

# Weekly Aviation Headline News

## WORLD NEWS

### Air Astana expands services to India

Air Astana, Kazakhstan's flag carrier, will launch services between Almaty and India's commercial centre, Mumbai on 1st June 2020. Flights will be operated four times a week using Airbus A320s, with a sector time of 4.5 hours in each direction. Mumbai will be Air Astana's second destination in India, with services to the capital, Delhi having been operated since 2004.

### SITA provides self-service gates at Brazilian airports

Fraport Brazil has installed SITA's passenger processing technology at the two airports it manages in Brazil, Fortaleza Airport (FOR) and Porto Alegre Airport (POA). New self-service gates provide passengers with automated entry to the security checking area with a simple scan of their boarding pass. This will reduce queues and make the process four times as efficient. Fraport Brazil has implemented a total of 26 SITA self-service gates: 14 at Fortaleza Airport and 12 at Porto Alegre Airport.

### SIA Engineering acquires stake in Pos Aviation

SIA Engineering Company Limited ("SIAEC") has entered into an agreement to acquire a 49 percent stake in Malaysian aviation services company Pos Aviation Engineering Services (PEAS). Under the agreement, Pos Aviation will retain the remaining 51 percent stake. PAES has operations in Kuala Lumpur International Airport and nine other stations in Malaysia. These stations will complement SIAEC's existing network of line maintenance international stations, which will grow to 46 airports in nine countries including Singapore.



RAM will extend BA's African presence.

Photo: Boeing

## Royal Air Maroc codeshares with British Airways

### Opening up new African destinations

British Airways and Royal Air Maroc have announced a new codeshare agreement which will open up new routes across Morocco including Casablanca and Agadir. It will also give travellers more flight flexibility between London Heathrow and Marrakesh.

The agreement took effect from 13 February and codeshare flights will operate from 20 February, prior to the Moroccan airline's joining of the oneworld alliance on 1 April 2020.

British Airways' first African

codeshare will give its customers more choice of services between Heathrow and Marrakesh. As well as daily access to Royal Air Maroc's

Maroc destinations, including Abidjan in the Ivory Coast, Freetown in Sierra Leone and Agadir in Morocco.

**"We are delighted to be partnering with Royal Air Maroc to create our first African codeshare agreement."**

*Chris Fordyce, British Airways' Head of Alliances*

Chris Fordyce, British Airways' Head of Alliances, said: "We are delighted to be partnering with Morocco's flagship airline, Royal Air

Maroc to create our first African codeshare agreement.

*Continued on page 3*



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biggest tourist destination, Morocco, it will connect our extensive global network to new destinations in Africa.”

Hamid Addou, Royal Air Maroc’s CEO adds: “This new codeshare with a prestigious company, British Airways, confirms Royal Air Maroc’s major role as a key player connecting Africa to the rest of the world. We are very pleased with this cooperation which will foster our traffic development and ease the access to both our companies’ networks on both ends. Thanks to this codesharing agreement, Royal Air Maroc

offers its passengers access to additional destinations across Great Britain and a better customer journey, through optimised connections and end-to-end check-in operations, with international assistance at airports served by the two companies.”

Both Royal Air Maroc and British Airways’ passengers will be able to earn loyalty points when flying on either carrier as well as reciprocal lounge access.

**AIRCRAFT & ENGINE NEWS**

**Korean Air selects Pratt & Whitney GTF™ engines for up to 50 Airbus A321neo aircraft**

Korean Air has selected the Pratt & Whitney GTF™ engine to power up to 50 Airbus A321neo aircraft. The aircraft are expected to begin delivery in 2021. Korean Air and Pratt & Whitney are also entering into discussions for the Korean Air Maintenance and Engineering Division to join Pratt & Whitney’s PW1100G-JM GTF MRO network. Korean Air currently operates ten Airbus A220-300 aircraft in service, powered by Pratt & Whitney PW1500G engines. In addition, Korean Air’s Pratt & Whitney-powered fleet includes 18 777s, six 747s, and 29 A330s. Korean Air also operates a fleet of ten A380s powered by the Engine Alliance GP7200 engine, a joint venture between Pratt & Whitney and General Electric.

**TrueNoord delivers second Dash 8-400 to Philippine Airlines**

TrueNoord, the specialist regional aircraft lessor, has delivered the second of two new Dash 8-400 aircraft which it has placed on long-term operating lease agreements with Philippine Airlines (PAL). These aircraft (MSN 4610/4612) are the first Dash 8-400 aircraft manufactured by De Havilland Aircraft of Canada Limited (“De Havilland Canada”) to enter service in TrueNoord’s portfolio.

**Orders and deliveries – Boeing and Airbus**

Airbus v Boeing: Orders and Deliveries					
January 2020 YTD					
	Airbus		Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	58	2	737	0	3
A320 Family	207	26	747	0	0
A330	0	1	767	0	2
A350	9	2	777	0	2
A380	0	0	787	0	6
<b>Total</b>	<b>274</b>	<b>31</b>	<b>Total</b>	<b>0</b>	<b>13</b>

Source: Airbus

Source: Boeing

Airbus logged net orders in January for 274 commercial aircraft from its A220, A320 and A350 XWB product lines in activity that included two new customers for the A220, additional market traction for the A320/A321 as reference products in the single-aisle segment, and further endorsements for the A350 XWB with repeat orders from two customers. During the month, 31 deliveries were made from the A220, A320, A330 and A350 XWB aircraft families.

Boeing generated no orders in January and delivered 13 aircraft during the month.

**CDB Aviation leases two E190s to Myanmar Airways International**

CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing Co., has signed a lease agreement for a pair of

Embraer E190 aircraft with Myanmar Airways International (MAI). The Embraer jet duo will join the carrier’s all-Airbus fleet this summer. The E190s are anticipated to debut on flights within the Myanmar domestic market and some key international routes starting as early



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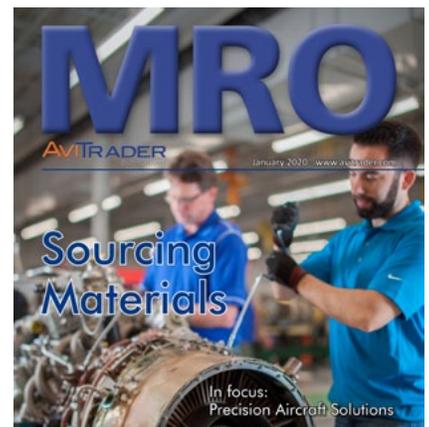
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**AIRCRAFT & ENGINE NEWS**

as August 2020, supplementing operations by sister carrier Air KBZ on domestic and regional routes, according to the airline. MAI currently operates scheduled service to destinations in South East Asia from its main bases at Yangon International Airport and Mandalay International Airport.

**Kellstrom Aerospace completes acquisition of A319-100 for teardown**

Kellstrom Aerospace has acquired an Airbus A319-100 with two part-out CFM56-5B engines. The aircraft will undergo disassembly in Arizona. This project will support Kellstrom Aerospace’s lifecycle solutions by supporting both Kellstrom Aerospace Asset Management division with additional short-to-mid-term lease assets and the aftermarket supply business.

