billion in exports of Embraer's aircraft, facilitating the export of over 1,275 units to airlines around the world. Over this period of time, the contracted operations have enabled the Brazilian plane manufacturer to be competitive in the foreign market on equal terms with its competition. Embraer is the principal manufacturer of commercial jets with up to 150 seats, the primary exporter of high-value-added goods in Brazil and since its founding in 1969, the company has delivered over 8,000 aircraft. (£1.00 = US\$1.18 at time of publication).

OTHER NEWS

Delta Airlines is taking another step toward its goal of net-zero emissions by 2050 as it tests novel drag-reduction technology by **Aero Design Labs** on its 737-800 and 737-900 fleets. By reducing drag, aircraft are more aerodynamic and use less fuel while in flight. The companies' memorandum of understanding includes testing and FAA certification of the technology for Delta's 737-800 aircraft starting in the first quarter of 2023, followed by the 737-900 fleet in the second half of the same year. Delta will have the option to purchase Aero Design Lab ADRS kits upon certification to outfit most of its more than 200 aircraft in the two fleets. "This is part of Delta's overall approach to taking short-, medium-, and long-term actions to reach our goal of net-zero by 2050," said Pam Fletcher, Delta's Chief Sustainability Officer. "Our partnership with Aero Design Labs is a great example of how Delta continues to invest in new ways to modify our operations to make an immediate impact on our carbon footprint today, while we work on longer-term solutions to decarbonize our industry."

Finnair starts change negotiations with its cabin crew in Finland to discuss its plans to subcontract inflight service on routes to/from Thailand and the U.S. to partners. Possible subcontracting would be implemented by the end of 2023. The plan is a part of the efforts to restore Finnair's profitability by reducing unit costs and strengthening unit revenues. Finnair made considerable losses during the COVID-19 pandemic and the closure of Russian airspace has significantly impacted Finnair's ability to generate profit. Finnair's primary target has been to find solutions for decreasing unit costs together with its employees. During this autumn, Finnair has discussed with all its employees about the possibility of achieving savings by changing employment terms. For example, for cabin crew Finnair has proposed changes to crew utilisation efficiency, layover hotel rules and additional pay-per-hour rules for long flights, as the closure of Russian airspace has made the flight times to Asia considerably longer. A successful negotiations were held with some employee groups, but unfortunately a solution was not found with the cabin crew in Finland. Consequently, Finnair must now seek savings through alternative measures. If realized, the subcontracting plan could result in reducing up to 450 jobs in Finnair's inflight services with Finnair currently employing approximately 1,750 cabin crew members in Finland. The cabin service for Finnair's Singapore, Hong Kong and India routes as well as for the Doha routes from Stockholm and Copenhagen is already provided by Finnair's partners. "Our target continues to be to find a savings solution together with our

FINANCIAL NEWS

Ground-breaking United Airlines is first U.S. carrier to invest in SAF biofuel refinery



© United Airlines

United Airlines has announced that it is to invest up to US\$37.5 million (£32 million) in a biofuel refinery which will be capable of producing up to 50,000 barrels of sustainable aviation fuel (SAF), renewable diesel and other renewable fuels per day. Currently, the NEXT Renewable Fuels (NEXT) refinery, located in Port Westward, Oregon is undergoing permitting and expects to become operational by the beginning of 2026. NEXT is a next-generation fuels company which is currently dedicated to sustainably producing clean, low-carbon fuels and the Port Westward refinery is its first commercial project with the chosen location aiming to serve the West Coast market. NEXT's biorefinery offers several unique benefits including access to a deep-water port, an existing industrial-grade dock and multi-modal logistics options, which facilitates access to feedstock options and fast-growth SAF offtake markets on the west coast. The American Airlines' investment comes under the umbrella of the group's offshoot company United Airlines Ventures (UAV) and the Port Westward project is its fifth SAF-related technology investment and its first direct investment in a bio refinery. Launched in 2021, UAV is a first-of-its-kind sustainability-focused ventures fund that targets start-ups, upcoming technologies, and concepts that will complement United's goal of net-zero emissions by 2050 – without relying on traditional carbon offsets such as voluntary offsets or planting trees. Currently, UAV's portfolio includes SAF producers and other companies advancing technologies including carbon utilization, hydrogen-electric engines, electric regional aircraft and air taxis.

