

## Weekly Aviation Headline News

### WORLD NEWS

#### WFS opens air cargo terminal in India's Bengaluru Airport

Worldwide Flight Services ("WFS") has opened its air cargo terminal and cold chain facility at Kempegowda International Airport, Bengaluru in India. WFS was awarded the 15-year licence to operate the international cargo terminal and cold chain facility in June 2022 by way of a partnership with Bengaluru airport operator Bengaluru International Airport Limited. WFS will be responsible for the development, operation, management, and maintenance of the international cargo terminal and is also the exclusive operator of the dedicated cold chain facility at BLR airport. Plans are underway to double the terminal's annual throughput to more than 250,000MT.

#### Ryanair welcomes EU court ruling on Italian state aid

Ryanair welcomed the EU General Court's ruling on what it calls discriminatory State aid favouring Italian airlines over other EU airlines. The Italian government granted a €130m aid package only to airlines holding an operating licence issued by Italy. Ryanair's spokesperson said: "The European Commission's approval of the aid scheme limited to airlines with an operating licence issued by the Italian State went against the fundamental principles of EU law. This judgment confirms that the Commission must act as a guardian of the level playing field in air transport and cannot sign-off discriminatory State aid under political pressure by national governments."

#### Lufthansa takes minority share in ITA Airways

Lufthansa reached an agreement with the Italian Ministry of Economy and Finance to acquire a minority stake in the Italian national carrier ITA Airways. Lufthansa will obtain a 41 percent stake in ITA for EUR 325m through a capital increase. Upon closing of this transaction, ITA Airways and Lufthansa Group are expected to immediately start their cooperation at a commercial and operational level.



Trained engineers are dwindling while demand accelerates.

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### As aviation technical skills dwindle

Experts call for long term solutions

The aviation sector is facing significant disruption as the number of trained engineers dwindles while demand accelerates, according to research just released by international aviation recruitment consultancy, AeroProfessional.

In a report entitled "*The Risk to Aviation's Future*," AeroProfessional's study reveals that 27% of the aircraft engineering workforce is set to retire in the next decade, while almost half (45%) are alarmingly considering moving to an alternative industry.

This stark decline flies in the face of growing demand for air travel and the skilled personnel integral to achieving that growth. Airbus estimates that passenger traffic will double to nine million by 2041, requiring the additional training of two million new personnel, of which 34% (680,000) will be engineers, while

Boeing suggests that over 600,000 new aircraft engineers will be needed in the next 20 years. AeroProfessional's research indicates that, in addition to growing demand and a rapidly ageing workforce, a combination of factors drive the shortfall in the number of aircraft engineers: Alternative industries are presenting an increasingly attractive route for

employee perceptions of aviation as an unstable sector to work in. With a long and costly training process that can take up to seven years, bottlenecks are becoming a major issue, with insufficient training capacity available to manage the resurgence of travel post-pandemic and the associated demand for skilled personnel such as engineers.

The age of the current global commercial aviation fleet is also exacerbating the shortfall, with only 20% being the latest generation of aircraft with lower maintenance requirements. AeroProfes-

sional estimates that the proportion of ageing, maintenance-intensive aircraft in the global fleet will not reduce significantly until 2040.

In the UK specifically, Brexit is also a significant factor as aircraft engineer licenses issued by the UK authorities

“The shortfall in aircraft engineers is already impacting output and it's only going to get worse for the foreseeable future.”  
*Sam Sprules, Managing Director, AeroProfessional*

aircraft engineers, with 56% of respondents to the research stating that they didn't feel they were getting paid enough for the job expectations. AeroProfessional forecasts a flight of experienced aircraft engineers to other sectors. This situation is exacerbated by the Covid-19 pandemic which reinforced

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are no longer valid or recognised in the EU, and vice versa. As a result, UK aviation businesses have very restricted access to engineers from European countries.

Sam Sprules, Managing Director of AeroProfessional, says: "The shortfall in aircraft engineers is already impacting output and it is only going to get worse for the foreseeable future. The

industry must act now to prevent long term, structural damage to the industry, and its ability to deliver a proven level of quality and service to passengers across the globe."

## AIRCRAFT & ENGINE NEWS

### Airstream arranges sale of two PW127 engines

Aircraft remarketing specialists Airstream International Group has arranged the sale of two Pratt & Whitney Canada PW127 engines on behalf of NovoAir Ltd, Bangladesh. The engines, serial numbers EB0008 and EB0012, were sold to NTE Aviation LLC in the US. This is the second transaction with NTE in the last six months, having delivered an ATR42-500 to them in December 2022. Airstream has a longstanding relationship with NovoAir and continues to work closely with the carrier for the remarketing of a number of its ATR72-500's. Airstream provides aircraft sales, leasing and financing services for an international client base that has included airlines, government organisations, lessors, investors and financial institutions as well as part-out organisations. Now in its 35th year of trading, Airstream has successfully completed transactions involving more than 650 aircraft.

### AerCap signs lease agreements with new customer ASKY Airlines

AerCap Holdings has signed lease agreements for two used Boeing 737-8 MAX aircraft with ASKY Airlines, the Pan-African carrier, headquartered in Togo. The aircraft are scheduled to deliver June through August 2023.

### Lufthansa signs contract for four additional Airbus A350-900 aircraft

Lufthansa has signed a contract for the purchase of four additional ultra-modern Airbus A350-900 long-haul aircraft. The aircraft will be acquired from Deucalion Aviation Limited and delivered to the Group this year. Lufthansa currently operates 21 Airbus A350-900 aircraft and has ordered five more A350-900s and ten A350-1000s as recently as March 2023. In total, Lufthansa holds 38 firm orders for this highly efficient Airbus long-haul aircraft, making Lufthansa the world's third-largest Airbus A350 customer.

### Textron unveils newest business jet 'Cessna Citation Ascend'



The Cessna Citation Ascend

© Textron Aviation

Textron Aviation has unveiled the newest Cessna Citation business jet in the legendary 560XL series — the Cessna Citation Ascend. Presented on the eve of this week's European Business Aviation Convention and Exhibition (EBACE), the Citation Ascend is designed to bring an entirely new cockpit, improved performance and a more luxurious cabin to the midsize business jet market. Currently under development, the aircraft is expected to enter into service in 2025. The Citation Ascend will give operators versatility and flexibility to accomplish any mission, now and in the future. Customers will also enjoy many of the luxuries found in the bestselling Citation Latitude and flagship Citation Longitude. This is made easier with a common Garmin cockpit, an important feature for customers who operate multiple Citations. The Citation Ascend will have Pratt & Whitney Canada PW545D engines designed to deliver better fuel efficiency, increased thrust and longer time-on-wing. The engines use new materials and technology — including a more efficient high-pressure compressor, an enhanced single-stage high-pressure turbine module and an upgraded exhaust mixer. The PW545D engines are also equipped with a Full Authority Digital Engine Control (FADEC), enabling the new auto-throttle technology and ensuring they operate at their maximum efficiency and with reduced pilot workload. Design improvements on the aircraft deliver the ability to carry a higher combination of payload and fuel load while retaining access to short runways. With four passengers at high-speed cruise power, customers will enjoy trips such as London City, UK, to Athens, Greece; Helsinki, Finland, to Porto, Portugal; or La Mole, France, to Prague, Czech Republic.