**Rolls-Royce keeps open mind over new Boeing mid-size jet**

Having pulled out of a previous joint attempt with Boeing to address the mid-size jet market over timing issues, Rolls-Royce has confirmed that it is currently prepared to keep an open mind with regard to joining Boeing in its latest investigations. With the company being distracted with 737 MAX issues this past year, Boeing is returning its attention to plans for a 220-270-passenger mid-size jet, a sector of the market currently filled by the aerospace giant’s principal rival, Airbus, and the European planemaker’s A321XLR. The delay in Boeing’s investigations have been beneficial for Boeing while it further develops its new Ultrafan engine technology. “We are open-minded ... and will stay open-minded when we know what Boeing plans to do,” Chris Cholerton, president of civil aerospace at Rolls-Royce, told reporters at the Singapore Airshow. Rolls-Royce’s reluctance to engage with Boeing last year was based on its reluctance to risk further disruption to customers through rushing a new jet to market. While Boeing had initially penciled in 2025 as the launch date for the new mid-size jet, this will likely now be put back to 2028, perhaps as a result of lessons learned over the speed at which the 737 MAX was developed and introduced. In the meantime, Rolls-Royce is also looking into durability issues which have cropped up with its Trent engine family. Premature wearing of some turbine blades has reduced the number of flights an engine can operate between maintenance visits, or its durability, but Rolls-Royce has assured airlines it remains as reliable as before when in service.

**Asia Jet Partners Malaysia obtains Malaysian AOC**



Photo: Asia Jet Partners Malaysia will introduce a second Global Express 5000 this spring

Asia Jet Partners Malaysia, the expanding business aviation services company, based in Kuala Lumpur, has successfully obtained its Malaysian commercial aircraft operating certificate (AOC) from the Civil Aviation Authority Malaysia. The award follows an Air Services Permit (ASP) from the Malaysian Aviation Commission (MAVCOM) in December 2019. “We are delighted to formally receive our AOC and ASP,” commented Stutijn van Till, Asia Jet Partners Malaysia CEO, confirming the company is also looking forward to introducing its second Bombardier Global Express 5000 this spring. This aircraft will join its existing Global 5000, both positioned and available for charter from Subang’s Sultan Abdul Aziz Shan Airport.

**PNG Air purchases three ATR 42-600S aircraft**



PNG Air

Photo: ATR

Regional aviation manufacturer ATR has received an order for three ATR 42-600S aircraft from PNG Air. The deal also means that PNG Air will be a launch customer for the STOL version. The ATR 42-600S will be capable of taking-off from and landing on runways that are as short as 800 m in length, with 40 passengers on board in standard flight conditions. Currently operating seven ATR 72-600s, the airline has captured over 40% of the domestic market share since introducing its ATR -600 fleet in 2015. These three new STOL aircraft will replace PNG Air’s current fleet of ageing STOL turboprops. With many current-generation 30-seat STOL aircraft coming to the end of their life-cycles, airlines worldwide must replace these aircraft or the communities that they serve risk losing vital connectivity.

**MRO & PRODUCTION NEWS**

**Honeywell and Leonardo upgrade AW139 with navigation system powered by synthetic vision**

Honeywell is providing Leonardo’s helicopter division with a significant cockpit upgrade — Honeywell’s innovative Primus Epic 2.0 — for its AW139 helicopters. Primus Epic 2.0 will deliver innovative and intuitive features that provide better maps, improved situational awareness at night and in marginal weather, and easier access through wireless connectivity, improving safety and saving time. For the first time in the industry, it is track-based, meaning navigation follows the actual path of the helicopter and accounts for wind and other environmental factors. “Technology innovations are crucial to reducing pilot workload and making flights safer for crew and passengers,” said Mike Ingram, Vice President and General Manager, Cockpit Systems, Honeywell Aerospace. “With the Epic 2.0 Phase 8 upgrade, AW139 pilots will not only reduce the time and cost of some operations, especially those in weather and around challenging terrain, they will also experience some of the best safety features available anywhere in the helicopter market.”

**ST Engineering and Wilhelmsen Ships Service partner on Unmanned Aircraft Systems development**

ST Engineering and Wilhelmsen Ships Service (WSS) will be collaborating to develop and test solutions to enable Beyond Visual Line of Sight (BVLOS) Unmanned Aircraft Systems (UAS) operations for shore-to-ship parcel deliveries in Singapore. As part of this collaboration, ST Engineering will provide a suite of flight tests and technology development services for system integration and solution prototyping. Key enabling technologies to be developed include precision landing on-board a vessel’s metallic platform, non-line-of-sight datalink and parcel delivery authentication and release system. At the same time, WSS will help to strengthen the commercialization and operational aspects of the solution development. This collaboration will receive funding as part of the Call-For-Proposal by the Civil Aviation Authority of Singapore (CAAS) and the Singapore Ministry of Transport, which aims to support the development of systems and technologies to enable innovations within the wide-ranging use of UAS. One of the leading participants in the UAS industry and in close collaboration with regulators and industry partners, ST Engineering has been developing solutions that make use of the latest smart and unmanned technologies for military and commercial applications. The Group signed an MOU with CAAS in early 2018 to facilitate the development of BVLOS UAS operations in

**Four H160 helicopters for the French Navy’s search and rescue missions**



Four H160 helicopters for the French Navy’s search and rescue missions Photo: Airbus Helicopters/Eric Raz

The French Armament General Directorate (DGA) is to supply four H160s to the French Navy for search and rescue missions through a partnership between Airbus Helicopters, Babcock, and Safran Helicopter Engines. The French Navy will start operating these helicopters in 2022 for a period of ten years. This interim fleet of H160s will enable the French Navy to ensure the continuity of these critical missions as the Alouette III retires from service and pending Guépard deliveries. Airbus Helicopters, and its partners, will also be responsible for supporting the fleet with a high level of availability and performance commitments. In addition, French Navy operational feedback will be monitored to benefit the design of the military version of the H160 and its support system.

**Airbus reveals “blended wing body” plane design**



Airbus has revealed MAVERIC (Model Aircraft for Validation and Experimentation of Robust Innovative Controls) its “blended wing body” scale model technological demonstrator Photo: Airbus

Airbus has revealed MAVERIC (Model Aircraft for Validation and Experimentation of Robust Innovative Controls) its “blended wing body” scale model technological demonstrator. At 2.0 meters long and 3.2 meters wide, with a surface area of about 2.25m<sup>2</sup>, MAVERIC features a disruptive aircraft design that has the potential to reduce fuel consumption by up to 20% compared to current single-aisle aircraft. The “blended wing body” configuration also opens up new possibilities for

propulsion systems type and integration, as well as a versatile cabin for a totally new on-board passenger experience. Launched in 2017, MAVERIC first took to the skies in June 2019. Since then the flight-test campaign has been ongoing and will continue until the end of the second quarter of 2020. “Airbus is leveraging emerging technologies to pioneer the future of flight. By testing disruptive aircraft configurations, Airbus is able to evaluate their potential as viable future products,” said Jean-Brice Dumont, EVP Engineering Airbus. “Although there is no specific timeline for entry into service, this technological demonstrator could be instrumental in bringing about change in commercial aircraft architectures for an environmentally sustainable future for the aviation industry.”

**MRO & PRODUCTION NEWS**

Singapore’s urban environment, including within and near an aerodrome. In January 2019, ST Engineering’s DroNet, an end-to-end solution that applies advanced unmanned technologies such as drones through a network system to carry out specific tasks or services, was granted the very first BVLOS permit for trial operations in Singapore.

**Philippine Airlines selects Airinmar’s new aircraft warranty and value engineering services**

AAR) subsidiary Airinmar, the leading independent global provider of component repair management and new aircraft warranty solutions, has signed a three-year support services agreement with flag carrier Philippine Airlines (PAL). Working in conjunction with PAL’s Aircraft Material Management team, Airinmar will provide a full suite of support services covering both new aircraft warranty and value engineering. The services will supplement PAL’s current activities and focus on maximizing the recovery of PAL’s new aircraft warranty entitlements and reducing the cost of component repair.