MILITARY AND DEFENCE

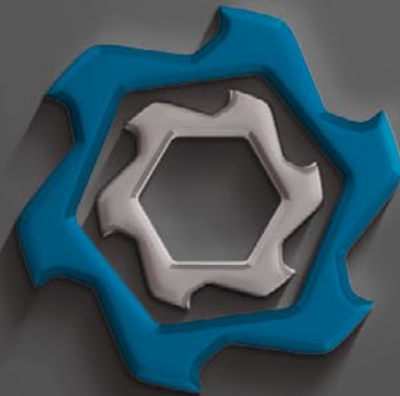
Boeing delivers 20th CH-47F Chinook to Royal Netherlands Air Force



With Boeing's 20th CH-47F delivery to the RNLAf the country's fleet updates are complete

© Fred Trollo

Boeing has delivered the 20th CH-47F Chinook to the Royal Netherlands Air Force (RNLAf), concluding the country's latest fleet update. "Our continuing partnership with the Royal Netherlands Air Force exemplifies the value of a modern and versatile Chinook fleet," said Ken Eland, Vice President and H-47 programme manager. "These state-of-the art aircraft will significantly improve its defence and humanitarian assistance capabilities." The Netherlands is one of eight NATO countries to operate the Chinook and has fielded the aircraft continuously since receiving its first CH-47D models in 1995. In 2016, the RNLAf purchased 14 new CH-47F Chinooks through the U.S. Department of Defense's Foreign Military Sales programme. In 2017, the RNLAf signed an agreement to upgrade its remaining six D-model Chinook helicopters to the latest F-model configuration, ensuring commonality of systems for its entire 20-aircraft fleet.



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OTHER NEWS

cabin crew. We now need a genuine will from the negotiators to find solutions that would allow us to continue inflight service with our own crew and avoid redundancies. Discussion on alternative solutions is a vitally important part of the change negotiations process", says Topi Manner, Finnair CEO. The change negotiations will start on November 23 and are estimated to last at least six weeks. A social support programme for re-employment to help those who could lose their jobs will be discussed in the negotiations.

Wizz Air has signed a Memorandum of Understanding (MOU) with **OMV**, the international integrated oil, gas and chemicals company headquartered in Vienna, for the supply of sustainable aviation fuel (SAF) between 2023 and 2030. The MoU gives Wizz Air the opportunity to purchase up to 185,000 metric tonnes of SAF from OMV. This co-operation ensures that Wizz Air can progress in accordance with its plan for the reduction of CO2 intensity per passenger kilometre. OMV is implementing numerous measures to help deliver its ambitious strategic sustainability goals and SAF is a key technology for the decarbonisation of the aviation industry. The goal involves increasing SAF production to as much as 700,000 tonnes in 2030. This is in line with OMV's ambition to become a net-zero company by 2050 at the latest (for Scopes 1, 2 and 3). To this end, clear medium-term and long-term emission reduction targets have been defined as part of the OMV Strategy 2030.

MILITARY AND DEFENCE

Lufthansa Technik hands over A350 "Konrad Adenauer" to German Armed Forces



A350 hand-over and christening in Hamburg

© Lufthansa Technik

Lufthansa Technik has formally handed over the second Airbus A350-900 government aircraft to the German Armed Forces. The aircraft, bearing the tactical registration 10+01, will soon join the fleet of the Federal Ministry of Defence's (BMVg) Special Air Mission Wing for long-haul political-parliamentary flight operations. It is equipped for the first time with a full government cabin. The Airbus A350, christened on November 16, arrived factory-fresh at Lufthansa Technik at the end of March 2021 and has since undergone an extensive modification programme at the company's competence centre for Special Aircraft Services in Hamburg. The main focus was on the fitting of the full government cabin, which differs significantly from the transitional cabin of the 10+03 "Kurt Schumacher", the first VIP and government aircraft based on an Airbus A350, which was already delivered in 2020. In contrast to the latter's open cabin design, the various functional areas for political-parliamentary flight operations are now structurally separated from one another, as was already the case with its two predecessors based on the Airbus A340. The remaining space in the cabin is available for the delegations traveling with the aircraft. It features seating with generous spacing, an appropriate number of washrooms and modern galley equipment.