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**AIRCRAFT & ENGINE NEWS**

**Boeing receives orders for up to four Boeing Business Jets**

Boeing has received orders for up to four premium, ultra-long-range Boeing Business Jets (BBJ) from undisclosed VIP customers, including two BBJ 787-8s, one BBJ 737-7 jet and an option to purchase a BBJ 777-9. The company shared the 2023 orders at the European Business Aviation Convention & Exhibition (EBACE) in Switzerland. Equipped with the latest innovations and technologies of Boeing’s commercial airplanes, the enhanced environmental performance of the Boeing Business Jets reduces fuel use compared to previous generations of each aircraft. The jets provide customers with a unique combination of globe-spanning range, efficiency and passenger comfort. **BBJ 737-7:** As the longest-range, non-widebody business jet in its class, the BBJ 737 MAX can fly 6,600 nautical miles (12,200 km) nonstop to connect global hubs such as Geneva and Singapore. With enhanced efficiency, the BBJ 737-7 reduces emissions and fuel use while lowering operating costs.



BBJ 737-7

© Boeing

**BBJ 787-8:** With its visionary composite airframe, the BBJ 787 Dreamliner delivers fuel savings with a range up to 9,945 nautical miles (18,420 km). Along with improved environmental performance, the Dreamliner’s lower cabin altitude, increased cabin air humidity and advanced smooth ride technology to counter the effects of turbulence, work together to significantly enhance passenger comfort.

**BBJ 777-9:** The BBJ 777X is the first business jet capable of connecting any two cities in the world nonstop, flying up to 11,025 nautical miles (20,418 km). Engineering design improvements and innovative new technologies, including a new carbon-fibre composite wing and all-new engines, improve environmental performance. Like the BBJ 787 Dreamliner, the BBJ 777X offers leading-edge cabin comfort technologies.

**Air Corporate of Italy orders 43 Airbus helicopters**



ACH130 of Air Corporate

© Air Corporate

Air Corporate, the Italian business aviation operator, has placed a firm order for 43 helicopters from Airbus. The helicopters include 40 single-engine helicopters (H125/H130) plus three ACH160s from Airbus Corporate Helicopters in Line configuration with the Lounge package to add to two ACH160s already on order. The contract is the largest commercial helicopter order booked by Airbus in Italy and will see the helicopters delivered over the coming years for a range of private and business passenger services as well as utility operations. The latest announcement expands on 28 additional orders from Verona-based Air Corporate in recent years as part of an ongoing fleet expansion. In the past two years alone, Air Corporate has taken delivery of 17 Airbus helicopters, including the first of two twin-engine H135s. Airbus helicopters have been flying in Italy for 50 years and the company is a key player in the Italian helicopter market with 90 customers and a fleet of more than 240 helicopters in service.

**Scoot selects Embraer E190-E2 jets to unlock growth**

Singapore Airlines’ low-cost subsidiary, Scoot, has selected the Embraer E190-E2 jet to unlock growth in the region. Nine E190-E2 jets will join Scoot’s fleet in a lease arrangement with Azorra. The first delivery of the E190-E2, the quietest and most fuel-efficient aircraft under 150 seats, is scheduled for delivery in 2024. The aircraft will come from Azorra’s existing backlog with Embraer. Leslie Thng, Scoot’s Chief Executive Officer, said, “The agreement to include nine new E190-E2 aircraft in our fleet allows us to continue operating a modern and fuel-efficient fleet, and support our network growth strategy by serving thinner routes to non-metro destinations out of Singapore. As the first Singaporean carrier to operate the E2s, we are excited to be working with our partners at Embraer to improve our network connectivity and increase travel options for our customers.” The E190-E2 is part of Embraer’s latest E-Jets E2-family of commercial jets, which entered into service in 2018. Airlines such as KLM, Porter, and Azul operate the E-Jets E2-family of aircraft and new operators, including Royal Jordanian, Salam Air and TUI, were recently announced. The E190-E2 and the E195-E2 was designed using the 20 million hours of experience the first generation of E-Jets accrued, ensuring that the E2 aircraft are modern and advanced, yet retain the maturity and reliability of the previous-generation aircraft. The first-generation E-Jet is one of the most successful commercial jets in the industry and continues to operate across the globe, with more than 80 airlines across 50 countries and more than 1,700 units delivered.



Scoot has chosen Embraer E190-E2 jets to unlock growth in the region

© Embraer

**MRO & PRODUCTION NEWS**

**ExecuJet MRO Services Africa chosen as Authorized Service Centre (ASC) by Embraer**

ExecuJet MRO Services has been appointed by Embraer as its authorised service centre (ASC) for business jets in Africa. The decision represents an expansion of the aircraft manufacturer’s service network in the region. “We are pleased to partner with ExecuJet for supporting our customers in Africa. The region has a great potential to grow, and Embraer Services & Support is prepared to work closely with ExecuJet to offer the best services for our clients”, says Frank Stevens, Vice President Embraer MRO Services – Global, Embraer Services & Support. ExecuJet based at South Africa’s Lanseria International Airport near Johannesburg has been operating in Africa for more than 30 years and is the leading business aviation maintenance, repair, and overhaul (MRO) organisation in the region. Vince Goncalves, Regional Vice President Africa at ExecuJet MRO Services, says: “We have been supporting Embraer business jets for many years and have a long and trusted relationship with the aircraft manufacturer.” Under the new agreement with Embraer, ExecuJet MRO Services Africa is expanding its Embraer MRO capability to include the Phenom 100- and 300-series aircraft, Embraer’s entry-level and light-jet family. ExecuJet is already locally and internationally certified to do line and heavy maintenance on Embraer Legacy 600 and 650 business jets.

**J&C Aero modernises cabin interiors for SkyUp Airlines’ Boeing 737 fleet**

J&C Aero, an international aviation centre for innovation in cabin transformation and CAMO, has completed a complex cabin interior modernisation project for Ukrainian charter air carrier SkyUp Airlines. The works covered the airline’s twelve Boeing 737 NGs. J&C Aero’s team has ensured the certification of new passenger seats, as well as installing them together with new class dividers, carpets, entry area mats and additional galley equipment. The company has also produced transition MOD kits and standardised emergency equipment, including the introduction of new-generation ZOLL Aviation defibrillators. In addition, J&C Aero has developed and installed the fleet’s new livery and internal marking. “SkyUp Airlines is a modern carrier with a mindset focused on delivering additional comfort to its international passengers. We are happy to support them with fleet modernisation and look forward to future projects as they keep growing,” commented Vitalijus Malyška, COO at J&C Aero. “As a charter airline, we welcome various passenger groups on board our aircraft. The recent cabin interior modernisation has allowed us to further improve

**AIRCRAFT & ENGINE NEWS**

**Rolls-Royce Pearl 10X engine development programme accumulates more than 1,500 testing hours**



The Pearl 10X engine will power Dassault’s flagship, the Falcon 10X jet © Rolls-Royce

