

# Weekly Aviation Headline News

## WORLD NEWS

### IAG Cargo reports strong Q3 2020

IAG Cargo announced its Q3 2020 results, reporting commercial revenues of €302m over the period from July 1 to September 30, 2020, an increase of 14.1 per cent on the same period in 2019 at constant currency. Overall yields for the quarter were up 113.4 per cent on the same time last year at constant currency, reflecting the extra costs of a flying programme that continues to retain a substantial cargo-only schedule. Sold tonnes were down 42 per cent. Lynne Embleton, CEO at IAG Cargo said however that the stark impact of COVID-19 on aviation continued throughout Q3.

### United launches first free transatlantic COVID-19 testing pilot

United Airlines announced the first free transatlantic COVID-19 testing pilot programme for its customers. From November 16 through December 11, the airline will offer rapid tests to every passenger over 2 years old and crew members on board select flights from Newark to London Heathrow, free of charge. Anyone who does not wish to be tested will be placed on another flight, guaranteeing everyone on board other than children under two will have tested negative before departure.

### KLM reports Q3 loss amid COVID-19 disruption

Traditionally, the third quarter is especially strong in the air transport industry, but KLM has now incurred a loss of EUR 234 million for the quarter, down EUR 745 million compared to Q3 last year. The result incurred during the first nine months of 2020 has deteriorated by 1,7 billion compared to 2019. The cargo division has performed well and generating extra revenue; however, passenger flights have been scaled down further for the winter season.



The A380 is particularly at risk.

Photo: Etihad

## Plane spotting: IBA observes shifting movements

The aviation industry is moving from managing the initial, enormous impact of Covid-19, to developing strategies that enable it to survive in the longer term, according to IBA.

Aircraft utilisation on domestic flights has progressed slowly back to 60% of pre-Covid levels, led by a strong resurgence in the Chinese and Russian markets, according to data from IBA.

The number of aircraft that IBA has identified as existing fleets due to airline failures or entering administration has risen to 1,489, but the rate of growth has slowed considerably since July with only

nine airlines entering this position during that time, compared to 32 between February and July 2020.

The average age of aircraft being retired is around 20 years, but there are considerable variations

Boeing 777-200LR.

Previous extreme volatility in aircraft values is starting to stabilise with many younger aircraft types such as the Airbus A350, A320neo family, A330neo and Boeing 787 now displaying just a 10% variance between market and base value. However, older aircraft such as the Boeing 737NG and A320ceo are showing variance of up to 20%.

**“The aviation industry remains fraught with challenges from Covid-19, but we are moving beyond its initial impact.”**

*Phil Seymour, President of IBA*

between types. In addition to older aircraft such as the Boeing 747, Boeing 767-300ER and MD 80/90, aircraft at risk now also include younger wide-bodies, in particular the Airbus A380 and A340-600 and

IBA forecasts a continued downward spiral in values for the A330ceos, with more expected to come off lease in the next few years, while

*Continued on page 3*



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over 120 Boeing 777-300ERs are now subject to fleet exits making further downgrades in its value likely.

The return to service of the Boeing 737 MAX, which IBA forecasts will commence at scale from the second quarter (April to June) of 2021, will be subject to several dynamics. Airlines in North America and China account for over half of the approximately 800 aircraft that were grounded in 2019 or have been built but not delivered.

Phil Seymour, President of IBA, says: “The aviation industry remains fraught with challenges from Covid-19, but we are moving beyond its initial impact as airlines and other companies within the ecosystem adapt their strategies for at least the medium term to enable them to survive in this rapidly changing and low-demand environment.”



Several A330 ceo's are expected to come off lease

Photo: Virgin

## AIRCRAFT & ENGINE NEWS

### Heston Aviation launches Heston Airlines

Heston Aviation has launched Heston Airlines, an all- A320-family fleet operator focused on charter and ACMI markets. Commencing early 2021, the newly launched airline is ready to offer high-quality customized services for tour operators and airlines within the EMEA region. Heston Airlines is in the process of receiving Air Operator’s Certificate (AOC) and plans to start its European operations with three 180-seater Airbus A320s, with plans to grow its fleet to seven aircraft by 2022. The airline will be led by an experienced and dedicated management team, with Jonas Rinkauskas as the company’s CEO, who will position Heston Airlines with a strong emphasis on client needs, flexibility, and reliability of services. Heston Airlines is part of Heston Aviation, which is a consolidated group of companies focused on aviation asset leasing, trading, maintenance, repair, and overhaul. The group offers MRO services through Heston MRO (Australia), one of the largest independent MRO companies in Australia and the West Pacific. Its asset leasing and trading projects are captured by Heston Aviation DAC (Ireland) and other European vehicles.



Photo: Heston Aviation

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# TRANSITIONING out of 737NG or A320 fleets? FORECASTING engine maintenance costs?

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**Airbus delivers first U.S.-assembled A220 from Mobile, Alabama**

Airbus has delivered its first U.S.-assembled A220 aircraft from Mobile, Alabama, underlining the aircraft manufacturer’s role as a global aircraft producer and heralding the arrival of a new era in Airbus aircraft production in the United States. The aircraft was delivered to Delta Air Lines. Several milestones led up to this historic moment. From the ground-breaking of the Mobile A220 Final Assembly Line in January 2019, through the official start of A220 production in August 2019, and the inaugural flight of this aircraft in June, the A220 teams in Mirabel (Quebec) and Mobile worked closely together to make the A220 production in the U.S. a success.



The first assembled A220 aircraft in Mobile, Alabama, was delivered to Delta Air Lines

Photo: Airbus

**Cotswold Airport will be permanent home to iconic British Airways 747 aircraft**



Iconic British Airways 747 ‘Queen of the Skies’ to be preserved at Cotswold Airport  
Photo: BA

Cotswold Airport will be the permanent home to an iconic British Airways 747 aircraft for locals and visitors to enjoy. The Boeing 747, registration G-CIVB, will be permanently retired at Cotswold Airport, near Kemble in Gloucestershire. The aircraft is painted in the unique Negus livery which adorned British Airways planes in the 1970s and 1980s. The aircraft was one of four painted in heritage liveries to mark the airline’s centenary last year. It was also one of the final two British Airways 747s to leave Heathrow last month. The airport will maintain the aircraft and plans to convert an area of its interior to be used as a unique business, conferencing, and private hire venue, as well as a cinema for locals and an educational facility for school trips. It is planned that the aircraft will be open to the public from Spring 2021.