**Japan Airlines signs GENx service agreement**

Japan Airlines (JAL) has signed a nine-year TrueChoice™ flight hour agreement that covers the airline’s GENx-1B engines on its Boeing 787 international fleet. The agreement is valued at US\$1.3 billion over the life of the contract. JAL and GE have a longstanding relationship that began with the CF6 engine. Today, JAL operates an extensive fleet of aircraft powered by GE’s CF6, CF34, GE90, GENx and CFM International’s CFM56 engines.

**Collins Aerospace to invest US\$225 million in landing systems facility expansions**

Collins Aerospace Systems plans to open a new landing systems facility in Fort Worth, Texas, and to expand its carbon brake manufacturing facility in Spokane, Washington. An expansion of the company’s carbon brake manufacturing facility in Pueblo, Colorado, is already underway. The announcement reflects the growth of the company’s landing systems business in recent years, driven by increasing demand for its wheels, brakes and landing gear from commercial, military and business aviation customers. Key to the company’s success has been its ability to provide customers with

**Aergo Capital sells four Boeing 737-900ER aircraft**



Aergo Capital sells two out of four Boeing 737-900ER aircraft to Lion Air  
Photo: AirTeamImages

Aergo Capital (Aergo) has completed the sale of two 2008 Vintage Boeing B737-900ER aircraft bearing manufacturers’ serial numbers 35713 and 35716, respectively, to PT Lion Mentari Airlines (Lion Air) and two 2018 Vintage Boeing B737-900ER aircraft bearing manufacturers’ serial numbers 43213 and 43214, respectively, to GTLK Asia Limited (GTLK). The 2008-vintage aircraft were

sold to the existing operator working alongside Transportation Partners and were sold subject to their existing operating leases with Lion Air.

**US-Bangla airline adds two ATR 72-600 aircraft to fleet**

Avation PLC (AVAP) has converted two purchase rights into firm orders for two ATR 72-600 aircraft. The aircraft will be leased to Bangladeshi airline US-Bangla, the biggest private airline in Bangladesh and will support the expansion of the airline’s turboprop fleet by increasing the number of ATR aircraft from six to eight. In addition, AVAP has further acquired an additional two ATR 72-600 purchase rights to replace those that were exercised. US-Bangla use their regional fleet to connect all of Bangladesh and feed their international network from Dhaka. The value of regional connectivity is proven, with a 10% increase in regional flights leading to 6% increase in regional GDP and an 8% increase in Foreign Direct Investment.



Avation PLC has converted two purchase rights into firm orders for two ATR 72-600 aircraft  
Photo: ATR

**Sine Draco acquires one Airbus A321-200 for P-F prototype development**



Sine Draco has acquired an Airbus A321-200 for its passenger-to-freighter conversion program  
Photo: Sine Draco

Sine Draco Aviation Development (Sine Draco) has acquired an Airbus A321-200, MSN 963, for its passenger-to-freighter conversion program (SDF). The aircraft will serve as the prototype for Sine Draco’s supplemental type certificate (STC) development. Sine Draco

anticipates approval of its STC for the A321-SDF in mid-2021. The company began feasibility analysis and engineering development several years ago. Sine Draco will design and certify the conversion solution, produce the conversion kits, and perform the conversions in partnership with a worldwide network of industry-leading partners. The prototype aircraft will be converted and certified at a U.S. MRO facility and the company expects to establish multiple conversion sites in the U.S. and China. “We have the right team in place and intend to provide the best market solution to the industry. The Sine Draco A321-SDF will be successful and beneficial for all of our partners and customers,” said Alex Deriugin, CEO of Sine Draco.

**MRO & PRODUCTION NEWS**

innovative solutions to improve operational performance. For example, Collins Aerospace's patented DURACARB® carbon friction material delivers an average 35% longer brake life over competing carbon materials, enabling airlines to decrease maintenance time and realize additional cost savings. At its new 110,000-ft<sup>2</sup> facility in Fort Worth, Collins Aerospace will perform wheel & brake maintenance, repair and overhaul (MRO) operations as well as landing gear assembly. The addition of wheel & brake MRO capacity in Fort Worth will put the company closer to key airline customers in the region. The new facility will also combine the company's current Fort Worth landing gear operations, while increasing shop floor space 30% over its existing landing gear facility. The company expects to create 40 new jobs at the site.

**ST Engineering's Aerospace arm secures five-year nacelle maintenance contract from Qantas**

ST Engineering's Aerospace arm has secured a five-year nacelle maintenance contract from Qantas Airways. Under the agreement, ST Engineering will provide nacelle maintenance services starting from 2020 to the airline's Boeing 737-800 and Airbus A330 fleet. ST Engineering's solutions for aircraft engine nacelles cover both aftermarket services and original equipment manufacturing, which are supported by a network of distribution centers, satellite stores and repair shops across the globe. In Stockholm, the Group has a Nacelle MRO facility that covers a wide range of engine nacelles including the latest Boeing 787 Trent 1000 and GenX engine nacelles. In Middle River, U.S., the Group has a facility specializing in the design and production of thrust reversers, engine nacelle components and other aerostructures. The Middle River facility will, starting in early 2020, have the MRO capabilities to provide nacelle component maintenance services. Through such new capability set-up, customers will get to enjoy integrated solutions in both manufacturing and aftermarket care across a range of nacelle systems under one roof.

**ST Engineering's Aerospace arm signs new contracts with T'way Air and CFM International**

ST Engineering's Aerospace arm has signed an agreement with CFM International\* (CFM) to provide MRO support for its LEAP-1B engine. Through the agreement, ST Engineering

**Green Africa Airways signs MoU with Airbus for 50 A220s**



Green Africa Airways signs MoU for 50 A220 aircraft

Photo: Airbus

Green Africa Airways, Nigeria's Lagos-based airline, has signed a Memorandum of Understanding (MoU) for 50 A220-300 aircraft, one of the major orders to be placed globally for the A220 program and the largest ever from the African continent. Babawande Afolabi, Founder & CEO of Green Africa Airways said: "Together with Airbus, we are incredibly proud to announce the largest order ever for the A220 from the African continent. The Green Africa story is a story of entrepreneurial boldness, strategic foresight and an unwavering commitment to using the power of air travel to create a better future."

**Rolls-Royce starts manufacture of largest fan blades for next-generation UltraFan® demonstrator**



An Artist's impression of the UltraFan® demonstrator

Photo: Rolls-Royce

Rolls-Royce has started manufacture of the world's largest fan blades, for its UltraFan® demonstrator engine that will set new standards in efficiency and sustainability. A set of the composite blades have a 140-inch diameter, which is almost the size of a current narrow-body fuselage and are being made at the company's technology hub in Bristol, U.K. The milestone also marks the official start of production of parts for the demonstrator. UltraFan® will set new standards in efficiency and sustainability, offering a 25% fuel reduction compared to the first generation of Trent engine and deliver the same percentage reduction in emissions. Part of that efficiency improvement comes from UltraFan's composite fan blades and fan case, which reduce weight on a twin-engine aircraft by 700kg, the equivalent of seven people traveling "weight free". UltraFan®, which will start ground tests in 2021 and which will be available towards the end of this decade, is a scalable design from 25,000lb all the way up to 100,000lb.