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OTHER NEWS

There are still no signs of any fourth quarter (Q4) seasonal uplift in air cargo demand or pricing, with the downward trend of the last several months continuing into the second week of November – when peak season is usually in full-flow. Following a steep decline in the week to November 6, (week 44), reported by **WorldACD** last week, the latest preliminary figures from WorldACD Market Data show that weakening trend continue in this week's report – although the drop was less steep on a week-over-week basis. Figures for week 45 (November 7 to 13) show a further -1% drop in worldwide flown tonnages from the previous week and a stable average price. But comparing weeks 44 and 45 with the preceding two weeks (2Wo2W), tonnages were -7% below its level in weeks 42 and 43, while average worldwide rates decreased by -1%, in a decreasing capacity environment (-1%) – based on the more than 350,000 weekly transactions covered by WorldACD's data. Across that two-week period, outbound tonnages dropped from all the main regions, most notably ex-Europe (-12%), ex-Asia Pacific (-5%) and ex-North America (-5%). On a lane-by-lane basis, strong decreases were recorded between Europe and North America (-12% westbound and -10% eastbound) and between Europe and Asia Pacific (-7% westbound and -14% eastbound). There were also double-digit percentage drops in tonnages from Europe to Central & South America (-15%) and to Africa (-11%), while intra-Asia Pacific volumes fell by -7%. Chargeable weight growth outbound from Middle East & South Asia to Asia Pacific was the only significant positive exception (+6%), on a 2Wo2W basis. Comparing the overall global market with this time last year, chargeable weight in weeks 44 and 45 was down -18% compared with the equivalent period in 2021, despite a capacity increase of +2%. Notably, tonnages ex-Asia Pacific are -25% below their strong levels this time last year, and Middle East & South Asia origin tonnages are -23% below last year. But there were also double-digit percentage year-on-year drops outbound from both North America (-18%) and Europe (-13%), despite higher capacity. Capacity from all the main origin regions, with the exception of Asia Pacific (-8%) and Central & South America (-6%), is (significantly) above its levels this time last year: North America +9%, Middle East & South Asia +6%, Europe +2% and a double-digit percentage rise from Africa (+11%). Worldwide rates are currently -22% below their levels this time last year at an average of US\$3.34 per kilo, despite the effects of higher fuel surcharges, but they remain significantly above pre-Covid levels.

Boeing has announced a series of executive leadership changes and reorganisations aimed



© Heston Aviation

AB Aviation (Moroni, Comoros) and **Heston Airlines** (Vilnius, Lithuania) have announced a cooperation to develop new routes from Paris, France, to Moroni, Comoros, the independent state comprising three of the Comoro Islands in the Indian Ocean off the coast of East Africa, to create connectivity options for domestic travellers and international tourists. The cooperation between AB Aviation and Heston Airlines enables sustainable international growth for both companies. Travel and tourism are expected to surpass pre-pandemic levels this year and the companies are preparing for a future where Comoros is integrated into the international travel network. Comoros has white sand beaches, clear seas and volcanic landscapes – but also offers cultural riches, with a blend of Arab, African and French influences. Heston Airlines is set to provide state-of-the-art EASA-registered Airbus A330-200 aircraft having 266 seats where 18 are business-class with full-flat beds and 248 spacious economy seats.