**ALC delivers new Airbus A321-200neo LR aircraft to Titan Airways**

Air Lease Corporation (ALC) has delivered one new Airbus A321-200neo LR aircraft on long-term lease to Titan Airways (United Kingdom). Featuring CFM International LEAP-1A33 engines, this aircraft is the first of two A321-200neo LRs confirmed to deliver to the British carrier from ALC’s order book with Airbus. The second A321-200neo LR aircraft is scheduled to deliver to Titan Airways in Spring 2021.



Titan Air has taken delivery of first Airbus A321-200neo LR from ACL

Photo: Titan Air

**The end of Delta’s Boeing 777 era**



Delta will retire its 18 Boeing 777 aircraft by the end of 2020 Photo: Delta Air Lines

On Saturday October 31, Flight 8777 has marked the end of the 777 era for Delta during what has been an unprecedented time for the airline industry. The five-and-a-half-hour flight from New York-JFK to Los Angeles included special announcements and onboard treats for customers and aviation enthusiasts. Some passengers booked this final flight just for the unique experience and to be part of history. Looking ahead, retiring the 777 fleet will accelerate Delta’s strategy to simplify and modernize its fleet while continuing to operate newer, more cost-efficient aircraft. The airline will continue flying its long-haul next generation Airbus A350-900s, which burn 21% less fuel per seat than the 777s they replace. “Retiring a fleet as iconic as the 777 is not an easy decision – I know it has a direct impact on many of you who fly, crew and service these jets,” said CEO Ed Bastian. “The 777 played an important role with Delta since 1999, allowing us to open new long-haul markets and grow our international

network as we transformed into a global airline. I’ve flown on that plane often and I love the customer experience it has delivered over the years.” The Airbus A350 will replace nearly every ultra-long-haul 777 route, but the Atlanta to Johannesburg route will require a slight modification. The South Africa service will follow a new circular routing that goes from Atlanta – Johannesburg – Cape Town – Atlanta. The stop will allow for refueling at sea level before beginning the 8,130-mile trip back to the U.S., and it will add a new city to Delta’s global footprint.

**MRO & PRODUCTION NEWS**

**Pratt & Whitney plans US\$650 million investment in turbine airfoil production facility in North Carolina**

Pratt & Whitney has announced plans to invest at least US\$650 million through 2027 in a world-class turbine airfoil production facility in Asheville, North Carolina. The new, 1,000,000-ft<sup>2</sup> facility will house an advanced casting foundry for the production of turbine airfoils as well as conduct machining, coating and finishing of airfoils onsite. The investment is intended to create 800 new jobs through 2027 in Buncombe County. The new state-of-the-art facility will implement best-in-class manufacturing technologies and processes exemplifying industry 4.0 manufacturing principles and will complement existing turbine airfoil work that is carried out across Pratt & Whitney's facilities. This investment directly supports Pratt & Whitney's goal to transform its business and strengthen its position by implementing modern solutions to prepare for the future, while reducing structural costs to emerge from the pandemic stronger.

**FL Technics Engine Services quick turn activities' shop opens doors**

FL Technics Engine Services has received Part-145 approval from the Transport Competency Agency of Republic of Lithuania (TCA) approved by the European Union Aviation Safety Agency (EASA) for its engine MRO quick turn activities. The new facility will provide airlines, lessors and asset management organizations with high quality tailor-made solutions for aircraft engine life cycle's optimization. The quick turn engine shop will allow customers to optimize their engines' Time on Wing (ToW), simultaneously optimizing and minimizing costs using the full scope of FL Technics Engine Services and FL Technics one-stop MRO services. This brand new fully authorized three-bay quick-turn activities engine shop will cover three main generations of CFM International CFM56 engines namely CFM56-3, CFM56-5B and CFM56-7B that power the Boeing 737 Classic, Airbus A320ceo and Boeing 737 Next Generation (NG) aircraft families, respectively. FL Technics Engine Services is the first approved Part-145 Engine Maintenance Organization for Turbofan Commercial Engine Repair in Lithuania.

**Nasmyth Group signs multi-million-pound precision engineering contract with Incora™**

Nasmyth Group has signed a multi-million-pound contract with Incora to manufacture precision engineered components for multiple platforms including new and aftermarket

**AIRCRAFT & ENGINE NEWS**

**Kuwait Airways takes delivery of its first two A330neos**



Kuwait Airways takes delivery of first two of eight A330neos

Photo: Airbus

Kuwait Airways, the national airline of Kuwait, has received its first two A330neos. These aircraft are the first of eight A330neos ordered by the airline. The carrier currently operates a fleet of 15 Airbus aircraft comprising seven A320ceos, three A320neos and five A330ceos. This event also marks Airbus' first A330-800 delivery. The new-generation wide-body aircraft is the latest addition to Airbus' product line, highlighting the company's strategy to keep offering its airline customers unbeatable economics, increased operational efficiency and superior passenger comfort with proven latest-technology platforms. Kuwait Airways' A330neo will comfortably accommodate 235 passengers, featuring 32 fully flat beds in Business Class and 203 spacious seats in Economy Class while offering a large cargo hold capable of accommodating generous passenger baggage allowances.

**First A321P2F by ST Engineering, Airbus and EFW enters service**



The first A321 converted freighter, operated by Qantas for Australia Post, entered service on October 27, 2020  
Photo: ST Engineering

ST Engineering, Airbus, and Elbe Flugzeugwerke (EFW) achieved a key milestone in their joint A321 passenger-to-freighter (P2F) conversion program in September this year with the re-delivery of the 'head of version' to launch customer, Vallair. The A321 converted freighter, operated by Qantas for Australia Post, entered service on October 27, 2020. EFW had received the original Supplemental Type Certificate (STC) for the A321P2F from the European Union Aviation Safety Agency (EASA) in February this year, and the Validation STC from the U.S. Federal Aviation Administration in July. Operator-specific enhancements were subsequently incorporated into the freighter and certified prior to its re-delivery.