**MRO & PRODUCTION NEWS**

will have the right to use technical data to perform MRO work on the LEAP-1B engine, the exclusive powerplant for the Boeing 737 MAX. ST Engineering has a longstanding relationship with CFM as a licensed service center for its CFM56-5B and -7B engines. The latest agreement builds on that relationship, expanding the group’s suite of MRO offerings in CFM engines to better support the global fleet. MRO infrastructure and capabilities for LEAP-1B engines, estimated to be ready by the end of 2020, will be set up at the group’s aerospace facility in Singapore.

Furthermore, ST Engineering’s Aerospace arm, has secured two multi-year MRO contracts from South Korean airline T’way Air which will see the extension of an ongoing partnership in component and engine MRO between the two companies. Both contracts will take effect from March 2020. Under the component contract, ST Engineering will continue to provide comprehensive component Maintenance-By-the-Hour (MBHTM) services to the airline’s entire fleet of 28 Boeing 737-800. The group will also support the 25 Boeing 737Max aircraft that the airline plans to add to its growing fleet. Under the engine contract, ST Engineering will continue to provide an integrated suite of CFM56-7B engine MRO solutions that include off-wing maintenance support, on-wing services, engine health monitoring and technical support to the airline’s Boeing 737-800 fleet.

**DAES Group announces new business partnership at Singapore Airshow 2020**

DAES Group, a global aerospace solutions provider, has announced a new business partnership with MDS Aero, a supplier of turnkey test solutions for engine and engine components. The agreement was signed on February 12, during a private meeting at the Singapore Airshow. MDS Aero designs, builds, and upgrades aero engine test facilities all over the world. Leveraging 35 years of industry experience and in-house technical expertise, MDS has been the solution partner of choice for aviation industry leaders such as Rolls-Royce, Pratt & Whitney, GE, Airbus, Air France, Air Canada, Snecma, and more. MDS Aero adds value to its customers by maximizing test operation uptimes, integrating state-of-the-art technology, and project managing the execution of complex projects. In fact, MDS Aero is currently constructing the largest aviation engine test facility for Rolls-Royce, which is scheduled for completion this year.

**Collins Aerospace to invest US\$225 million in landing systems facility expansions**



Fort Worth wheel and brake MRO shop floor

Photo: Collins Aerospace

Collins Aerospace Systems plans to open a new landing systems facility in Fort Worth, Texas, and to expand its carbon brake manufacturing facility in Spokane, Washington. An expansion of the company’s carbon brake manufacturing facility in Pueblo, Colorado, is already underway. The announcement reflects the growth of the company’s landing systems business in recent years, driven by increasing demand for its wheels, brakes and landing gear from commercial, military and business aviation customers. Key to the company’s success has been its ability to provide customers with innovative solutions to improve operational performance. For example, Collins Aerospace’s patented DURACARB® carbon friction material delivers an average 35% longer brake life over competing carbon materials, enabling airlines to decrease maintenance time and realize additional cost savings. At its new 110,000-ft<sup>2</sup> facility in Fort Worth, Collins Aerospace will perform wheel & brake maintenance, repair and overhaul (MRO) operations as well as landing gear assembly. The addition of wheel & brake MRO capacity in Fort Worth will put the company closer to key airline customers in the region. The new facility will also combine the company’s current Fort Worth landing gear operations, while increasing shop floor space 30% over its existing landing gear facility. The company expects to create 40 new jobs at the site.

**MTU Maintenance and BA CityFlyer extend CF34 contract**



BA CityFlyer’s Embraer aircraft

Photo: MTU

MTU Maintenance and long-term partner BA CityFlyer have extended their exclusive CF34-8E and -10E MRO contract to year end 2023. BA CityFlyer is a wholly-owned subsidiary of British Airways. It flies 24 E190 and E170 aircraft from London City airport to destinations across the United Kingdom and Europe. When business destinations are reduced on weekends from London city, the airline serves leisure routes from other UK airports such as London Stansted and Manchester to European destinations such as Greece, Portugal and Spain.

**FINANCIAL NEWS**

**CAE posts third-quarter fiscal 2020 net income of CA\$97.7 million**

CAE has reported revenue of CA\$923.5 million for the third quarter of fiscal 2020, compared with CA\$816.3 million in the third quarter last year. Third-quarter net income attributable to equity holders was CA\$97.7 million (\$0.37 per share) compared to CA\$77.6 million (\$0.29 per share) last year. Net income before specific items in the third quarter of fiscal 2020 was US\$98.0 million. Third-quarter segment operating income was CA\$154.9 million (16.8% of revenue) compared with CA\$113.0 million (13.8% of revenue) in the third quarter of last year. Segment operating income before specific items in the third quarter of fiscal 2020 was CA\$155.3 million (16.8% of revenue). Third-quarter Civil revenue was CA\$558.1 million, up 22% compared to the same quarter last year. Segment operating income was CA\$123.0 million (22.0% of revenue) compared to CA\$87.2 million (19.0% of revenue) in the third quarter last year. Third-quarter segment operating income before specific items was CA\$123.4 million (22.1% of revenue), up 42% compared to the third quarter last year. During the quarter, Civil delivered 12 full-flight simulators (FFSs) to customers and third-quarter Civil training centre utilization was 70%. During the quarter, Civil signed training solutions contracts valued at CA\$706.2 million, including a long-term pilot training agreement with JetSmart Airlines, and 17 FFSs, for 37 sales in the first nine months of the year. Since the beginning of January, Civil received orders for seven FFSs, including six for the Boeing B737MAX aircraft, bringing total current year-to-date FFS sales to 44. (US\$1.00 = CA\$1.33 at time of publication.)

**Finnair posts full-year 2019 results**

Finnair's full-year 2019 revenue increased by 9.2% to €3,097.7 million (2,836.1), while unit revenue (RASK) decreased by 1.9%. Unit revenue at constant currency decreased by 2.4% and unit cost (CASK) increased by 0.7%. Unit cost at constant currency excluding fuel decreased by 1.2%. Fuel costs increased by €106.3 million (+18.3%) of which the impact of fuel price was €42 million. Comparable operating result was €162.8 million (218.4) and operating result was €160.0 million (256.3) compared to full-year 2018. Net cash flow from operating activities was €564.5 million (503.6), and net cash flow from investing activities was €-513.2 million (-202.6). Number of passengers increased by 10.3% to 14.7 million (13.3). Available seat kilometers (ASK) grew by 11.3%. Passenger load factor (PLF) was 81.7% (-0.1 points). (€1.00 = US\$1.09 at time of publication.)

**Boeing signs supply chain agreements at Singapore Airshow with multiple airlines and operators**



Boeing signs multiple supply chain agreements at the Singapore Airshow Photo: Boeing

Boeing has signed supply chain agreements at the Singapore Airshow with multiple airlines and operators. The agreements will enable Asia-Pacific carriers to leverage Boeing's global supply chain to streamline maintenance, repair, and operations.

Supply chain services agreements include:  
 All Nippon Airways, the largest airline in Japan, has expanded an agreement for consumable and expendable services to its entire fleet. Cathay Pacific, the home carrier of Hong Kong, renewed a multiyear agreement for consumable and expendable services building on a long-standing partnership for spare parts inventory management. Evergreen Aviation Technologies Corporation (EGAT), an MRO with a long-standing partnership between EVA Air and General Electric, reached a multiyear Tailored Parts Package agreement. The customized agreement provides comprehensive part coverage from Boeing's network of global distribution centers to support EGAT's maintenance, repair, and overhaul operations to a host of global airlines in its service portfolio. HAECO, a leading MRO, has reached an expanded agreement for consumables and expendables parts support to include additional supply chain solutions. Xiamen Airlines has reached a three-year agreement for a Tailored Parts Package to support its full fleet of Boeing Next Generation 737 and 787 Dreamliner airplanes. KAEMS signed an agreement with Boeing for its first integrated inventory management solution for consumables and expendables parts in support of its growing MRO capability.