Rolls-Royce has reported the progress of its Pearl 10X engine development programme. According to the company, the Pearl 10X programme is advancing at pace and has successfully accumulated more than 1,500 testing hours, both on the Advance 2 demonstrator and the Pearl 10X engine configuration. The team is now preparing for the start of the flight test campaign on Rolls-Royce’s dedicated Boeing 747 flying testbed in Tucson, Arizona, U.S.A., which will start later this year. The Pearl 10X is the newest member of the state-of-the-art Pearl engine family and the first Rolls Royce engine ever to power a Dassault business jet. The French aircraft manufacturer’s selection of the Pearl 10X for its new top-range product is another testament to Rolls-Royce’s position as the engine manufacturer of choice in business aviation. All the tests completed to date confirm the reliability of the engine and show it will meet the performance requirements to power Dassault’s flagship, the Falcon 10X. So far, the development programme has included the rigorous testing of the new ultra-low emissions ALM combustor, which is compatible with 100% sustainable aviation fuel (SAF) and the new accessory gearbox, which allows for higher additional power extraction. The engine, which surpassed its target thrust levels on the very-first test run, will be the most powerful business aviation engine in the whole Rolls-Royce portfolio. The first run of the full powerplant, including its bespoke Spirit nacelle, engine build up (EBU) and mount system, was conducted earlier this year. The Pearl 10X features the Advance2 engine core, the most efficient core available across the business aviation sector, and combines it with a high-performance low-pressure system, resulting in a superior thrust of more than 18,000lbf. Compared to the last generation of Rolls-Royce business aviation engines, the Pearl 10X offers a 5% higher efficiency, while delivering outstanding low noise and emissions performance. The result is an engine that offers a market-leading combination of power and efficiency. This combination will enable customers and operators to have premium airport accessibility and fly ultra-long-range connections whilst also being able to travel at nearly the speed of sound.

**ASL Group inks agreement for delivery of six Lilium Pioneer Edition jets**

Benelux-based business jet operator ASL Group and Lilium, developer of an all-electric vertical take-off and landing (eVTOL) jet, have inked an agreement for the delivery of six Lilium Pioneer Edition jets. The agreement, which includes deposit payments to Lilium, converts an earlier memorandum of understanding between the two companies, disclosed last year during the Farnborough International Airshow. ASL Group is a leading business jet operator in the Benelux and the owner of the first electric aircraft in Belgium. ASL Group intends to manage and operate the aircraft for its customers as part of a sustainable, high-speed network connecting major hubs across Belgium, The Netherlands, Luxembourg and Western Germany. Philippe Bodson, owner and CEO of ASL Group said: “Our company is constantly seeking new ways to operate responsibly and contribute to a healthy future, both socially and ecologically. The Lilium Jet is a great opportunity to provide better value to our customers in a sustainable way. With zero operating emissions, vertical take-off and landing capability, and a spacious premium cabin, Lilium represents the best option on the market.”



ASL Group and Lilium have signed an agreement for the delivery of six Lilium jets © Lilium

the flight experience and for that, we are grateful to J&C Aero which delivered everything on time and as requested,” shared a SkyUp Airlines’ representative.

**Fokker Services Group inaugurates new wide-body hangar**

Fokker Services Group (FSG), an independent leader in aerospace services, is pleased to

**MRO & PRODUCTION NEWS**

announce the inauguration of its new wide-body hangar in Hoogerheide, The Netherlands, honouring its commitment to customers, suppliers, employees and the local community. Boasting an impressive 87-meters long, 86-meters wide, and 27-meters high, this state-of-the-art facility can accommodate widebody aircraft such as the A330, A350, B787, and B777, and will make a crucial contribution to the company's long-term objective as market demand for completion services continues to surge. FSG made sustainability a top priority in this project, resulting in a completely electrically powered new hangar and the installation of an environmentally friendly geothermal energy system. Furthermore, by the end of 2023 the company will have installed photovoltaic solar power capacity on the rooftop of the hangar, reducing the dependency on external energy sources. The design of the hangar was co-developed with Gaptex, a leader in modular architecture, using its patented lightweight system. These improvements will reduce the CO2 emissions from the construction by 75% compared to a conventional hangar. This announcement took place during the European Business Aviation Convention & Exhibition (EBACE), Europe's leading event in on-demand aircraft. According to Roland van Dijk, CEO of FSG, "We're in a relentless pursuit of global excellence with strong focus on sustainability, of which this new hangar is a key milestone. Our cutting-edge technology, engineering skills, and centennial history are putting us in an uncontested position to become the partner of choice for the wide-body airframe maintenance and completions & conversions market".

**AMP Aero Services accelerates growth with new office in Türkiye**

AMP Aero Services, a global leading aftermarket parts supplier, announced today that it has successfully opened its new facility in Istanbul, Turkey. The new facility will serve as a sales, marketing and distribution operation strategically positioned near Istanbul Airport. The new premises will accommodate the rapid growth and demand from its clients in the region. In addition to the corporate headquarters in Miami, Florida and offices in Kansas City, New Delhi, India, Dubai and Hong Kong, the new office space doubles the office footprint and supports the company's growth strategy. "The decision to expand our presence into the Istanbul, Türkiye area was a logical step in our business growth strategy," said Alvaro Pereira, Founder and Managing Member. "The area is not only positioned for our increased demand but rich with a diverse industry talent pool," said Managing Member, Ambalik Agarwal.

**AIRCRAFT & ENGINE NEWS**

**SKY2SHARE pre-orders 15 Cassio electric-hybrid aircraft from VoltAero**

SKY2SHARE, a Swiss-based aviation company that offers fractional ownership and is focused on radically decreasing the CO2 footprint of its operations, has pre-ordered 15 of VoltAero's Cassio electric-hybrid airplanes. This commitment begins with the five-seat Cassio 330, while also incorporating the flexibility for SKY2SHARE to include the six-seat Cassio 480 and the 12-seat Cassio 600 versions. The pre-order was announced at EBACE in Geneva, Switzerland. VoltAero and SKY2SHARE share a joint exhibit in the Palexpo convention centre's Innovation Zone Pavilion. With this latest agreement, VoltAero has now lined up a total of 218 orders and commitments for its Cassio airplane product line. "Cassio is perfectly tailored for SKY2SHARE's ambitious goal of providing productive and environmentally conscious mobility services that reduce business aviation's environmental footprint," said Jean Botti, VoltAero's CEO and Chief Technology Officer. Production Cassio airplanes will be built in three versions, each sharing a high degree of modularity and commonality. The family will provide a highly capable and reliable product line for charter companies, regional commercial operators and private owners, as well as in utility-category service for cargo, postal delivery, and medical evacuation (Medevac) applications. First to enter service will be the Cassio 330, with five seats and powered by the 330-kilowatt electric-hybrid propulsion system. VoltAero's follow-on six-seat Cassio 480 will have an electric-hybrid propulsion power of 480 kilowatts, while the Cassio 600 is sized at a 12-seat capacity with electric-hybrid propulsion power of 600 kilowatts. VoltAero is headquartered at the Aérodrome de Royan-Médus in southwest France and its Cassio aircraft are to undergo final assembly in a purpose-built facility at the Rochefort Charente-Maritime Airport in France's Nouvelle-Aquitaine region.