**MRO & PRODUCTION NEWS**

OE (Original Engine) build and support to Legacy engines. The seven-year contract will be carried out by the Nasmyth Bulwell team, from its state-of-the-art manufacturing facility in Pinxton, Nottinghamshire and Nasmyth Group's manufacturing team in Asia. For over 60 years, Nasmyth Bulwell has provided high-quality, uniquely integrated precision engineering and manufacturing solutions for the global aerospace industry. Nasmyth Bulwell specializes in the manufacture of solid machine solutions including precision parts, kits, airframe assemblies and sub-assemblies using the latest CAD/CAM technology to interface with customer design teams.

**FINANCIAL NEWS**

**IAG reports preliminary third-quarter results and update**

International Airlines Group (IAG) has reported its preliminary results for the third quarter of 2020 and capacity outlook for the fourth quarter. Total revenue declined by 83% to €1.2 billion compared to €7.3 billion last year. Operating result before exceptional items was a €1.3 billion loss compared to a €1.4 billion profit last year. Passenger capacity declined by 78.6% in the quarter, while traffic declined by 88.0%. Seat load factor declined by 38.8 points to 48.9%. On September 10, IAG announced a reduction in capacity from -74% to -78% in the third quarter of 2020 and from -46% to -60% in the fourth quarter of 2020, as a result of the levelling off of bookings following the reintroduction of quarantine requirements by many European governments. IAG now plans for capacity in the fourth quarter of 2020 to be no more than 30% compared to 2019. As a result, the Group no longer expects to reach breakeven in terms of net cash flows from operating activities during the fourth quarter of 2020. As of September 30, 2020, the Group had total liquidity of €6.6 billion, comprised of €5.0 billion of cash, cash equivalents and interest-bearing deposits and €1.6 billion of undrawn and committed general and aircraft facilities. In addition, €2.74 billion of gross proceeds from the capital increase were received in early October for a total pro-forma liquidity of €9.3 billion. (€1.00 = US\$1.18 at time of publication.)

**ANA posts net loss of 188.4 billion yen for first half of fiscal year 2020**

ANA Group has reported its financial results for the six months ended September 30, 2020. In the first six months of fiscal year 2020 (April 1, 2020

**AIRCRAFT & ENGINE NEWS**

**Kalitta Air signs lease agreement for three 777-300ERSFs with GECAS Cargo**



Kalitta Air Boeing 777-300ERSF

Photo: GECAS

GECAS Cargo has signed an agreement with Kalitta Air for three 777-300ERSF aircraft. With this agreement, Kalitta will be the first operator of the new passenger-to-freighter type, adding to their already sizable all-cargo fleet when these aircraft deliver in 2023. Dubbed "The Big Twin," the 777-300ERSF will be the largest ever twin-engine freighter. As announced a year ago, the conversion program is jointly funded by GECAS and Israel Aerospace Industries (IAI), with GECAS delivering the prototype aircraft to undergo conversion in June of this year. Setting a new benchmark for cargo operators, The Big Twin will be powered by GE90 engines, the most powerful in-service engine. Kalitta Air is a Michigan Limited Liability Company owned by Conrad Kalitta. Kalitta Air began service in November 2000 with three Boeing 747 aircraft and the fleet has grown to a present total of four 777Fs, 24 B747-400Fs and nine B767-300BDSFs.

**MRO & PRODUCTION NEWS**

**Collins Aerospace inks MRO agreement with GKN Fokker Services**



A320neo

Photo: Airbus

Collins Aerospace Systems and Fokker Services, a GKN Aerospace company, have announced the expansion of an existing ten-year FlightSense On-Site Support agreement for Collins Aerospace's Integrated Drive Generators (IDGs). The expanded contract will add new IDG part numbers for the Airbus A320neo, while Collins Aerospace will continue to manage Fokker Services' onsite inventory of IDG components, providing competitive rates for OEM-quality parts and improved shop efficiency. Fokker Services, in turn, will now be able to repair Collins Aerospace IDGs for the A320neo at its Amsterdam Airport Schiphol facilities. The IDG provides primary electric power for the aircraft electrical system by converting variable engine input speed to a constant output speed, thus enabling the generator portion of the IDG to produce alternating current at a constant frequency.

**FINANCIAL NEWS**

– September 30, 2020) although the Japanese economy is in a difficult position due to the effects of COVID-19, including a sudden decrease in corporate earnings and a weakening trend in terms of employment, ANA released that it is now seeing movement toward a recovery. Under the current economic conditions, operating revenues decreased rapidly to 291.8 billion yen due to the severe impact on all segments. ANA Group implemented cost-reduction measures of 333.0 billion yen by decreasing the fixed expenses, in addition to reducing variable expenses due to curbing the scale of operations. However, due to the extremely large reduction in operating revenues, operating loss was 280.9 billion yen, ordinary loss was 268.6 billion yen and net loss attributable to owners of the parent was 188.4 billion yen due to the recording of deferred tax asset of about 76 billion yen, etc. “Compared with the first quarter, the second quarter has recovered significantly, which proves that we’ve already bottomed out and are seeing dramatic recovery,” said Ichiro Fukuzawa, Executive Vice President and Chief Financial Officer of ANA Holdings. “Though we have faced cumulative losses in the first half of the fiscal year, the entire organization has shown strength and resolve in uniting to make the necessary sacrifices and support the required changes to get us through this COVID-19 outbreak and positioned for the future. I am confident that the shared spirit of the ANA Group and its employees, combined with our Business Structure Reform Plan, we will lead to future growth and success.” (1 US\$ = 104.667 JPY)

**APOC Aviation chooses Egeria as strategic investment partner**

To accelerate its growth strategy and transition the business effectively to meet global expansion targets, entrepreneurial Dutch aviation company APOC has partnered with private equity investor Egeria. APOC will use Egeria’s sizeable investment to supplement its resolute narrow-body airframe, engines and landing gear acquisition policy, spearhead a transformative global footprint, and position its comprehensive inventory of commercial spare parts at the forefront of the industry’s inevitable resurgence. Founder and CEO Max Lutje Wooldrik retains his interest in the company, while current shareholder Antea and other investors sell their stake. Max Lutje Wooldrik said: “I am delighted that APOC has attracted a significant investment from Egeria to support and accelerate the next phase of our exciting growth ambitions in coming years. The company has achieved strong organic growth since its inception and is very well positioned to take advantage of the significant market opportunity available given its focus on reliability,

**Honeywell releases high-efficiency mode upgrade for 131-9A auxiliary power unit**



Honeywell APU

Photo: Honeywell

Honeywell has released a high-efficiency mode upgrade for its 131-9A auxiliary power unit for single-aisle Airbus aircraft. This high-efficiency mode, which is enabled by a software encryption key, is expected to increase the average time-on-wing by 1,200 flight hours and reduce fuel burn by 2%. An auxiliary power unit (APU) is a critical piece of aircraft equipment that provides electrical power and air conditioning while the plane is on the ground to ensure increased passenger comfort, and supplies the air source when a pilot is ready to start the main engines. The 131-9A is known for its reliability and lower maintenance costs over the course of its entire life cycle, resulting in significant fuel savings each year.