**LHT and Vistara sign 12-year component support agreement**



Vistara Boeing 787-9 aircraft Photo: LHT

TATA SIA Airlines (Vistara) and Lufthansa Technik have signed a twelve-year component support agreement for the Boeing 787 fleet to be operated by Vistara. The Indian carrier has six firm orders and four options for this aircraft type. The agreement covers a wide range of aircraft components for the Boeing 787. Service provision will start as early as the first quarter of 2020. Lufthansa Technik already supports the Indian airline with single component services, ad hoc composites repairs (Airframe Related Components, ARC®), consumables supply and AOG (Aircraft on Ground) support for the carrier's Airbus A320 and Boeing 737 fleets.

**FINANCIAL NEWS**

**Airbus posts full-year 2019 net loss of €-1,362 million**

Airbus' net commercial aircraft orders increased to 768 aircraft (2018: 747 aircraft), including 32 A350 XWBs, 89 A330s and 63 A220s. At the end of 2019, the order backlog reached 7,482 commercial aircraft. Airbus Helicopters achieved a book-to-bill ratio by value above 1 in a difficult market, recording 310 net orders in the year (2018: 381 units). This included 25 helicopters from the Super Puma family, 23 NH90s and 10 H160s. Airbus Defence and Space's order intake by value of € 8.5 billion was supported by A400M services contracts and key contract wins in Space Systems. Consolidated order intake in 2019 increased to €81.2 billion (2018: €55.5 billion) with the consolidated order book valued at €471 billion on 31 December 2019 (end December 2018: €460 billion). Consolidated revenues increased to €70.5 billion (2018: €63.7 billion), mainly driven by the higher commercial aircraft deliveries and a favorable mix at Airbus, and to a lesser extent the favorable exchange rate development. A record 863 commercial aircraft were delivered (2018: 800 aircraft), comprising 48 A220s, 642 A320 Family, 53 A330s, 112 A350s and eight A380s. Airbus Helicopters recorded stable revenues supported by growth in services, which offset lower deliveries of 332 rotorcraft (2018: 356 units). Revenues at Airbus Defence and Space were broadly stable compared to the previous year. Consolidated EBIT Adjusted increased to €6,946 million (2018: €5,834 million), mainly reflecting the operational performance at Airbus, partially offset by Airbus Defense and Space's performance and additional ramp-up costs. Airbus' EBIT Adjusted increased by 32% to €6,358 million (2018: €4,808 million),

**Continued grounding of Boeing 737 MAX hits Icelandair hard**



Boeing 737 MAX storage

Photo: AirTeamImages

End-of-year figures for airlines are beginning to reveal the full extent to which many of them have been hit by the ongoing grounding of the Boeing 737 MAX since March last year. Icelandair Group has now estimated that the impact the 737 MAX problems has had on its business will result in a US\$100 million negative impact on its EBIT. According to the Nordic carrier's CEO, Bogi Nils Bogason, the Max Grounding has had "an unprecedented negative impact on Icelandair's operations, resulting in lost revenue, increased expenses and restricted utilisation of the company's fleet and crew." For the last nine months Icelandair has been doing its best to minimize the grounding's impact on the business as, prior to the grounding, it had planned for its 737 Max jets to provide 27% of passenger capacity in 2019. As opposed to having a planned fleet of 36 aircraft – including nine 737 Max jets – available, Icelandair operated 33 aircraft over 2019's peak holiday season, including 22 757, two 757-300s, four 767-300s, and up to five wet-leased aircraft. On top of leasing costs, the airline faced increased expenditure due higher fuel consumption and higher ground, navigation and maintenance costs as a result of operating older aircraft. Icelandair has confirmed it has reached two agreements with Boeing for "partial" compensation of the airline's losses and is in ongoing discussions regarding further compensation. Icelandair has made it clear that the MAX grounding was the main reason for its "negative results" for 2019. The group reduced its EBIT loss to US\$39.3 million in 2019, from just below US\$57 million in 2018, though the Group's net loss grew \$2.2 million to \$57.8 million. Revenue declined by \$6 million to \$1.5 billion as Icelandair adjusted its network to concentrate on more profitable routes. Icelandair also confirmed that the number of passengers it carried to its home country grew 25% in the year, but the number of transatlantic transit passengers declined by 9%.



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**FINANCIAL NEWS**

largely driven by the A320 ramp-up and NEO premium, together with good progress on the A350. Consolidated EBIT (reported) was €1,339 million (2018: €5,048 million), including Adjustments totaling a net €-5,607 million. These Adjustments comprised €-3,598 million related to the penalties; €-1,212 million related to the A400M charge; €-221 million related to the suspension of defense export licenses to Saudi Arabia by the German government, now prolonged to March 2020; €-202 million related to A380 program cost; €-170 million related to the dollar pre-delivery payment mismatch and balance sheet revaluation; €-103 million related to Premium AEROTEC's restructuring plan launched to improve its competitiveness; €-101 million of other costs, including compliance costs partially offset by positive capital gains from the Alestis Aerospace and PFW Aerospace divestments. Consolidated reported loss per share of €-1.75 (2018 earnings per share: €3.94) includes a negative impact from the financial result, mainly driven by the revaluation of financial instruments. The financial result was €-275 million (2018: €-763 million). The consolidated net loss was €-1,362 million (2018 net income: € 3,054 million). (€1.00 = US\$1.08 at time of publication.)

**Airbus and the Government of Québec become sole owners of A220 program**

Airbus, the Government of Québec and Bombardier have agreed upon a new ownership structure for the A220 program, whereby Bombardier transferred its remaining shares in Airbus Canada Limited Partnership (Airbus Canada) to Airbus and the Government of Québec. The transaction is effective immediately. This agreement brings the shareholdings in Airbus Canada, responsible for the A220, to 75% for Airbus and 25% for the Government of Québec respectively. The Government's stake is redeemable by Airbus in 2026 – three years later than before. As part of this transaction, Airbus, via its wholly owned subsidiary Stelia Aerospace, has also acquired the A220 and A330 work package production capabilities from Bombardier in Saint-Laurent, Québec. This new agreement underlines the commitment of Airbus and the Government of Québec to the A220 program during this phase of continuous ramp-up and increasing customer demand. Since Airbus took majority ownership of the A220 program on July 1, 2018, total cumulative net orders for the aircraft have increased by 64% to 658 units at the end of January 2020.

**Turkey's AtlasGlobal airline closes down – blames costs of operating from new Istanbul Airport**



AtlasGlobal

Photo: AirTeamImages

Turkey's AtlasGlobal low-cost airline has finally thrown in the towel and declared bankruptcy after a stop-start period that began on 26 November last year when it temporarily canceled all scheduled flights and stopped all booking of flights while it underwent restructuring. Scheduled flights resumed earlier than anticipated, on December 16, though charter flights using two Airbus A321s serving Turkish destinations had continued. The carrier then changed focus to concentrate more on chartered flights. However, on January 29, 2020 the carrier announced that both its Airbus A330-200s that were on lease had been returned to the lessors and, as of February 12, AtlasGlobal filed for bankruptcy. The carrier had previously expressed concerns over the cost of transporting cargo to and from the airport as it had to be carried exclusively by passenger planes. Since the opening of the new Istanbul Airport, many companies have been demanding a cut in costs. The airport was opened just over a year ago with Turkey's President Recep Tayyip Erdoğan anticipating it will become the world's largest airport once all phases have been completed. Currently, the airport has been hard hit by teething problems relating predominantly to inadequate transport infrastructure, while IGA, the airport's operator, allegedly has serious financial problems and is looking to restructure billions of dollars of debt.