Rendering of VoltAero's Cassio 330 electric-hybrid aircraft for Switzerland's SKY2SHARE © VoltAero

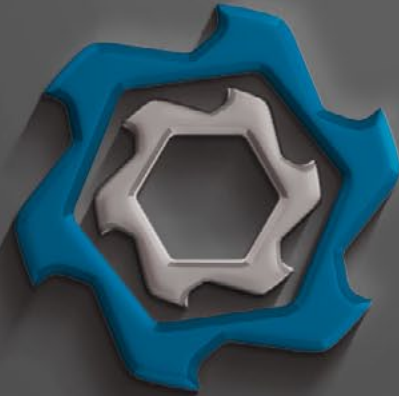
**MRO & PRODUCTION NEWS**

**GE Aerospace opens newest Beavercreek, Dayton-area manufacturing site**

GE Aerospace has announced the opening of its newest Dayton-area site, dedicated to engine component manufacturing for civil, military aviation and aero derivative applications. The Beavercreek facility, located on more than 53 acres at the Miami Valley Research Park, is 280,000 ft<sup>2</sup> and optimises operations from eight locations into one campus. Approximately 400 hourly and salaried employees will be located at the new site by the end of the year. "We are very excited to begin this new chapter in the same community that we have had a longstanding relationship with for decades," said Brian Debruin, Site Leader of the facility. "The decision to co-locate to this state-of-the-art facility will bring our team closer together, simplifying our operation and helping us better serve our customers." GE Aerospace has been integrated with the Dayton community for more than 100 years. Its first aviation product, the turbosupercharger, was tested and matured at Wright Field, beginning in 1919. Today, approximately 1,400 GE employees work in Dayton-area facilities, including the Beavercreek site, EPISCenter on the University of Dayton campus and Vandalia. Beyond the multi-million-dollar investment in the Beavercreek site, GE Aerospace expects to invest more than US\$335 million in U.S. facilities this year, include US\$32 million in Ohio facilities. In May, the company also announced it will invest up to \$20 million into its Electrical Power Integrated Systems Center (EPISCenter) to build a new test cell for hybrid electric propulsion systems. (£1.00 = US\$1.25 at time of publication).



GE Aerospace has opened its newest Beavercreek, Dayton-area manufacturing site © GE Aerospace



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**FINANCIAL NEWS**

**Ryanair posts full-year profit of €1.43 billion**

Ryanair has posted full-year 2023 (FY23) PAT of €1.43 billion, compared to a previous-year loss of (€355 million), due to strong full-year traffic recovery, improving fares and advantageous fuel hedges. Scheduled revenue grew over 160% to €6.93 billion. Following a disappointing Q1 (when traffic was badly impacted by Russia's invasion of Ukraine on 24 Feb. 2022), strong travel demand through the remainder of the year saw traffic rise 74% at higher fares (+10% on pre-COVID). Ancillary sales delivered a solid performance, generating just under €23 per passenger (€3.84 billion). Total full-year revenue rose 124% to €10.78 billion. Total operating costs rose 75% to €9.20 billion, driven by higher fuel costs (+113% to €3.90 billion, offset by favourable fuel hedges and improved fuel burn as more Gamechangers entered the fleet), crew pay restoration and 74% traffic growth. Ex-fuel operating costs rose 54%, which was well below traffic growth, and unit costs (ex-fuel) were just €31 as Ryanair's cost advantage over other EU competitors widened substantially as it predicted it would. The company's fuel hedging (over 80% hedged at approx. US\$64/bbl) contributed significantly to the final full-year 2023 profit outcome, saving the group over €1.4 billion. FY24 jet fuel requirements are almost 85% hedged at approx. US\$89/bbl (with a mix of forwards and caps) and 25% of H1 FY25 is covered at US\$77/bbl. Just over 90% of FY24 €//\$ opex is hedged at 1.08 and 38% of H1 FY25 is covered at 1.11. Our B-8200 "Gamechanger" order book is fully hedged at €/US\$1.24 which further lowers the cost of these new aircraft. Ryanair has signed an agreement to purchase 300 new Boeing 737-MAX-10 aircraft (150 firm and 150 options), which is subject to AGM approval on September 14. These, fuel efficient, aircraft have 228 seats (21% more than our B737NGs) and phased deliveries between 2027 and 2033. The company expects 50% of the order will be used to replace older NGs, while the remainder will facilitate disciplined traffic growth to approx. 300m p.a. by FY34 (an 80% increase over FY23's traffic). Given the strength of the Group's balance sheet, its strong credit ratings and the two-year gap between the delivery of the final B-8200 "Gamechanger" in late December 2024 and the first MAX-10 in early 2027, the group anticipates that capex will be funded primarily from internal resources (although the group will remain opportunistic in its financing decisions). (€1.00 = €1.15/US\$1.25 at time of publication).

**Kawasaki Motors becomes strategic investor in VoltAero**

Kawasaki Motors has become a strategic investor in VoltAero, joining Series B funding for the development, production and certification of

**MRO & PRODUCTION NEWS**

**SKS Airways signs services agreement for fleet support of E195-E2s**



Signing of the service agreement between Embraer and SKS Airways

© Embraer

SKS Airways has signed a long-term services agreement with Embraer to support the airline's ten E195-E2 jets. The contract provides access to the pool programme, which includes component exchanges and repair services for more than 300 repairable parts to support SKS Airways' Embraer aircraft, plus eSolutions to enhance fleet monitoring and preventive maintenance. SKS Airways' operations will benefit from the AHEAD (Aircraft Health Analysis and Diagnosis) which comprises early detection capabilities for critical systems, reducing technical interruptions and avoiding flight cancellations; the eSight, with real-time fleet performance monitoring; and the ePerf, a tablet application for pilots to generate runway performance data offline from the cockpit in any phase of flight. Equipped with state-of-the-art features, the E195-E2 is the latest commercial aircraft in the aerospace industry to enter into service and is part of the E-Jets E2 family. The E-Jets E2-family of aircraft, including the E195-E2 has the longest maintenance intervals in the single-aisle jet category – with 10,000 flight hours for basic checks and no calendar limit for typical E-Jet operations. This enables the aircraft to be operated with minimal downtime. SKS Airways is a regional airline operating in Malaysia. Founded in November 2017, the airline launched its first commercial flight from Subang Airport in January 2022. As part of the SKS Group of companies, the carrier is set to reshape the future of aviation by enhancing the connectivity within the region with its new fleet of Embraer E195-E2 aircraft.