**Aviation Concepts Technical Services achieves 8A/8C check on Gulfstream fleet**



Aviation Concepts Technical Services achieves 8A/8C check on Gulfstream fleet

Photo: ACTSI

Philippines-based Aviation Concepts Technical Services Inc. (ACTSI) has upgraded its capability to 8A/8C from the Federal Aviation Administration (FAA). With a strong and experienced Gulfstream team, the ACTSI MRO is now capable to provide maintenance services for Gulfstream IV-X (G350/G450) and GV-SP (G500/G550), with Limited Engine – 8A / 8C, 72-month, 96-month, and 144-month inspections. ACTSI, a new facility for aviation maintenance, repair, and overhaul (MRO) services, recently opened at the Subic Bay International Airport (SFS/RPLB), transforming the former US Navy base into a 24/7 hub for business aviation in the Asia Pacific. Strategically located within an 18,000 m<sup>2</sup> hangar, ACTSI is to become a premier parking and MRO service provider for business jets within the region which can easily match OEM and client standards.

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speed and delivering an optimal service to its customers.”

**MTU Aero Engines presents nine-month figures and forecast**

In the first nine of months 2020, MTU Aero Engines AG generated revenue of €2,956.6 million (1-9/2019 €3,403.7 million). The operating profit was €310.8 million, compared with €557.7 million in the prior-year period. The EBIT margin was 10.5% (1-9/2019: 16.4%). In line with adjusted EBIT, adjusted net income dropped from €391.7 million to €219.2 million. “Based on these results, we can now provide a more precise guidance for the full year,” said Reiner Winkler, CEO of MTU Aero Engines. “We now assume that revenue for the year will be between €4 and €4.2 billion. Our adjusted EBIT margin is likely to be around 10%, which is at the upper end of the range forecast to date.” At the end of July, MTU forecast a broader revenue range of €4 to €4.4 billion and assumed an adjusted EBIT margin of between 9% and 10%. The company expects adjusted net income to develop in line with adjusted EBIT. MTU registered a substantial drop in revenue in the first nine months of 2020, especially in the commercial engine business where revenue fell from €1,137.8 million to €850.2 million. The highest revenue generators were the PW1100G-JM for the A320neo and the V2500 for the classic A320 aircraft family. Over the year as a whole, the organic decline in revenue is likely to be in the mid-to-high twenties in the commercial series production business and the high twenties in the spare parts business. Revenue from the commercial maintenance business was €1,866.3 million in the first nine months of 2020, compared with €1,995.9 million in the same period the previous year. The order backlog at the end of the quarter was €18.8 billion (December 31, 2019: €19.8 billion). “This still represents a high level and arithmetically secures our capacity utilization for more than four years,” said CFO Peter Kameritsch. The majority of these orders are for the V2500 and the Geared Turbofan™ engines of the PW1000G family, especially the PW1100G-JM. (€1.00 = US\$1.18 at time of publication.)

**Spirit Airlines posts third-quarter net loss of US\$99.1 million**

Spirit Airlines has reported total operating revenue for the third quarter of 2020 of US\$401.9 million, a decrease of 59.5% year over year as demand for air travel remains depressed due to the COVID-19 pandemic. Based on current demand and level of operation assumptions, Spirit estimates its fourth-

**VoltAero selects Sonaca Group to develop airframe for Cassio family of hybrid-electric aircraft**



The production Cassio aircraft has a sleek, aerodynamically optimized fuselage with a forward fixed canard and an aft-set wing with twin booms that support a high-set horizontal tail  
Photo: VoltAero

The airframe for VoltAero’s Cassio hybrid-electric aircraft will be developed by Sonaca Group, applying this Belgium-headquartered company’s expertise in optimized aerostructures to the VoltAero family of four-, six-, and ten-seat airplanes. Under the terms of the agreement unveiled on October 29, Sonaca Group will transition Cassio from its current design status into a production-ready definition and will oversee the aircraft’s manufacture by an aerostructures producer to be

announced at a future date. “Our partnership with Sonaca Group takes us one very important step closer to production,” said Jean Botti, VoltAero’s CEO and Chief Technical Officer. “It continues our excellent progress in evolving a family of hybrid-electric airplanes – building on the flight evaluations now underway with VoltAero’s hybrid-electric power module aboard our Cassio 1 testbed aircraft.” VoltAero’s proprietary design for Cassio is based on a sleek, aerodynamically optimized fuselage with a forward fixed canard and an aft-set wing with twin booms that support a high-set horizontal tail. Propulsion will be provided by a hybrid-electric power module in the aft fuselage “pusher” position, which integrates a cluster of electric motors with a high-performance internal combustion engine that serves as the range extender.

**Bombardier to establish new service center in Melbourne, Australia**

Bombardier Aviation has announced the development of a new service centre at Essendon Fields Airport in Melbourne, Australia, building on its commitment to the Australian market and establishing the next key building block in its growing global customer support network. The new OEM-operated Melbourne Service Center will employ some 50 people, including more than 40 highly skilled technicians and will boost Bombardier’s customer service footprint in the Asia-Pacific region by some 50,000 ft². Australia is a key market for Bombardier. With more than half of the 168- strong aircraft Australian business fleet made up of Bombardier aircraft, this new facility will serve as an important gateway to Asia-Pacific, serving as a key focal point for customers in the region and for future growth prospects of the Bombardier fleet.