**Air Italy becomes latest carrier to cease operations**



Air Italy

Photo: AirTeamImages

It was nearly two years ago that Sardinian carrier Meridiana was rebranded as Air Italy and after Qatar Airways had taken a 49% stake in the holding company AQA Holding. Alisarda, part of the Aga Khan Fund for Economic Development holds the remaining 51% stake. The revamped airline had hoped to be carrying up to 10 million passengers by 2022 and had hoped to cash in on problems facing ailing Italian flag-carrying airline Alitalia. After making Milan Malpensa its home hub, Air Italy made major changes to its route network commencing a long-haul service to Bangkok, Mumbai and Miami, adding New York JFK from Milan Malpensa, while ending routes to the US city from Naples and Palermo. In the end, Air Italy chose to cancel all flights to Bangkok, Mumbai and Delhi just months after launching and flights to Chicago were canceled before they even began. Instead, Air Italy added seasonal service to Los Angeles, San Francisco and Toronto to its network in 2019, announcing that there would be no new route launches to North America or Asia during summer 2020. Air Italy operated a fleet of four Airbus A330-200s, one Boeing 737-700 and four 737-800s. It also had four grounded 737 MAX jets.

Air Italy, part owned by Gulf carrier Qatar Airways, has entered into 'liquidazione in bonis' – the Italian liquidation system where the company will cease operations but will pay off outstanding debt and salaries. The move means all flights after February 11 up to February 25 will be carried out by other airlines without any change to schedules, while flights after February 25 will either be fully refunded or covered by other carriers. It

**MILITARY AND DEFENCE**

**Royal Thai Air Force joins H135 military training operators**



The Royal Thai Air Force joins H135 military training operators

Photo: Airbus

Airbus Helicopters has signed an order for six H135 military training helicopters from the Royal Thai Air Force, as part of its pilot training enhancement program. The very first military training helicopters ever ordered by the Royal Thai Air Force, these new twin-engine H135s will be utilized for an array of training missions, including ab-initio flight training. They will complement the Royal Thai Air Force's existing H225M fleet, bringing its Airbus fleet to 18 units. Equipped with Airbus Helicopters' state-of-the-art Helionix avionics suite, the H135 offers optimal safety conditions for basic and advanced mission training, while providing a platform for easy and safe pilot transition onto more-advanced helicopters.

**Boeing Australia completes first Loyal Wingman fuselage**

The Boeing Australia team has completed major fuselage structural assembly for the first Loyal Wingman. The aircraft is one of three prototypes that will be developed as a part of the Loyal Wingman – Advanced Development Program in partnership with the Royal Australian Air Force (RAAF). The Australian team has applied digital engineering and advanced composite materials to achieve cost and agility goals for the 38-ft (11.7-meter) aircraft, which is designed to use artificial intelligence in teaming with other manned and unmanned platforms. This first Loyal Wingman prototype will provide key lessons toward production of the ATS, which Boeing Australia is developing for the global defense market. Customers will be able to tailor ATS sensors and systems based on their own defense and industrial objectives. The next major milestone will be weight on wheels, when the fuselage structure moves from the assembly jig to the aircraft's own landing gear to continue systems installation and functional testing. The aircraft is expected to complete its first flight this year.



Boeing Australia has completed the major fuselage structural assembly for its first Loyal Wingman aircraft  
Photo: Boeing

**INFORMATION TECHNOLOGY**



Line maintenance planning

Photo: LHT

**Wizz Air** has introduced **Lufthansa Technik's** digital line maintenance planning solution available on the AVIATAR platform as a launching customer. Being a partner of AVIATAR since its introduction in 2017, Wizz Air uses the new tool to improve productivity, maximize aircraft availability and to reduce the manual planning effort. The integration of data from various different IT systems on AVIATAR is used by the algorithm-based solution to adapt plans for each maintenance location and for every aircraft in the fleet instantaneously. Every change in the flight schedule or maintenance requirements results directly in an updated plan, which can be transferred to the maintenance information system with a single click. Designed as a decision support tool, planning conflicts are made transparent, allowing the planner to manually intervene and focus on issues where their knowhow is required. The easy-to-implement solution is compatible with every common flight scheduling system and requires no additional authority approval.

**MILITARY AND DEFENCE**

**Kellstrom Defense signs multi-year contract extension with Ametek Sensors and Fluid Management Systems**

Kellstrom Defense Aerospace (KDA) has signed a new multi-year extension to an existing distribution agreement with the Sensors and Fluid Management Systems (SFMS) business unit of AMETEK Aerospace & Defense. The agreement builds on a legacy of partnership, with KDA continuing to serve as the exclusive distributor for AMETEK’s SFMS products for the global military and government aftermarket, while also providing OEM repair management support and expanded cooperation for new aftermarket solutions for military aircraft sustainment.

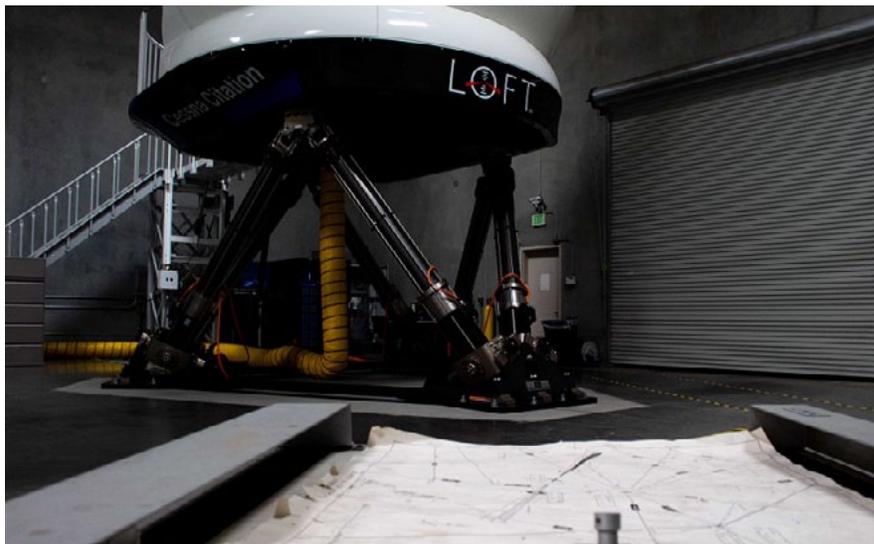
**INFORMATION TECHNOLOGY**

**Swiss-AS** has released that 2019 has been a very successful year for the company. 17 new customers have joined the AMOS community, amongst them, renowned carriers such as **Air Arabia**, **Gulf Air**, **Gulf Helicopters**, **SunExpress**, **Air Vistara** and **HK Express**. Swiss-AS was able to further extend its footprint among MRO providers by closing deals with **HAECO**, **TAP M&E**, **Sapura Technic** and **Nayak LM**. The continued success allows Swiss-AS to press ahead with its expansion path and further invest in the future of AMOS. As part of this investment, Swiss-AS welcomed close to 60 new employees (around 30% of its overall manpower) to the company, thereby reinforcing every team and department. The company will continue to substantially increase its workforce in 2020. To accommodate this growing number of employees, Swiss-AS will double its office space at its headquarters in Allschwil / Switzerland. The extensive renovation work is scheduled to be completed in the second quarter of 2020 and will offer Swiss-AS’ staff modern workplaces and state-of-the-art facilities including a large lounge area, activity-based creative zones and relaxation space. In 2019, Swiss-AS were able to announce that tier-one Lufthansa German Airlines – operating close to 300 aircraft – and Lufthansa Cargo had signed for AMOS. This now brings all members of the Lufthansa Group together using AMOS. Both carriers will implement AMOS including AMOSmobile for their line maintenance and CAMO activities. With a strong focus on driving innovation within the group, we are confident that this complex digital transformation project will be successfully completed and will have its positive effect on the whole group.