VoltAero's Cassio electric-hybrid aircraft family. This investment – which was announced prior to the opening of the EBACE European Business Aviation Convention & Exhibition in Geneva, Switzerland – marks the Cassio programme's latest milestone, uniting VoltAero and Kawasaki

in a shared vision for the future of electric aviation. "Kawasaki's engine expertise and its capacity for innovation brings a new dimension to VoltAero as we complete the final definition of our electric-hybrid powertrain for the Cassio aircraft family," said Jean Botti, VoltAero's CEO



**FINANCIAL NEWS**

& Chief Technology Officer. “Having Kawasaki as a strategic investor is another major vote of confidence for the Cassio programme.” Hiroshi Ito, President and CEO of Kawasaki Motors Ltd., added: “We were deeply impressed by VoltAero’s creative design and innovative technology in the aviation industry, as well as its strong sense of mission to help realize a carbon-neutral society, and decided to invest in VoltAero. We are delighted to contribute to VoltAero’s business growth through this investment.” The Series B round marks the third funding phase for VoltAero, positioning it for the industrialisation of its Cassio 330 – the first in Cassio’s electric-hybrid aircraft family. VoltAero’s airframe design for the Cassio series of airplanes is based on a sleek, aerodynamically optimised fuselage, a forward fixed canard and an aft-set wing with twin booms that support a high-set horizontal tail. By integrating VoltAero’s patented electric-hybrid propulsion system into the company’s purpose-designed airframe, the Cassio aircraft family will deliver an order of magnitude higher performance as compared to the current competition and provide significantly lower operational costs.

**OTHER NEWS**

**easyJet** will be expanding its UK network by opening a new base at Birmingham. The investment will create around 100 direct jobs for pilots and crew in the UK and support around 1,200 jobs in total. easyJet currently employs around ten thousand people across England, Scotland and Northern Ireland. The airline will base three 186-seat A320 aircraft at the airport. Investing in a ninth base in the UK strengthens easyJet’s network. The move is part of easyJet’s strategy to take advantage of key growth opportunities across its network and follows the return to growth this summer in the UK which will also see easyJet operate its biggest ever UK summer flying programme, flying around eight per cent more capacity than pre-pandemic and over one-million more seats in peak summer and 57 new routes, including 23 from the UK. New research commissioned by the airline has revealed travel is the number one priority for UK consumers where consumers are placing more value on travel post pandemic. With their holiday budget the highest priority after household bills, nearly 60% of Brits (57%) are saving on takeaways (45%), meals out (42%) and clothing (30%) to protect their summer holiday and are shifting toward more budget-friendly airlines. easyJet already serves key domestic connections and international routes from Birmingham to popular beach and city destinations including Amsterdam, Geneva, Milan, Naples, Lisbon, Faro and Palma de Mallorca. The addition of more

**MRO & PRODUCTION NEWS**

**Jet Aviation starting to use bio-based resin for first time in VVIP components**

Jet Aviation, an offshoot of General Dynamics, has announced that its Basel, Switzerland facility is to start using bio-based resin for composite parts in its VVIP cabin interiors. The company currently has two completion projects it is working on, and these parts will be integrated into them both. The resin is produced from up to 25% plant origin biological



Jet Aviation started first use of bio-based resin in VVIP completion projects © Jet Aviation

sources which Jet Aviation can locally source close to its Basel facility, which will have a substantial impact on the environment when compared to that of the more traditional epoxy resin. Jet Aviation has already conducted certification testing in-house and the resin was qualified for non-structural parts in VVIP completions. “This is a fantastic milestone in our journey towards providing customers with even more sustainable choices throughout the completion process,” says Christoph Fondalinski, Jet Aviation’s Vice President Completions. The resin currently being used in Jet Aviation’s in-house composite production workshop will be available for all interior completion and refurbishment projects. “I am incredibly proud of the team that brought this innovation to life,” says Florent Klinger, Head of Engineering at Jet Aviation. “The success is due to a close collaboration between engineering and production from the drawing board to the hands-on execution, with a shared passion to find the best product for our customers. The new resin is not only bio-based and locally sourced, it also scored exceptionally well in flammability testing, and can even contribute towards weight-saving in the interior. I am excited to see what else the team can achieve as we continue our research and development into sustainable composite products and processes.” Jet Aviation Basel has six hangars and can accommodate aircraft up to the Boeing 747 for completions, refurbishment and maintenance. In 2021, a new 8,000-ft<sup>2</sup> completion centre was opened, bringing the cabinet shop, interiors and finishing shops, and sheet metal shops together in one location.

**SkyWest Airlines to use GE’s 360 Foam Wash system**



GE’s 360 Foam Wash is an alternative to water wash for engine maintenance © GE Aerospace

SkyWest Airlines, a subsidiary of SkyWest, has been awarded a technical license from GE to use its 360 Foam Wash system on its CF34 aircraft engines, making SkyWest the first North American operator to license the patented engine cleaning system. Estimates are that 360 Foam Wash has the potential to help SkyWest Airlines avoid up to 13,900 metric tonnes of CO2 emissions a year by replacing some water washes with foam wash for CF34 engine cleaning. GE’s 360 Foam Wash is an alternative to water wash for engine maintenance. It can help restore engine performance, leading to reduced fuel consumption and improved time on wing. The process involves injecting a specially formulated, proprietary solution that reduces build-up of deposits in the engine, which can lower engine exhaust temperatures and improve engine compressor efficiency. The license was awarded following technology testing and equipment training. SkyWest Airlines aircraft technicians can now perform this new cleaning technique on their own to maintain the airline’s fleet of CF34 engines powering its Embraer 175 and MHI CRJ700 and CRJ900 aircraft. The foam wash system is self-contained, allowing it to be used inside maintenance hangars and outdoors. Foam Wash is approved for use on multiple GE engine programmes, including models of the GE90, GENx, and CF34 engine.

**OTHER NEWS**

aircraft at the airport will enable the airline to further expand its network from Birmingham with new routes that will prove popular with customers flying from the UK's second largest city, for holiday makers and business travellers alike. Not only will the aircraft help support vital UK domestic connectivity outside of London, each UK-based aircraft directly supports 400 jobs and £27 million UK GVA considering direct, indirect and induced impacts.

A consortium led by **Glasgow Airport** and net-zero consulting co-developer **Ikigai**, has successfully secured funding from the Scottish Government to test the feasibility of a hydrogen production, storage and distribution hub that would support zero-emission flight at the airport. The funding was confirmed by the First Minister of Scotland Humza Yousaf and forms part of the Scottish Government's £7 million Hydrogen Innovation Scheme which aims to support the development of renewable hydrogen technologies. The Glasgow Airport Hydrogen Innovation Hub project will determine the most efficient, bankable, green hydrogen

**MRO & PRODUCTION NEWS**

**Spirit AeroSystems finalises MRO services contract with MAB Engineering**



Signing ceremony of the MRO services agreement between MAB Engineering and Spirit AeroSystems © Spirit AeroSystems

Spirit AeroSystems has finalised a partnership agreement with MAB Engineering Services (MAB Engineering) to provide MRO services for nacelle and flight control surfaces to Malaysia Airlines and other operators at Kuala Lumpur International Airport, Sepang, Malaysia. The agreement finalises a Memorandum of Understanding the companies have announced during the 2022 MRO Asia-Pacific in Singapore. MAB Engineering is a wholly owned entity of the Malaysia Aviation Group (MAG) and

operates 11 production lines at Subang Airport and at Kuala Lumpur International Airport, providing MRO services for narrow-body and wide-body aircraft. MAB Engineering currently holds 21 regulatory certifications covering Malaysia, Europe, the United States, among others. Spirit AeroSystems Aftermarket Solutions, which has grown at over 20% in recent years, has ten wholly owned, joint venture or authorised repair centres around the world in United States of America, Northern Ireland, Morocco, Jordan, India, China and Taiwan. In addition, Spirit has partnered with ST Engineering to serve select countries in the Middle East region.