Bombardier will expand its customer support footprint in Asia-Pacific with a new service center in Melbourne, Australia  
Photo: Bombardier

quarter total operating revenue will be down approximately 43 to 45% year over year. The Company continues to experience a significant decline in demand due to COVID-19. Load factor for the third quarter 2020 was 68.1% on a year-over-year capacity decrease of 33%. For the fourth quarter of 2020, Spirit estimates its capacity will be down approximately 25% year over year. On a monthly basis, Spirit estimates its capacity for October will be down approximately 36% and that November and December will both be down about 20% compared to the same periods last year. For the third quarter of 2020, total GAAP operating expenses, including \$148.3 million of special items, were US\$501.4 million, a decrease of 42.2%, year over year. Adjusted operating expenses for the third quarter of 2020 were US\$649.7 million, a decrease of 24.3% year

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over year. These changes were primarily driven by a 62.9% decrease in aircraft fuel expense due to decreases in both fuel rate and volume. Spirit reported a net loss of US\$99.1 million for the third quarter of 2020 and ended the quarter with unrestricted cash, cash equivalents, and short-term investment securities of US\$2.1 billion.

**More jobs to go at Boeing as planemaker posts fourth consecutive quarterly loss**

In April Boeing announced its intentions to reduce its 160,000-strong workforce by 10%. Following the fourth consecutive quarterly loss, the company’s CEO, Dave Calhoun, announced that by the end of 2020 Boeing’s workforce will be reduced to 130,000, cutting job numbers by 14,000 more than anticipated. “As we align to market realities, our business units and functions are carefully making staffing decisions to prioritize natural attrition and stability in order to limit the impact on our people and our company,” Calhoun said in a staff note. “We anticipate a workforce of about 130,000 employees by the end of 2021. Throughout this process, we will communicate with you every step of the way.” The current struggles have resulted from two separate problems, the COVID-19 pandemic and the continued grounding of the MAX 737. The company reported negative free cash flow of US\$5.08 billion, better than analysts’ estimates and an improvement on the previous quarter’s negative US\$5.6 billion, according to FactSet. “While we’re still aiming to turn cash positive in late ’21, the recovery and the continued elevated virus cases make the path much more challenging,” said Boeing’s CFO, Greg Smith, on an earnings call. “Based on what we know today, it’s looking more likely that we will be cash flow positive in the 2022 timeframe.” Boeing showed a net loss of US\$466 million in the third quarter compared to a profit of US\$1.2 billion in 2019. Sales generated US\$14.1 billion, down 29% from a year ago but slightly ahead of analysts’ expectations for US\$13.9 billion in revenue. Sales declines were heaviest in the commercial aircraft unit where revenue fell 56% from US\$8.2 billion in the third quarter of 2019 to US\$3.6 billion this year.

**Pratt & Whitney plans US\$650 million investment in turbine airfoil production facility in North Carolina**

Pratt & Whitney has announced plans to invest at least US\$650 million through 2027 in a world-class turbine airfoil production facility in Asheville, North Carolina. The new, 1,000,000-ft<sup>2</sup> facility will house an advanced casting foundry for the production of turbine airfoils as well as

**MILITARY AND DEFENCE**

**The Italian Air Force takes delivery of its most advanced Eurofighter Typhoon**



The final and most advanced Eurofighter Typhoon of the Italian Air Force was handed over during a ceremony on October 23. Photo: Leonardo

Taking off from Leonardo’s plant in Caselle (Turin), the final and most advanced Eurofighter Typhoon of the Italian Air Force was handed over during a ceremony on October 23, becoming one of the defense aircraft assigned daily to the protection of the Italian skies. The Eurofighter was designed as an open architecture, with a well-defined program of technological updating and improvement that guarantees its competitiveness throughout its life cycle. Constantly evolving technologies, both onboard the aircraft and in the context of logistical support, increase its operational effectiveness, survivability, and efficient management. The Eurofighter program is a cornerstone in the development of European aerospace and defense technologies and provides the industries involved with technological leadership that will guarantee competitiveness for many next-generation programs. With its activities, Leonardo represents about 36% of the value of the entire program with its key role in the aeronautical components and in the on-board electronics, which sees the company responsible for two primary sensors (radar andIRST) as well as other fundamental avionic technologies.

**Ecuadorian Air Force takes delivery of first two H145s**

Airbus Helicopters has delivered two H145s to the Ecuadorian Air Force, the first military customer in South America for this multi-purpose twin-engine helicopter. A total of six H145s will be delivered over the next year. The H145 helicopters, known as “Cobra” in the Ecuadorian Air Force, will be assigned to the 22nd Combat Wing



The Ecuadorian Air Force is the first military customer in South America for the H145 helicopter. Photo: Airbus

in Guayaquil. The contract includes training for 12 pilots and 15 technicians, as part of an in-country operational training program. The six H145 helicopters will help with missions related to national security, such as border surveillance and the fight against drug trafficking, as well as carrying out rescue operations at high altitudes, medical evacuation (MedEvac) and assistance in the case of natural disasters, both during the day and at night. This wide range of mission capabilities is thanks to the variety of equipment included such as the cargo hook, rescue crane, stretchers, searchlight, electro-optical camera for reconnaissance, etc.

**FINANCIAL NEWS**

conduct machining, coating and finishing of airfoils onsite. The investment is intended to create 800 new jobs through 2027 in Buncombe County. The new state-of-the-art facility will implement best-in-class manufacturing technologies and processes exemplifying industry 4.0 manufacturing principles and will complement existing turbine airfoil work that is carried out across Pratt & Whitney's facilities. This investment directly supports Pratt & Whitney's goal to transform its business and strengthen its position by implementing modern solutions to prepare for the future, while reducing structural costs to emerge from the pandemic stronger.

**Airbus looks to stop burning cash with plan to increase output**

Having speeded up deliveries to cash-strapped airlines, Airbus has announced that it intends to increase production of its popular single-aisle jets, the A-320 Family, from 40 to 47 units a month in the third-quarter of 2021, in an attempt

to stop burning cash and demand permitting. The A320 Family of jets have been identified as likely to be some of the most popular aircraft to help struggling carriers manage the aftermath of the COVID-19 pandemic. Currently the European planemaker has reduced its 145-aircraft overhang to 135 jets. However, the recent countrywide lockdown in France has left many questioning whether Airbus will be able to deliver on its new targets. Suppliers are particularly concerned about investing for the ramp up in deliveries if Airbus then fails to meet the new targets. Chief Executive Guillaume Faury said Airbus had learned much about how to adapt during the seven-month-old crisis, but also cautioned that airline traffic was taking longer than expected to recover from the dramatic hit seen at the start of the pandemic with airlines forced to ground fleets. Airbus' Chief Executive Guillaume Faury commented that: "We believe we will have to live with the circulation of the virus for a long period of time." Underlying third-quarter operating profit fell 49% to €820 million as revenue fell 27% to €11.2 billion, beating market forecasts on profit but falling short on revenue, though this included a €1.2 billion restructuring charge. (€1.00 = US\$1.18 at time of publication.)