Julian Stourton, CEO at Rusada (L) and Kevin Lansdowne, Senior VP of Airborne Solutions at Leidos (R) Photo: Rusada

**Leidos**, a FORTUNE® 500 science and technology leader, has signed a partnership agreement with **Rusada** to become a systems integrator for ENVISION, Rusada’s Aviation Maintenance Repair and Overhaul (MRO) and Flight Operations software. ENVISION is used by aircraft operators, MRO providers and manufacturers to efficiently manage their maintenance and airworthiness activities. The web-based software utilizes the most up-to-date technologies to empower aviation decision-makers, providing them with helpful and informative data that adds value to their organization. Under the agreement, Rusada will continue to be the software product developer. Leidos’ Airborne Solutions Operation (ASO) will serve as the systems integrator providing services to install, configure, operate and apply the software for its customer’s aviation business.



LOFT is a simulator-based training provider for Cessna Citation and CJ pilots Photo: AVIAA

**AVIAA**, the expanding group purchasing organization for business aviation, has added **LOFT** as another strategic partner for its membership. For the past 15 years, LOFT has provided experienced flight instruction to Cessna Citation and CJ pilots through the entire training process. Its unique Part 142 simulator training program, based in Carlsbad, California, will now be offered to the growing number of AVIAA members operating Citation C Series business jets. LOFT recently added a new Cessna 560 Level D simulator at its location in Southern California. Offering a wide variety of training courses as well as scheduling options, LOFT flight instructors are career aviators and professional pilots.

**OTHER NEWS**

**Hawaiian Airlines** welcomed more than 963,000 guests in January 2020. Total traffic increased 6.6% on an increase of 7.5% in capacity compared to January 2019. Load factor decreased 0.7 points year-over-year to 83.6%.

**All Nippon Airways (ANA)** will collaborate with **Toyota Industries** to conduct tests of an advanced automatic towing tractor at Chubu (Nagoya Centrair International Airport from February 10 to February 14. The airport was selected because it hosted over 100,000 departures and arrivals in fiscal 2018, meaning that logistics operations must be performed at the highest standards. The tests are designed to provide the necessary safety and performance data to ensure that the tractor will be able to handle a variety of real-world situations when it is put into service. The development of this autonomous tractor is the latest example of ANA embracing innovative technology to increase convenience and improve service for its passengers.

**INDUSTRY PEOPLE**



Sign Kadouh

- CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing Co., (CDB Leasing), has announced, on the sidelines of Singapore Air Show, the promotion of **Sign Kadouh** to Head of Asia Pacific. Kadouh is being promoted to the new role from his previous position of Head of Commercial, Asia Pacific. In addition to continuing to lead the Asia Pacific commercial team and driving commercial and strategic activity within the region, including Greater China, South Asia, Southeast Asia, North Asia, Australasia, and the Pacific Islands, Kadouh also will be the operational leader for Asia Pacific, managing the day-to-day activities of the company's Hong Kong office.

- Nordic Aviation Capital has appointed **Patrick de Castelbajac** as Chief Executive Officer, effective in the third quarter of 2020. He will be based at NAC's newly opened Headquarters in Limerick, Ireland. De Castelbajac has almost 20-years-

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experience in the aviation industry. Most recently, he was President of the Asia-Pacific region for Airbus. Prior to this, he was Executive Vice-President Strategy and International.



Oliver Schmitt

- **Oliver Schmitt**, currently Vice President Sales at Eurowings and Managing Director of Eurowings Digital GmbH, will join the Executive Board of Eurowings on March 1, 2020

and become the new Chief Commercial Officer of the German airline. He succeeds **Oliver Wagner**, who moved to the Executive Board of Lufthansa AirPlus Servicekarten GmbH as Chairman on January 1, 2020. Designated CEO **Jens Bischof**, who will start at Eurowings in March 2020, is looking forward to the reinforcement in the management team: "Oliver Schmitt is a tremendous asset for Eurowings with his digital mindset and many innovative sales ideas. He will dynamically develop the commercial sector and consistently place 28 million Eurowings customers at the focus of our work."



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Suite 305, South Tower  
5811 Cooney Road  
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Publisher  
Peter Jorssen

Tel: +1 604 318 5207

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

Advertising Inquiries and  
Customer Support

Jenny Vogel  
jenny.vogel@avitrader.com  
Tel: + 49 (0) 8761 346 007

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



# THE AIRCRAFT AND ENGINE MARKETPLACE

## Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	DVB Bank	CFM56-5B63	3586	2008	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	BBAM	CFM56-5B5/P	2129	2004	May 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5/P	1362	2000	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5/P	2251	2004	May 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A320-200	ORIX Aviation	CFM56-5B4/P	2584	2005	Q1/2021	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	TrueAero Asset Management	V2527E-A5	5794		Nov 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5531		Oct 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5296		Aug 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5089		Jun 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5050		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	DVB Bank	V2527-A5	3734	2009	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-214	DVB Bank	CFM56-584/3	3767	2009	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	4552	2010	Q4/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-232	DVB Bank	V2527-A5	2156	2005	Q1/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	DVB Bank	CF6-80E	814	2007	Q2/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	GA Telesis	CF6-80E1A4	510	2002	Now	Sale	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	871	2007	Now	Lease	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-200	TrueAero Asset Management	CF6-80E1A4/B	882		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	901		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	932		May 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-223	Presidio Aircraft Leasing	PW4168A	970	2008	Now	Lease	Stephen Haire	shaire@aelfinc.com	+1 3127721613
A330-300	BBAM	Trent 772B-60	1544	2014	Jul 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A330-300	BBAM	Trent 772B-60	1562	2014	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A330-300	DVB Bank	Trent 772B-60	1485	2014	Q1/2020	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-700	Kellstrom Aerospace	CFM56-7B26	28210	1998	Now	Sale	Michael Garcia	info@kellstromaerospace.com	+1 (847) 233-5800
B737-800	ORIX Aviation	CFM56-7B26E	38034	2012	Q4/2020	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ORIX Aviation	CFM56-7B26	34153	2005	Q1/2021	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
737-900	BBAM	CFM56-7B26/3	34953	2007	Dec 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B777-300ER	Doric	GE90-115BL1	35592	2009	Q2/2021	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
B777-300ER	Doric	GE90-115BL2	36158	2009	Q2/2021	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
B777-300ER	DVB Bank	GE90-115B	37705	2009	Q1/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449

## Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
CRJ-200LR	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
CRJ-700	Regional One	CF34-8C5B1	10205	2005	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
D0328 Jet	Regional One	PW306B	3185	2001	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
ERJ170-100LR	Regional One	CF34-8E5	17000123	2006	Nov 2019	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164