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**OTHER NEWS**

production, storage and refuelling solutions and assess the operational feasibility of a hydrogen hub at the airport. The international consortium includes AI & solid-state storage technology company H2GO Power, developer of hydrogen-electric powertrains for ZeroAvia aircraft, global strategic environmental and engineering consulting Ricardo, system integrator Altrad Babcock, European green fuels retailer OG Clean Fuels, the University of Glasgow, Scottish Water Horizons and two airlines (easyJet and Loganair). The project is expected to be completed by early 2024, with the long-term goal of applying this world-first concept to other regional airports, to create a UK network of hydrogen-ready airports, including Aberdeen and Southampton which together with Glasgow form AGS Airports. Jon Matthews, Group Head of Capital Investment at AGS Airports, said: "Hydrogen-powered aircraft have the potential to completely revolutionise aviation, particularly on regional and short-haul routes. Airline manufacturers are making tangible progress on zero-emission flights and as an airport operator, it is important we start to plan for the delivery, storage and generation of hydrogen. This funding will allow us to bring together a diverse group of companies to address the unique challenges of storing hydrogen safely and at scale in an airport environment." Aviation accounts for approximately 2.5% of global CO2 emissions and is one of the hardest to abate sectors. The industry is exploring multiple sustainable fuel sources and technologies, with the aim that sustainable aviation fuel will mitigate the majority of aviation's global emissions in 2050. The International Air Transport Association (IATA) predicts that hydrogen aircraft will dominate commercial short-haul aviation by 2040, with 50-100 hydrogen aircraft for up to 90 min flights being in commercial operation as early as 2035. "Hydrogen has a critical role to play in the decarbonisation of, in particular, regional aviation. Glasgow's 'back to base' island routes make it the ideal location for hydrogen aviation to take-off," said Helena Anderson, co-founder of Ikigai. "This hub will ensure that Glasgow Airport has a safe, secure and cost-efficient green fuel supply, as the industry transitions to Net Zero. Glasgow is the first airport in, what we believe will be, a world-leading hydrogen aviation network attracting regional investment, jobs, skills and growth."

Effective May 23, **France** has activated a ban on all short-haul flights to destinations where there is an existing train connection that can be reached within two-and-a-half hours. However, the train service has to offer the same degree of flexibility as a flight. In other words, travellers must be able to arrive at the start of the working day, spend up to eight hours in the location,

**MRO & PRODUCTION NEWS**

**LHT reveals design for government cabin in ACJ TwoTwenty**



Image of ACJ TwoTwenty government cabin © LHT

Lufthansa Technik AG (Lufthansa Technik) has revealed first glimpses of its design for a government cabin for the smallest Airbus Corporate Jet (ACJ) type, the TwoTwenty. The new cabin will target both governments as well as military operators and MedEvac organisations, the latter being in high demand at present. The Lufthansa Technik design can equip the ACJ TwoTwenty with divisible

areas for work (two passengers), conferencing (seven passengers) and even sleeping for political dignitaries, offering a high level of comfort and functionality, plus security and privacy. Additionally, the standard configuration will include a large delegation area consisting of twelve Premium Economy Class and 20 Economy Class seats. In total, 41 passengers can travel in that configuration, appreciably more than on conventional business jets at comparable prices. In the MedEvac configuration, up to eight stretchers can be installed for transporting lightly and moderately injured/ill patients, or two new-generation Patient Transport Units (PTU NG) for intensive care patients. Mixed configurations with stretchers and PTU NGs are also possible. With the additional tanks of the ACJ variant, the Lufthansa Technik-equipped A220 configuration will provide a range of up to 5,650 nautical miles (10,460 kilometres).

**MILITARY AND DEFENCE**

**Ministry of Defence of Malaysia signs contract with Leonardo for two ATR 72 MPA**

The Ministry of Defence of Malaysia has signed a contract with Leonardo to supply two ATR 72 MPA (Maritime Patrol Aircraft) platforms. A signing ceremony took place at LIMA 2023, a key maritime and defence exhibition in the Asia-Pacific region held in Langkawi, Malaysia. This contract follows the selection of the solution offered by Leonardo announced last October, and includes the supply of two ATR Special Mission aircraft in Maritime Patrol configuration plus the related



ATR 72MP in flight © Leonardo

integrated logistic support and training services. The ATR 72 MPA is a twin-turboprop aircraft designed for complex maritime patrol missions. It is the latest specialised variant of the ATR regional transport aircraft, part of a wide range of types developed by Leonardo for missions including maritime surveillance, Anti-Submarine Warfare (ASW), Anti-Surface unit Warfare (AsuW), Search & Rescue (SAR), environmental monitoring, medical evacuation and transport of personnel and materials. The aircraft chosen by Malaysia retains the reliability, maintainability, low lifecycle costs and comfort features of the baseline ATR 72-600. They will also be equipped with a flexible mission system, advanced sensors and a complete communications suite for Command, Control, Communications, Intelligence, Surveillance and Reconnaissance (C4ISR) missions over land and sea. The sensors and mission systems will be able to operate in stand-alone and net-centric modes, enabling the collection, processing and sharing of strategic data among operators, while providing complete situational awareness about the operational scenario. The ATR 72 MPA is optimised for maritime patrol, electronic intelligence (ELINT) gathering, sea surface and submerged target detection and tracking, SAR, countering illegal activities (drug trafficking, piracy and smuggling) and protecting territorial waters. There is growth potential for it to evolve into a fully-fledged Anti-Submarine Warfare (ASW) and Anti-Surface unit Warfare (AsuW) platform.

**OTHER NEWS**

and return to the starting point in the evening, if required. The law will mostly rule out air trips between Paris Orly airport and regional hubs such as Nantes, Lyon and Bordeaux. Currently the train service from Paris to Lyon and Rennes does not meet such requirements, so domestic flights will continue until such time as the train system improves. The existing train systems in place must also be capable of absorbing the extra passenger numbers. The changes are part of France's 2021 Climate Law and were first proposed by France's Citizens' Convention on Climate - a citizens' assembly tasked with finding ways to reduce the country's carbon emissions. These measures were contested by the Union of French Airports (UAF) as well as the European branch of the Airports Council International (ACI Europe). The result was an in-depth investigation by the European Commission. A European Air Services Regulation article states that a member state may, "where there are serious environmental problems [...] limit or refuse the exercise of traffic rights, in particular where other modes of transport provide a satisfactory service". The Commission gave its approval in April this year, making it the first time this article has been invoked by an EU member state. France is also cracking down on the use of private jets for short journeys in a bid to make transport greener and fairer for the population. A report from Transport and Environment (T&E), the European federation for clean transport, found that private jets are up to 14-times more polluting than commercial flights per passenger mile, and 50-times worse than trains. Despite urgent calls from campaigners, France is unlikely to impose a total ban on jets.