**Spirit AeroSystems reduces cash element for Bombardier aerostructures purchase by 45%**

Spirit AeroSystems (Spirit), the American parts maker, has revised the deal under which it will purchase the aerostructures unit from Bombardier Inc. The cash component of the deal has been reduced by 45% to US\$275 million. While Spirit has confirmed its liabilities remain unchanged, the valuation of the Bombardier enterprise has been reduced from US\$1.09 billion to US\$865 million. Bombardier is looking to offload various elements of the business to streamline the company solely to a business jet manufacturer and reduce current borrowing levels of US\$9.3 billion. This is the second deal that has seen an agreed purchase price reduced prior to closure after French train maker Alstom reduced its offer to acquire Bombardier's rail business by US\$350 million in September. The revised agreement still includes Bombardier's Belfast operation which manufactures wings for the Airbus A220 jet. After the announcement was made, Spirit AeroSystems shares dropped 7%, while Bombardier stock rose 2.3% in midday trading.

**INFORMATION TECHNOLOGY**

**Inmarsat** has unveiled details of a next-generation terminal for its GX Aviation inflight broadband solution, which has been developed in collaboration with **GDC Technics**, a leader in engineering and technical services, modifications and electronic systems. The innovative light-weight, low-drag terminal is available to airlines across the world and has been designed to ensure that the connectivity needs of data-hungry passengers are met for generations to come, allowing them to stream high-definition videos, enjoy online video games, download documents and more using their personal devices. Following a range of technology assessments and test flights over the past 12 months, the powerful new terminal has demonstrated its ability to consistently deliver the highest levels of connectivity on board aircraft, even over the world's busiest airspaces. In addition, upcoming enhancements to Inmarsat's Global Xpress (GX) satellite network will further bolster the terminal's performance in the near future. The next-generation terminal includes a robust flat panel antenna developed by Thinkom, which has millions of flight hours behind it. In addition, it has been integrated with smart dual-aero modem technology that supports Inmarsat's new GX+ North America service, announced with **Hughes Network Systems** in October.



Florian Reuter, CEO of Volocopter and Bernd Appel, Managing Director of Lufthansa Industry Solutions  
Photo: Volocopter

**Volocopter**, the pioneer in Urban Air Mobility (UAM), has announced a cooperation with **Lufthansa Industry Solutions**. Together they are building Volocopter's proprietary intelligent and integrated "Urban Air Mobility Software Platform" that will run on Microsoft Azure: VoloIQ. It offers complete digital visibility of the complex UAM ecosystem in real-time.

Using artificial intelligence, VoloIQ will enable amongst others:

- Global scale air taxi operations,
- seamless customer service (such as simple booking) and integration with smart cities, existing mobility providers, and new services
- Increase safety and efficiency, decrease costs, and ensure a reliable and smooth user experience off- and online
- optimized aircraft utilization and an increased lifetime for individual components

Urban Air Mobility connects the complete ecosystem of city authorities, existing mobility options, e.g. public transportation and ride hailing, flight and ground operations, as well as customer-facing services. VoloIQ will process information of all participating components in the ecosystem and make them and their interdependencies digitally visible at all times.

"VoloIQ is the digital backbone for enabling the whole Volocopter Urban Air Mobility Services ecosystem and serves as the brain for our air taxi services. Using big data, it will continuously improve efficiency and have a significant positive impact on our customer service quality," says Florian Reuter, CEO of Volocopter. "We selected Lufthansa Industry Solutions because of their leading know-how in certified aviation processes and large-scale aircraft operations. I am very much looking forward to the exciting outcomes of this cooperation."

"Digital platforms and integrated solutions are the key to scale operations globally. They allow a seamless connection between existing ecosystems and new services," says Bernd Appel, Managing Director of Lufthansa Industry Solutions. "We look forward to being part in this newest sector of aviation. With our vast knowledge and experience we will build a unique solution for Volocopter, bringing to life the VoloIQ."

OTHER NEWS



Start of Covid-19 antigen rapid test at Vienna Airport

Photo: Vienna Airport

**Austrian Airlines** has commenced the first trials for using rapid Covid-19 antigen tests in close cooperation with **Vienna Airport**. In the initial phase, all passengers on flight OS 229 to Berlin will have the opportunity to take such a rapid test prior to departure in the period October 23 – November 8, 2020, initially. The tests are free of charge and are carried out on a voluntary basis. For this purpose, Vienna Airport has set up a testing center in the check-in area of Terminal 3. After taking the test, passengers will receive their results within 10-15 minutes, either via SMS or, upon request, after personal inquiry. The boarding card is only activated if the test results are negative, enabling the passenger to gain entry to the security area and gate. If the test results are positive, the affected passenger will be taken care of by the airport medical service in order to fully clarify the individual's medical condition. Further steps will be specified with the responsible health authorities. In this case, the passenger will be able to rebook or cancel his or her Austrian Airlines flight free of charge.

**Finnair** has reached an agreement with **Airpro and Aviator Finland** on ground handling services at Helsinki Airport. In the future, the new partners will operate Finnair's ramp services such as luggage handling at Helsinki Airport. Finnair's current partner **Swissport Finland** has terminated its ground handling contract with Finnair as of March 31, 2021. "The new partnerships will bring us the flexibility that we need as we gradually increase flying. It is estimated that it takes commercial aviation 2-3 years to recover from the covid-19 pandemic's impacts," says Jukka Glader, VP Ground Operations at Finnair. Finnair's customer services at the check-in, departure gates and arrival services at Helsinki Airport will continue to be operated by Finnair's own customer service personnel.