British Airways introduces biometrical check-in trial

invited to scan their face, passport and boarding pass on their smartphone or tablet ahead of travel, with this information being kept safe and secure. When trial participants arrive at the airport, Smart Bio-Pod cameras verify their identity in under three seconds, allowing them to keep their passport safely in their pocket until they reach their destination. David Breeze, Operations Transformation Manager for British Airways, said: "Not only is this the first time that our customers have been able to register their biometric information at home, but it's the first time they can use it for British Airways' international flights. This is a secure and efficient tool that makes for a smarter and smoother airport experience, which will reduce the time it takes us to board aircraft." The trial will run for six months on British Airways flights to Malaga, Spain. Customers who opt-in will be invited to make use of the Fast-Track security lane and will receive complimentary priority boarding. If the trial is successful, it's expected to be extended to more international flights..

British Airways has become the first UK airline to trial the use of biometric technology for international flights, enabling customers taking part in the trial to travel through the airport 'smartly' without having to show their passport. Customers who sign up to take part in the airline's trial from London Heathrow Terminal 5 will be invited to scan their face, passport and boarding pass on their smartphone or tablet ahead of travel, with this information being kept safe and secure. When trial participants arrive at the airport, Smart Bio-Pod cameras verify their identity in under three seconds, allowing them to keep their passport safely in their pocket until they reach their destination. David Breeze, Operations Transformation Manager for British Airways, said: "Not only is this the first time that our customers have been able to register their biometric information at home, but it's the first time they can use it for British Airways' international flights. This is a secure and efficient tool that makes for a smarter and smoother airport experience, which will reduce the time it takes us to board aircraft." The trial will run for six months on British Airways flights to Malaga, Spain. Customers who opt-in will be invited to make use of the Fast-Track security lane and will receive complimentary priority boarding. If the trial is successful, it's expected to be extended to more international flights..

at accelerating operational discipline, first-time quality and performance while streamlining senior leadership roles and responsibilities. Effective immediately, Boeing Defense, Space & Security (BDS) will consolidate its eight divisions into four, including:

Vertical Lift, led by Vice President and General Manager Mark Cherry.

Mobility, Surveillance & Bombers, led by Vice President and General Manager Dan Gillian, which will include KC-46, SAOC, E-7, VC-25B, P-8, Bombers, AWACS/AEW&C, 777X components and all executive transport programmes.

Air Dominance, led by Vice President and General Manager Steve Nordlund, which will include classified programmes; the F/A-18, F-15, T-7, MQ-

OTHER NEWS

25 and MQ-28 programmes; and the non-space Phantom Works portfolio, including the Virtual Warfare Centres. Nordlund will also become the senior site executive for the St. Louis region.

Space, Intelligence & Weapon Systems, led by Vice President and General Manager Kay Sears, which will include space exploration and launch programmes, satellites, munitions, missiles, weapon system deterrents, maritime undersea, Phantom Works Space and subsidiaries (BI&A, Millennium, Insitu, Liquid Robotics, Spectrolab, Argon and DRT). Between now and February 4, 2023, Jim Chilton, Senior Vice President for Space and Launch, will continue to manage space exploration and launch programmes, satellites and Phantom Works Space. On February 5, 2023, Chilton will become a senior advisor to Ted Colbert, President and Chief Executive Officer of BDS, focusing on future space ventures. These changes build upon a consolidation of Manufacturing & Safety, Total Quality, Supply Chain and Programme Management and the appointment of Steve Parker as BDS Chief Operating Officer.

INDUSTRY PEOPLE



Guillermo Medina Moralejo

• **Guillermo Medina Moralejo** will join Wiremind Cargo on December 1, 2022, as its Vice President Business Development, responsible for sales, commercial strategy and marketing functions. Moralejo was educated in the

United Kingdom, and has spent the past six years in Asia, predominantly in Hong Kong where he will remain based in his new function with a view to expanding Wiremind Cargo's footprint to key Asian markets. He will join Wiremind Cargo from Lalamove, a crowd-sourced logistics start-up where, as Head of Corporate Solutions, he created and implemented the company's corporate sales strategy across 11 markets in Asia and Latin America. Prior to this, he held various positions within Cathay Pacific, including Executive Assistant to the airline's group CEO and as Manager of Cargo Customer Insights.