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THE AIRCRAFT AND ENGINE MARKETPLACE

**Regional Jet / Turboprop Aircraft (cont.)**

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
ERJ-145LR	Regional One	AE3007A1	145304	2001	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
ERJ-145LR	Regional One	AE3007A1	145331	2000	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164

**Commercial Engines**

Multiple Types	Sale / Lease	Company	Contact	Email	Phone
Multiple Engines GE / CFM / RB211	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
<b>AE3007 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(3) AE3007A1P	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 786-623-3936
(1) AE3007A1	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
<b>CF34 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
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				
CF34-3B1	Now - Sale				
CF34-3A	Now - Sale / Lease				
(2) CF34-8C5B1	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) CF34-3B1	Now - Sale / Lease				
(3) CF34-10E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-8E5A1	Jan 2020 - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204x202
(1) CF34-8C5A1	Jan 2020 - Lease				
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
CF34-8E(s)	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1 (513) 782-4272
<b>CF6 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) CF6-80C2B6F	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(1) CF6-80C2B1F	Now - Sale / Lease				
(1) CF6-80C2B7F	Now - Sale / Lease				
(1) CF6-80E1A4	Now - Sale / Lease				
(1) CFM56-5C4/P	Mar 2020 - Sale / Lease	Castlelake	Stuart MacGregor	stuart.macgregor@castlelake.com	+442071906138
(1) CF6-80C2B1F	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
<b>CFM Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(2) CFM56-5B (all thrust levels)	Now - Sale / Lease	Contrail Aviation	Kevin Milligan	kevin@contrail.com	+1 949-933-0797
(2) CFM56-7B (all thrust levels)					
(3) CFM56-7B24/3	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-5B6/P	Now - Lease				
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-7B22/3	Now - Lease				
(2) CFM56-7B24E	Now - Lease				
(1) CFM56-7B27	Now - Lease				



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## THE AIRCRAFT AND ENGINE MARKETPLACE

**Commercial Engines (cont.)**

(2) CFM56-5A	Now - Sale	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
(1) CFM56-5B3/3	Now - Lease	Rolls-Royce & Partners Finance	Charlie Ferguson	charlie.ferguson@rolls-royce.com	+44-(0)777224895
(2) CFM56-7B22	Now - Sale	CFM Materials	Jimmy Hill	jimmy.hill@cfmmaterials.com	+1 -214-988-6670
(1) CFM56-7B26/E	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B24/E	Now - Lease				
(1) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(2) CFM56-7B22	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(2) CFM56-5B6	Now - Sale / Lease				
(2) CFM56-5B4/P	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(2) CFM56-7B26/27	Now - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(2) CFM56-5B6/P	Now - Lease				
(1) CFM56-5B4/P	Now - Lease				
<b>JT8D and JT9D Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) JT8D-219	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
<b>GE90 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) GE90-115B	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) GE90-115	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(1) GE90-115BL (Propulsor)	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
<b>GENx Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) GENx1B74/75 Propulsor	Jan 2020 - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
<b>LEAP Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(2) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1A33	Mar 2020 - Lease				
(1) LEAP-1A32	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) LEAP1A-32	Now - Lease	Rolls-Royce & Partners Finance	Charlie Ferguson	charlie.ferguson@rolls-royce.com	+44-(0)777224895
<b>PW 4000 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) PW4056-1C	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
<b>PW Small Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(3) PW121	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) PW123B/E	Now - Sale / Lease				
(3) PW127E/F/M	Now - Sale / Lease				
(1) PW150A	Now - Sale / Lease				
(2) PW123	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(2) PW150A	Now - Sale/Lease/Exch.				
(2) PW127M	Now - Sale/Lease/Exch.				
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				
(1) PW124B	Now - Sale/Lease/Exch.	Logix.Aero	Jean-Christian Morin	jcmorin@logix.aero	+33.6.4782.4262
(2) PW127E/F	Now - Sale/Lease/Exch.		Remi Krysz	rkrysz@logix.aero	+33.6.2079.1039
(4) PW127M	Now - Sale/Lease/Exch.				
(1) PW118	Now - Lease / Exchange				
(1) PW118A	Now - Lease / Exchange				
(1) PW119B	Now - Lease / Exchange				
(1) PW121	Now - Lease / Exchange				
(1) PW121A	Now - Lease / Exchange				
(1) PW125B	Now - Lease / Exchange				
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610

# THE AIRCRAFT AND ENGINE MARKETPLACE

## Commercial Engines (cont.)

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW120A	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) PW120	Now - Sale/Lease/Exch.				
(1) PW123E	Now - Sale/Lease/Exch.				
(4) PW126	Now - Sale/Lease/Exch.				
(1) PW121	Now - Sale/Lease/Exch.				
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(1) Trent 772B	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
(2) Trent 772B-60	Jul 2020 - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 415 486 6100
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) V2533-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
(2) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2527-A5	Now - Lease				
(2) V2527-A5	Jan 2020 - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) V2527-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2533-A5	Now - Lease				
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(1) V2533-A5	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(1) V2527-A5	Now - Lease				

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

Description		Company	Contact	Email	Phone
(1) A320-200 Landing Gear	Now - Sale/Lease/Exch.	TrueAero, LLC	Matt Parker	mparker@trueaero.com	+1 469-607-6110
A340-300/A330 Landing Gear	Now - Sale/Lease/Exch.				
A340-600 Landing Gear	Now - Sale/Lease/Exch.				
B777-200 Landing Gear	Now - Sale/Lease/Exch.				
Trent 552 Inlet Cowls & Fan Cowls	Now - Sale/Lease/Exch.				
Trent 892 Inlet Cowls and Fan Cowls	Now - Sale/Lease/Exch.				
CFM56-5B Inlet Cowls and Fan Cowls	Now - Sale/Lease/Exch.				
V2500-A5 Inlet Cowls & Fan Cowls	Now - Sale/Lease/Exch.				
CF6-80E Trust Reversers, Inlets & Fan Cowls	Now - Sale/Lease/Exch.				
APUs (2) APS2300	Now - Sale/Lease/Exch.				
APUs (2) GTCP331-500B, (1) APS3200	Now - Sale/Lease/Exch.				
Neutral CFM56-7B QEC Kit	Q4/2019 - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
767-300ER 413K, 737-300 LANDING GEAR	Now - Sale/Lease/Exch.	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GTCP85-98DHF APU	Now - Sale/Lease/Exch.				
A320 Nose Landing Gear	Now - Sale/Lease/Exch.				
CFM56-3 LPT MODULE, REPAIRED	Now - Sale/Lease/Exch.				
CFM56-3 ENGINE STAND	Now - Lease				
(1) GTCP36-150RJ, (2) GTCP36-100M,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A					
(1) APS1000-C12, (1) APS1000-C3					
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) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Q3+Q4/2019 - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) GTCP131-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com	+1 954-801-3592
(4) GTCP131-9A, (1) GTCP131-9B, (2) GTCP331-350		GA Telesis		apu@gatelesis.com	+1-954-676-3111
(1) GTCP331-200ER, (1) GTCP331-550, (1) APS3200					
GTCP131-9A, GTCP131-9B, GTCP331-350C	Now - Sale/Lease/Exch.	Logix.Aero	Jean-Christian Morin	jcMorin@logix.aero	+33.6.4782.4262
GTCP331-500B, GTCP331-200/250, APS5000			Rich Lewsley	rlsley@logix.aero	+1 602 517 8210
APS3200, APS2300					
(1) APU GTCP331-500	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
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