Fashion Designer Oswald Boateng has designed the new uniforms for British Airways

© BA/Haynes

**British Airways** has started the roll out of its brand-new uniform, with more than 5,000 colleagues working in the airline's engineering, maintenance and airport operations teams across the world wearing the new garments from May 23. The uniform, designed by British, Ghanaian Saville Row fashion designer and master tailor, **Oswald Boateng OBE**, will be worn by more than 30,000 of the airline's colleagues in total, later this year. The next stage of the rollout will include British Airways' cabin crew, pilots and customer facing colleagues in September this year. More than 128,000 garment items have been ordered by British Airways' operational ground colleagues, with the new wardrobe offering more choices than ever before. The entire operational collection offers more than 20 unique garments, including a brand-new quilted jacket with a contemporary design featuring a bespoke airwave print. This unique airwave print is a consistent feature across garments in the collection. The jacket has a fleece lining and is showerproof, ensuring colleagues are kept warm and dry. Garments have also been designed with practicality in mind, including additional pockets for tools, detachable tool belts and gloves with touch screen technology. The entire collection was developed in collaboration with the airline's colleagues over five years, with more than 1,500 colleagues across the airline volunteering their time to help shape the look and feel. Colleagues took part in more than 50 workshops from design workshops to prototype feedback and garment trials to help create the iconic British designs.

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Having had the federal government block plans for **JetBlue** to merge with **Spirit Airlines** (Spirit), **American Airlines** now finds itself in trouble with JetBlue. Once again, the US courts have intervened and demanded that American Airlines end its alliance with JetBlue within the next 30 days. The alliance was first announced in 2020 under the guise of Northeast Alliance that allowed them to start 58 new routes from four airports in New York and Boston, add flights on other routes and plan new international destinations. The partnership went into effect in early 2021, allowing American Airlines and JetBlue to coordinate schedules and share revenue on many routes to and from New York and Boston. However, the US Department of Justice saw this move as being unfair to consumers and together with six states and the District of Columbia, in 2021 it chose to sue the alliance, based on the grounds that consumers would spend approximately US\$700 million (£560 million) more than they would if the alliance didn't exist, according to Reuters news agency and AP. In a statement, JetBlue said it was "disappointed in the decision" and claimed the deal was "a huge win for consumers, adding that: "Through the NEA, JetBlue has been able to significantly grow in constrained northeast airports, bringing the airline's low fares and great service to more routes than would have been possible otherwise." "We are studying the judgment in full and evaluating our next steps as part of the legal process." Federal Judge Leo Sorokin wrote that: "Though the defendants claim their bigger-is-better collaboration will benefit the flying public, they produced minimal objectively credible proof to support that claim. Whatever the benefits to American and JetBlue of becoming more powerful — in the Northeast generally or in their shared rivalry with Delta — such benefits arise from a naked agreement not to compete with one another. Such a pact is just the sort of 'unreasonable restraint on trade' the Sherman Act was designed to prevent."



Brazil and Costa Rica have joined the International Transport Forum

© ITF

**Brazil** and **Costa Rica** have joined the **International Transport Forum** (ITF) as the organisation's 65th and 66th member countries. The ITF's highest statutory body, the Council of Ministers of Transport, voted to admit both Latin American nations on May 24, 2023, at its meeting in Leipzig, Germany. Brazil's Minister of Transport, Renan Filho and Costa Rica's Vice-Minister for Transport and Public Works, Efraim Zeledón Leiva, were in attendance. More than 1,000 delegates from around the world will have met in Leipzig from May 24 to 26, for the annual summit of transport ministers under the theme "Transport Enabling Sustainable Economies". The ITF is the only intergovernmental organisation with a global mandate for all transport modes. Hosted by the OECD, the ITF acts as a think tank for transport policy and organises the global summit of ministers of transport every year. Welcoming the two new ITF member countries, ITF Secretary-General Young Tae Kim said: "The ITF welcomes Brazil and Costa Rica with open arms as new members. We are proud to have with us two great Latin American nations. Brazil brings a wealth of knowledge in transport matters to the table that will benefit all ITF members. Brazil gave the world the Bus Rapid Transit; it has the second-largest number of airports in the world, the second-busiest port in Latin America and is home to the world's third-largest aircraft manufacturer. For their part, ITF members stand ready to share their experiences to help Brazil address transport issues that it wishes to tackle. I look forward to working with Minister Renan Filho and his team for better transport in Brazil and beyond. Costa Rica is strategically located at the global crossroads between the Atlantic and the Pacific as well as North and South America. Its location, its skilled workforce and its free trade zones have made Costa Rica a hub for many international companies, including big names in the transport sector. And Costa Rica is a favourite travel destination for tourists from around the world. This rich expertise in many transport-related fields ensures Costa Rica will be a valued interlocutor in our discussions. And I am sure that Minister Luis Amador and his experts will find much inspiration in the experiences of other member countries for further improving Costa Rica's transport systems."

**INDUSTRY PEOPLE**



Jason Whittle

- Nasmyth has welcomed **Jason Whittle** as its new Supply Chain Director. Whittle started his career as an engineering apprentice at Nasmyth with the Henton engineering team before moving into produc-

tion control and purchasing. A career move to Sigma Components saw him implementing a purchasing system as the company rapidly expanded its facilities to support Rolls-Royce engine pipes. Whittle has also held various supply chain roles in EMEA within Meggitt supporting global distribution and MRO hubs. During this period, he also studied Global Supply Chain Management with Rolls-Royce at Nottingham and Southampton Universities. Established in December 2003, Nasmyth brings together in a single

effective team the collective expertise, resources and technology of the customer-orientated, precision engineering businesses. Nasmyth currently employs over 450 highly experienced and specialist industry professionals.

- AAR CORP has selected **Tom Hoferer** as its Vice President of Repair and Engineering Services. In this role Hoferer will oversee the company's maintenance, repair and overhaul (MRO) Services and

**INDUSTRY PEOPLE**



Tom Hoferer

mobility systems' operations. Hoferer brings more than 30 years of experience with GE Aerospace, where he held various leadership positions focused on business growth and customer support.

His entrepreneurial approach drove new sales and margin improvement across the company's subsidiaries. Most recently, he served as President of GE Aerospace's Unison Industries, a global leader in aviation performance solutions.

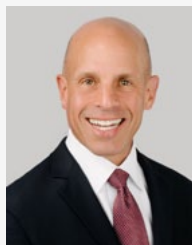
- The Qantas Group has reported two changes to its Board, as the national carrier continues to focus on renewal. Former American Airlines CEO and Chairman, **Doug Parker**, will join the Qantas Board, bringing more than 35 years of aviation experience gained in one of the world's most dynamic aviation markets. In November, long-serving Qantas Director **Michael L'Estrange AO** will retire from the Board at the expiry of his current term, having made a substantial contribution over more than seven years. Announcing the changes, Qantas Chairman **Richard Goyder** said that the changes would help maintain the depth and breadth of experience on the Board, as the Group entered the next phase in its history. "There are few people with as much experience running airlines as Doug. He's spent more than two decades as an airline CEO in North America, including eight years heading up the world's largest airline. The knowledge and perspective he'll bring to the Board will be a huge asset as we grow in the years ahead," said Goyder. While Parker was CEO of American Airlines, its relationship with Qantas expanded significantly as the two carriers formed a joint business to serve passengers better. Parker commented: "Qantas has always been one of the world's great airlines and it has clearly come through the pandemic in a very strong position. I'm honoured to be joining the board at a time when there is a lot of momentum and I look forward to doing what I can to support that." Parker will sit on the Board from May 23, ahead of a shareholder vote at the company's 2023 annual general meeting (AGM) on November 3. Current non-executive director, L'Estrange, will retire at the AGM after three terms.