Aviator on course to become Finnair's largest handling provider for Helsinki operations

Photo: Finnair



China's Spring Airlines bucks global trend with 50% year-on-year capacity increase

Photo: AirTeamImages

Shanghai-based **Spring Airlines** (Spring) has announced that compared to 2019, 2020's September capacity rose by 50%, with the low-cost carrier operating at approaching 90% of seats occupied having redirected planes from closed international routes to meet demand for domestic flights. Recent operations show that Spring has virtually doubled its share of the market from 2% in 2019 to 4% today. Unlike most Chinese carriers which are state owned, Spring is a private airline. It is anticipated that low-cost domestic flight numbers will recover far sooner than international and corporate flights. Japan Airlines, which has a joint venture with Spring, will also be bolstering its low-cost operations. According to CAPA Centre

for Aviation Data, as quoted by Reuters news agency, low-cost carriers held just a 10% market share in the domestic Chinese market, and 17% in Japan in 2018, compared with a majority share in South Korea, India, Malaysia and Vietnam, according to CAPA Centre for Aviation data. Spring is China's only stock market-listed low-cost carrier, and while its share value has returned to pre-COVID levels, the three principal state-owned carriers have seen their share value drop by approximately 25%. Since May, Spring has added more than 60 domestic routes, and will add another 20 in the winter/spring flight season, saving on costs by having a single-type fleet of 103 Airbus A320 family narrow-body jets.

The **International Air Transport Association**

has warned that without government intervention and opening up of international borders, over 1.3 million airline jobs are at stake, with a further 3.5 million jobs in the aerospace sector also at risk. Earlier predictions that the signs of recovery would be seen in the fourth quarter of the year have failed to ring true and 2021 predictions have now been altered from



Photo: AirTeamImages

a projected 29% drop in revenue to a 46% drop, compared to 2019 figures. For 2020 IATA anticipates full-year traffic will be down 66% compared to 2019. "The fourth quarter of 2020 will be extremely difficult and there is little indication the first half of 2021 will be significantly better, so long as borders remain closed and/or arrival quarantines remain in place. Without additional government financial relief, the median airline has just 8.5 months of cash remaining at current burn rates. And we can't cut costs fast enough to catch up with shrunken revenues," said Alexandre de Juniac, IATA's Director General and CEO. Although airlines have taken drastic steps to reduce costs, around 50% of airlines' costs are fixed or semi-fixed, at least in the short term. The result is that costs have not fallen as fast as revenues. For example, the year-on-year decline in operating costs for the second quarter was 48% compared with a 73% decline in operating revenues, based on the IATA sample of 76 airlines. As airlines have reduced capacity (available seat kilometers, or ASKs) in response to the collapse in travel demand, unit costs (cost per ASK, or CASK) have risen, since there are fewer seat kilometers to 'spread' costs over. IATA estimates that to achieve a breakeven operating result and neutralize cash burn in 2021, unit costs will need to fall by 30% compared to average CASK for 2020.

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**INDUSTRY PEOPLE**



Paul Geaney

- Avolon, the international aircraft leasing company, has appointed **Paul Geaney** as Chief Risk Officer and a member to its Executive Committee. Geaney will assume overall responsibility for the implementation, oversight, and continued development of Avolon's risk management framework and will report to the CEO. A member of Avolon since 2010, he most recently served as head of the OEM team with responsibility for managing Avolon's relationships with all airframe and engine manufacturers.

- Virgin Galactic has appointed two new pilots into its Pilot Corps, bringing the total number of pilots to eight. **Jameel Janjua** and **Patrick Moran** will be based at

Spaceport America, New Mexico, and join the Virgin Galactic team as preparations for commercial service continue. Both will embark on an extensive training program before flying SpaceShipTwo. In addition to the spaceship, the pilots will also train to fly the carrier aircraft, VMS Eve. VMS Eve provides a way for the pilots to fly simulated parts of the SpaceShipTwo flight trajectory, gaining valuable hands-on training. Other assignments for the pilots will include flying other company support aircraft, working mission control, flight planning, and support for various detailed engineering and project roles across the company. While Janjua and Moran will initially operate in a test-pilot capacity, they, along with the rest of the Pilot Corps, will ultimately become the world's first commercial spaceship pilots, flying future astronauts on their life-changing journey into space and back. Each of them has flown in both military and commercial roles, involving training, operations and testing, as well as flying passengers and managing crew.



Randy Harker

- GA Telesis Engine Services OY (GATES) has appointed **Randy Harker** as Sales Director Americas. As part of the company's Turbine Vision 2020 (TV 2020) strategy, GATES is stepping up its global presences with both talent and strategic operations. Harker is one of several industry pros to join GATES as the scope of TV 2020 grows. He will be responsible for the North and South American markets and brings nearly 20 years of sales experience with extensive knowledge of the aircraft engine repair business. Before joining GATES, he was with GE Aviation for 13 years, where he held various positions encompassing component repair, engine shop visits, Used Serviceable Materials (USM), and fleet engine sales.

# 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	DVB Bank	V2522-A5	2375	2005	Q3/2020	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	ALTAVAIR	CFM 56-5B6/P		1999	Oct 2020	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A319-100	BBAM	CFM56-5B5/P	2129	2004	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5	2249	2004	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A319-100	BBAM	CFM56-5B5/P	1362	2000	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A320-200	BBAM	V2527-A5	2587	2005	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A320-200	ORIX Aviation	CFM56-5B4/P	2584	2005	Q1/2021	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	DVB Bank	V2527-A5	3734	2009	Now	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-200	DVB Bank	V2527-A5	2164	2004	Now	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-200	GA Telesis	V2527-A5	475	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	500	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	503	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
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	Now	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	2395	2005	Now	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	ORIX Aviation	Trent 772B-60	1306	2012	Now	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A330-200	DVB Bank	CF6-80E	814	2007	Q4/2020	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 (2x)	ALTAVAIR	CF6-80E1A4B	various	2008	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-200 (16x)	ALTAVAIR	Trent 772B-60/16	various	05-14	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-200	Doric	Trent 772B-60/16	1407	2013	Q1/2021	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
A330-200	Doric	CF6-80E1A4/B	883	2007	Q1/2021	Sale	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	871	2007	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	472	2002	Now	ACMI	Stephen Haire	shaire@aelfinc.com	+1 3127721613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	700	2005	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 3127721613
A330-223	Presidio Aircraft Leasing	PW4168A	970	2008	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 3127721613
A330-300 (6x)	ALTAVAIR	Trent 772-60/19	various	09-11	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-300	BBAM	Trent 772B-60	1562	2014	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A330-300	BBAM	Trent 772B-60	1609	2015	Mar 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A330-300	BBAM	PW4168A	403	2003	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A330-300	DVB Bank	Trent 772B-6	1146	2010	Q4/2020	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-700	BBAM	CFM56-7B22	38125	2011	Mar 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-700	BBAM	CFM56-7B22	38126	2011	Mar 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-700	BBAM	CFM56-7B22	38127	2011	Mar 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-700	BBAM	CFM56-7B20	32414	2002	Feb 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-700	BBAM	CFM56-7B20/3	35150	2009	Dec 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	DVB Bank	CFM56-7B27	30654	2003	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26E	40880	2012	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	30294		Q4/2020	Sale	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	ORIX Aviation	CFM56-7B26E	38034	2012	Q4/2020	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ORIX Aviation	CFM56-7B26	34153	2005	Q1/2021	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ALTAVAIR	CFM56-7B26	27985	2000	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
B737-800	ALTAVAIR	CFM56-7B26	28382	2000	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
B737-800	BBAM	CFM56-7B26	28595	1999	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800SF	GA Telesis		28826	1999	Q2/2021	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
B737-800SF	GA Telesis		32903	2002	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
B737-900	BBAM	CFM56-7B26/3	34953	2007	Dec 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
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