• Embraer has reported the beginning of the transition process of the company's Defense and Security leadership, stating that the president and CEO of Embraer Defense & Security, **Jackson Schneider**, has decided

he will leave the company in April 2023, when his term with the company ends. For the position, the company has appointed the current Chief Commercial Officer of Embraer Defense & Security, **Bosco da Costa Júnior**. Schneider joined Embraer in 2011 and has led the Defense & Security unit since the beginning of 2014, being responsible for the development and internationalisation of the KC-390 programme, in addition to consolidating the company as the main "Brazilian Defense House," with projects in the country's three armed forces. Prior to that role, he served as Vice President of People, Sustainability and Communication at the company. Current CCO of the Defense & Security business unit, da Costa Júnior, joined Embraer in 2005. During his career at the company, he has held leadership positions in the areas of contract management, proposals, industrial cooperation/offset in Defense and various managerial roles in the procurement and supply chain management areas. Born in São José dos Campos (SP), da Costa Júnior graduated in Business Administration and has two postgraduate degrees – International Executive MBA from FIA-USP and MBA in Supply Chain Management and Logistics from FEA-USP.



Brett Pierson

• Textron Aviation has promoted **Brett Pierson** to the role of Senior Vice President, Defense and Special Missions, which includes serving as President and CEO of Textron Aviation Defense. Pierson previously served as Vice President, Defense Strategy and Sales, and will succeed **Tom Hammoor** who is retiring after serving in this leadership role for the past seven years. Pierson will oversee all aspects of the Textron Aviation Defense business from aircraft sales to training and aftermarket support. He brings more than three decades of Department of Defense leadership, defense acquisition and test-flight experience to his new role. A decorated former Naval officer and pilot, he joined Textron Aviation Defense in 2017 as a senior test pilot.

• **Peter Carter** has been promoted to E.V.P. External Affairs, expanding his role leading Delta Air Lines' legal, regulatory and government affairs functions to oversee the airline's international, innovation and sustainability strategy. Carter will remain on the Delta Leadership Committee. Carter joined



Peter Carter

Delta in 2015 as E.V.P. and Chief Legal Officer with a focus on ensuring Delta's freedom to operate, protecting Delta's brand and advocating for the airline's interests with policy makers around the world. Under his oversight, government affairs ensured CARES Act support for Delta and the aviation industry in the form of payroll grants, saving thousands of jobs and positioning the U.S. air travel industry to continue to provide essential services. He also oversaw the COVID-19 vaccination response in Delta's key markets nationwide, accelerating the delivery of lifesaving vaccines throughout local communities. On the international front, Carter provided strong support to Delta partners during their restructurings, ensuring they and Delta are poised to maintain the best global network.

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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
A320-200	Deucalion Aviation Limited	V2527-A5	4552	2010	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320-233ceo	FPG Amentum	V2527E-A5	4457	2010	Now	Sale / Lease	Lei Ma	ma.lei@fpg-amentum.aero	+852 9199 1875
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
A350-900	ORIX Aviation	TRENTXWB-84	391	2020	Now	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 86 335 0004
B737-300	Deucalion Aviation Limited	CFM56-3C1	4552	1998	Q2/2023	Sale	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
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	35717	2007	Now	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	GE90-115B	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

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



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				
(2) 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				
(2) CFM56-5C4/P	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) CFM56-7B24/E	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(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	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) LEAP-1B28	Now - Lease				
PW1100G Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW1100G-JM	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	
(1) 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) PW150A	Now - Sale/Lease/Exch.				
(1) PW127M	Nov 15 - 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.				
(3) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2524-A5	Now - Lease				
(3) V2527-A5	Now - Lease				
(2) V2527-A5	Now - Sale / Lease	Castlake	Graeme Dodd	Graeme.dodd@castlake.com	+44 207 190 6138
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@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
(3) 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) APS3200	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
((1) GTCP331-200ER, (2) RE220RJ	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 954-683-1893
(2) GTCP36-150RJ					
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(4) GTCP131-9B, (3) GTCP131-9A		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(1) GTCP331-350, (1) GTCP331-500, (2) APS3200B, (4) 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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