Jenny Critchley

- **Jenny Critchley** joins the IAG Cargo Executive Team as Chief Transformation Officer. IAG Cargo, is the cargo division of International Airlines Group (IAG). Critchley takes over from

**David Rose**, who was recently appointed to a new role on the IAG Cargo Executive Team as Director of London Operations. In this new role, Critchley will focus on expanding IAG Cargo's digitalisation and sustainability efforts, whilst driving productivity, new business solutions and further growth opportunities. She joins the business from British Airways where she was Head of Transformation, having held previous roles in strategy, customer and analytics. With digitalisation being an important issue for the air cargo industry, she is keen to look for new digital opportunities, while continuing the focus on key initiatives such as IAG Cargo's move to paperless AWBs and a greater share of electric vehicles.



Mike Spanos

- Delta has named **Mike Spanos** as Chief Operating Officer and the newest member of the Delta Leadership Committee, effective June 12. "The experience and perspective Mike brings to Delta will enhance and accelerate the integration across our operational, customer experience and technology teams, aligning them to deliver an unsurpassed product and service for our customers and our employees," Delta CEO **Ed Bastian** said in a memo to employees. Spanos brings to Delta deep experience in frontline leadership, strategy, operations and a global perspective earned throughout his career.



Geoff Shearer

- **Geoff Shearer** is to become AJW Group's new representative for the Australasia region. In this role, Shearer will be responsible for nurturing relationships with key customers, maximising opportunities arising from the Group's presence in the region and expanding the reach of

its business. He brings a wealth of experience and expertise to his new role, with a distinguished career spanning several decades in the aviation industry. From Engine and Airframe apprenticeship at RAE Farnborough, one of the UK's renowned aviation centres, to positions at Dan Air Engineering Services in Hampshire, Gatwick, and Paris and later for British Midland at Heathrow and Paris to further expand his expertise, Shearer's notable career achievements continued in 1999 when he joined Air New Zealand Engineering Services in Christchurch, New Zealand. Thriving on his agility and ambition, He utilised his skills across multiple areas of aircraft maintenance and engineering within the airline. His responsibilities encompassed planning, project management, procurement, account and commercial management, culminating in operations management and leadership of a team of over 300 staff members.



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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
A320-200	ALTAVAIR	V2527-A5	6093	2014	May 2024	Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
A320-200	ALTAVAIR	V2527-A5	6098	2014	May 2024	Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
A320-233ceo	FPG Amentum	V2527E-A5	4457	2010	Now	Sale / Lease	Lei Ma	ma.lei@fpg-amentum.aero	+852 9199 1875
A330-200	GA Telesis	PW4168A	322	2000	Now	Sale / Lease	David Byrne	aircraft@gatelesis.com	+353 86 780 8974
A330-200	Doric	Trent 772B-60	1310	2012	Q2/2024	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 69 247559-931
B737-900	BBAM	CFM56-7B26/3	34953	2007	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737 MAX 8	ALTAVAIR	Leap	43564	2022	Now	Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
B737 MAX 8	ALTAVAIR	Leap	60135	2022	Now	Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
B777-300ER	BBAM	GE90-115BL	38986	2011	Nov 2023	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039

## Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
SAAB 2000	Jetstream Aviation Capital	AE2100A	031	1996	Now	Sale / Lease	Donald Kamenz	dkamenz@jetstreamavcap.com	+1 (305) 447-1920 x 115
SAAB 340B CRG	Jetstream Aviation Capital	CT7-9B	224	1990	Now	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102
SAAB 340B Plus	Jetstream Aviation Capital	CT7-9B	450	1998	Now	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102

## Commercial Engines

CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
CF34-8E5	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
CF34-10E5	Now - Lease				
CF34-8C5	Now - Lease				
(2) CF34-3A	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(2) CF34-10E5	Now - Sale / Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+1 954-478-7195
(3) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) 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

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5B3/3	Now - Lease	FTAI Aviation LLC	Mark Naples	mnapoles@ftaiaviation.com	+1 786-785-0777
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B3/P	Now - Lease				
(1) CFM56-5B1/P	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(1) CFM56-5B4/P	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-7B24/E	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(1)CFM56-7B24/3	Now - Lease				
(2) CFM56-5C4/P	Now - Lease				
(2) CFM56-5C4	Now - Lease				
(1) CFM56-7B27/3	Now - Lease				
(1) CFM56-5B4/P	Now - Sale/Lease/Exch.	AeroDirect	Sean Miller	SMiller@aerodirect.com	+1.404.229.3723
(1) CFM56-5B2/P	Now - Sale/Lease/Exch.				
(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) CFM56-7B24/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B26/3	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B27/B	Now - Lease				
(2) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-5B4/3	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
(1) CFM56-5B3/P	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(2) CFM56-5B6/P	Now - Sale/Lease/Exch.				
(1) CFM56-7B27	Now - Sale/Lease/Exch.				
<b>GE90 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) GE90-94B	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) GE90-115BL (SP)	Now - Lease				
(2) GE90-90B	Now - Sale/Lease/Exch.	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
<b>LEAP Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(4) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
<b>PW1100G Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) PW1100G-JM	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) PW1521G-3	Now - Lease				
<b>PW 2000 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) PW2040	Now - Sale	Pratt & Whitney CSA	Jim Obrzut	james.obrzut@prattwhitney.com	+1 (860) 280-7665
<b>PW 4000 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(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
<b>PW Small Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(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.				



### Commercial Engines

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
PW121	Now - Sale	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
PW127F	Now - Sale				
PW150A	Now - Sale / Lease				
PW127M	Now - Lease				
(2) PW127M	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW150A	Now - Sale/Lease/Exch.				
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.				
(1) V2527-A5	Now - Sale/Lease/Exch.	AeroDirect	Sean Miller	SMiller@aerodirect.com	+1.404.229.3723
(2) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2527-A5	Now - Lease				
(2) V2527-S2	Now - Sale	Pratt & Whitney CSA	Jim Obrzut	james.obrzut@prattwhitney.com	+1 (860) 280-7665
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiaviation.com	+1 786-785-0777
(2) V2527-A5	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(1) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2527E-A5	Now - Lease				
(1) V2527-A5	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	

### Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A, (1) GTCP131-9B	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH					
(1) GTCP36-150	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(2) A320 LG Shipsets, (1) A320 NLG, (1) A340 LG Shipset (1) 777-200 LG Shipset, (1) A330 LG Shipset		GA Telesis		landinggearsales@gatelesis.com	
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
(2) GTCP131-9A, (2) GTCP131-9B, (1) GTCP331-350		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(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	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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