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# THE AIRCRAFT AND ENGINE MARKETPLACE

## Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
ATR72-600	AELIS Group	PW127N	1172	2014	Now	Sale	Mirka Tomasovicova	contact@aelisgroup.com	+42 1911973118
ATR72-600	AELIS Group	PW127N	1196	2014	Now	Sale	Mirka Tomasovicova	contact@aelisgroup.com	+42 1911973118
ATR72-600	AELIS Group	PW127N	1199	2014	Now	Sale	Mirka Tomasovicova	contact@aelisgroup.com	+42 1911973118
ATR72-600	AELIS Group	PW127N	1231	2015	Now	Sale	Mirka Tomasovicova	contact@aelisgroup.com	+42 1911973118
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	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	-1(305) 759-0670 Ext.164
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
<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				
(2) CF34-10E6	Now - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+1 954-478-7195
(1) CF34-3B1 (dual release tag)	Now - Sale	FL Technics	Modestas Valiusevicius	m.valiusevicius@fltechnics.com	+370 6 54 96179
(3) CF34-10E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-8E5A1	Now - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204x202
(1) CF34-8C5A1	Now - Lease				
(2) 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) CF6-80C2B7F	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
(1) CF6-80E1A3	Now - Sale / Lease				
(1) CF6-80E1A4B	Now - Sale / Lease				
(3) CF6-80E1A4B	Now - Sale/Lease/Exch.	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
(2) CF6-80E1	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
(1) CF6-80E1A4B	Oct 2020 - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(2) CF6-80E1A3	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
<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)					
(1) CFM56-5C4	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
(1) CFM56-5B4/P (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaaviation.com	+1 786 785 0787
(1) CFM56-5B5/P	Now - Lease				
(1) CFM56-5B8/P	Now - Lease				
(2) CFM56-7B26 (full QEC)	Now - Lease				
(1) CFM56-7B24	Now - Lease				
(1) CFM56-7B22 (with QEC)	Now - Lease				
(2) CFM56-7B24/3	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P	Now - Lease				
(1) CFM56-7B224/E	Now - Lease				
(1) CFM56-5C	Now - Lease				
(1) CFM56-7B27/B3	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 PIP	Now - Lease	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(4) CFM56-7B26	Now - Sale / Lease	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
(2) CFM56-5B6/P	Now - Sale / Lease				
(2) CFM56-7B26	Now - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(5) CFM56-5B5/P	Now - Sale / Lease				
(2) CFM56-7B22	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbank.com	+44 207 256 4449
(multiple) CFM56-5B	Now - Sale / Lease	CFM Materials	Jimmy Hill	jimmy.hill@cfmmaterials.com	+1 469-628-3756
(multiple) CFM56-7B	Now - Sale / Lease				
(2) CFM56-7B26/E	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B26/3	Now - Lease				
(1) CFM56-7B24/E	Now - Lease				
(1) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-5B2/P	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) CFM56-5B4/P	Now - Sale / Lease				
(1) CFM56-7B22	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
(1) CFM56-7B26	Now - Sale / Lease				
(1) CFM56-5B4/P	Now - Sale / Lease				
(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) GE90-115BL1	Now - Sale/Lease/Exch.	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
(1) GE90-115BL (Propulsor)	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
<b>LEAP Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) LEAP-1A33	Now - Lease				
(1) LEAP-1A32	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) LEAP-1A26	Now - Lease				
<b>PW 4000 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(2) PW4168A	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
<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				
(1) PW123	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(3) PW150A	Now - Sale/Lease/Exch.				
(3) 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) 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.				

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# THE AIRCRAFT AND ENGINE MARKETPLACE

## Commercial Engines (cont.)

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(2) PW123	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610
RB211 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) RB211-535E4	Sep 20 - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
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-556	Now - Sale/Lease/Exch.				
(1) Trent XWB-84k	Now - Lease				
(8) TRENT 772-60/16	Now - Sale / Lease	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
(1) Trent772B-60	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) Trent 892B-17	Now - Sale	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
(1) Trent 892B-17	Now - Sale / Exchange				
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) V2527-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(2) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2530-A5	Now - Lease				
(2) V2527-A5	Now - Lease				
(1) V2527E-A5 (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaaviation.com	+1 786 785 0787
(1) V2527-A5	Now - Lease				
(2) V2522-A5	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
(2) V2527-A5	Now - Lease				
(2) V2527-A5	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204
(3) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2533-A5	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111

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

Description		Company	Contact	Email	Phone
(1) GTCP331-500B	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
(2) GTCP331-200ER, (2) GTCP131-9A, (1) GTCP131-9B	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH					
Neutral CFM56-7B QEC Kit	Now - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
Landing gear shipsets	Now - Sale	GA Telesis	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
737-800, 777, A320, A330					
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, (1) RE220RJ, (1) PW126 RGB, (1) PW901A (1) APS1000-C12, (1) APS1000-C3	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
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	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) APU T-62T-40C	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) GTCP131-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com	+1 954-801-3592
(2) GTCP131-9A, (1) GTCP131-9B, (3) GTCP331-350		GA Telesis	John Wales	apu@gatelesis.com	+1-417-622-7215
(1) GTCP331-200ER, (1) APS3200, (2) GTCP331-500					
Engine stands: CF6-80C2, CFM56-3, CFM56-5, PW4000			Stephen Toutt	stands@gatelesis.com	+1-954-676-3111
(1) APU GTC131-9A, (1) APU GTC131-9B	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 Atzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368

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