

Weekly Aviation Headline News

WORLD NEWS

Qatar Airways adds Abuja to African network

Qatar Airways will operate three weekly flights to Abuja, Nigeria via Lagos from 27 November 2020 becoming the sixth new destination announced by the carrier since the start of the pandemic. The Abuja service will be operated by a Boeing 787 aircraft. Qatar Airways CEO Akbar Al Baker said: "We are delighted to be launching flights to the capital of Nigeria. With the strong Nigerian diaspora in Europe, U.S. and the UK, we are thrilled to now be flying to Abuja in addition to our existing Lagos flights which started back in 2007. We look forward to working closely with our partners in Nigeria to steadily grow this route and support the recovery of tourism and trade in the region."

WestJet offers approved pre-flight testing for Hawaii travel

WestJet has announced it has collaborated with the State of Hawaii to begin offering a pre-flight COVID-19 testing programme for passengers travelling to the islands. A negative test result, from WestJet laboratory partner DynaLIFE, is required within 72-hours of departure to Hawaii and will exempt the passenger from the state's required 14-day quarantine upon arrival. The programme exempts travellers from Hawaii to quarantine and becomes Canada's first safe air travel corridor.

Air Canada and Qatar Airways sign new codeshare

Qatar Airways has finalised a codeshare agreement with Air Canada applicable for travel between Doha and Toronto. The agreement will enhance travel services between the two cities from 15 December 2020. Qatar Airways' global passengers will now be able to have seamless one stop connections to and from Toronto via Doha.



Return to service will depend on specific changes.

Photo: Southwest

FAA completes 737 MAX safety review

But return to service yet unknown

The United States FAA has finalised a comprehensive and methodical safety review process on the grounded Boeing 737 MAX that took 20 months to complete. During that time, the FAA worked to identify and address the safety issues that played a role in the tragic loss of 346 lives aboard Lion Air Flight 610 and Ethiopian Airlines Flight 302.

In addition to rescinding the order that grounded the aircraft, the FAA published an Airworthiness Directive specifying design changes that must be made before the aircraft returns to service, issued a Continued Airworthiness Notification to the International

Community (CANIC) and published the MAX training requirements. These actions do not allow the MAX to return immediately to the skies. The FAA must approve 737 MAX pilot training programme revisions for each U.S. airline operating the

"We will continue to work with regulators to return the airplane back into service worldwide."

Stan Deal, Boeing CEO

MAX and will retain its authority to issue airworthiness certificates and export certificates of airworthiness for all new 737 MAX aircraft manufactured since the FAA issued the grounding order. Furthermore,

airlines that have parked their MAX aircraft must take required maintenance steps to prepare them to fly again.

Throughout the past 20 months, Boeing has worked closely with airlines, providing them with detailed recommendations regarding long-term storage and ensuring their input was part of the effort to safely return the aircraft to service, the plane maker said in a statement.

An Airworthiness Directive issued by the FAA spells out the requirements that must be met

Continued on page 3





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...continued from page 1

before U.S. carriers can resume service, including installing software enhancements, completing wire separation modifications, conducting pilot training and accomplishing thorough de-preservation activities that will ensure the aircraft are ready for service.

"The FAA's directive is an important milestone," said Stan Deal, President and Chief Executive Officer of Boeing Commercial Airplanes.

"We will continue to work with regulators around the world and our customers to return the airplane back into service worldwide."

The move will allow airlines that are under the FAA's jurisdiction, including those in the U.S., to take the steps necessary to resume service and Boeing to begin making deliveries.

AIRCRAFT & ENGINE NEWS

APOC Aviation acquires five CFM56-7B engines

In a move to increase its engine assets base, APOC Aviation has purchased five CFM56-7B engines from a leading North American carrier as part of a multi-million-dollar transaction. Three of the engines have already been delivered and the other two will be integrated into APOC's portfolio soon. APOC has already acquired one CFM56-3C1 and three CFM56-5As this year, two of which are now ready for lease. The arrival of a further CFM56-3C1 for lease or sale is imminent. Anca Mihalache, VP Engine Trading at APOC has confirmed that the Company is actively pursuing a range of opportunities supported by ample financing to complete deals. "Having access to flexible and immediate funding gives us a real advantage, this was a key factor in closing this sizable deal. As an organization, we are continually looking for opportunities to enhance our business offering, these acquisitions will significantly increase our portfolio of engines for sale, lease or exchange as well as our inventory of available engine components."

Beechcraft King Air 360 enters into service



Beechcraft King Air 360 enters into service with first delivery of the newest flagship turboprop

Photo: Textron

Txtron Aviation has announced the entry into service and first delivery of its Beechcraft King Air 360 turboprop aircraft. Launch customer Stamoules Produce Company selected the flagship King Air 360 as its first-ever aircraft purchase due to its combination of outstanding performance capabilities, ease of operation, and the enhanced passenger experience, all of which will help expand the company's growing operations. Stamoules Produce Company is a family-owned business based in the San Joaquin Valley of central California, often referred to as the cantaloupe center of the world. Specializing in growing and harvesting fruits, vegetables, and nuts on its 17,000-acre farm, Stamoules Produce Company has steadily expanded its business since it began in 1927.

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Airstream arranges Bombardier DHC-8-311 sale



Airstream has arranged the sale of one Bombardier DHC-8-311

Photo: Daniel Lapierre Forget

Aircraft remarketing specialists Airstream International Group has arranged the sale of a Bombardier DHC-8-311 aircraft on behalf of a US Investor. MSN 527 will be converted to a freighter and is the third aircraft that Airstream has placed with Air Inuit with the relationship dating back to 2012. Airstream has been very active placing DHC-8 aircraft, and successfully arranging the sale or lease of 30 Bombardier aircraft in the last five years.

Boeing's 2020 World Air Cargo forecast anticipates more than 60% fleet growth over 20 years

Boeing has released its biennial World Air Cargo Forecast (WACF), reflecting COVID-19 impacts and opportunities as well as substantial long-term demand for freighters over the next two decades. Enabled by a rebound in global trade and long-term growth, the WACF forecasts demand for 2,430 freighters over the next 20 years, including 930 new production freighters and 1,500 freighters converted from passenger airplanes. According to the new forecast, world air cargo traffic will grow at 4% per year over the next 20 years. This growth is influenced by trade and growing express shipments to support expanding e-commerce operations. With these developments and the proven need for dedicated freighter capacity to support the world's transportation system, the global air cargo fleet is expected to grow by more than 60% through 2039. In addition to projecting long-term demand for freighters, the WACF provides insights into air cargo performance during the pandemic, including the following: E-commerce, which was growing at double-digit rates prior to the pandemic, has accelerated its impact on the air cargo market as more businesses shifted to online selling platforms. Year to date through September, express carriers increased traffic by 14%.

Passenger belly cargo, which in 2019 accounted for about half of the world air cargo capacity, was significantly reduced when airlines parked thousands of planes. Freighter operators responded by operating above normal utilization levels, and traffic for all-cargo carriers grew 6%. So far in 2020, approximately 200 airlines used more than 2,000 passenger wide-body aircraft for cargo-only operations to generate cash flow and support global supply chains. These passenger freighters have taken up some of the capacity shortfall and, in some cases, generated quarterly profits for carriers despite minimal passenger operations.



DHL Boeing 737 freighter

Photo: AirTeamImages

MRO & PRODUCTION NEWS

OGMA becomes new Pratt & Whitney authorized maintenance center to support GTF engines



OGMA aerial image

Photo: Embraer

OGMA, an Embraer Group Company, is the new authorized maintenance center for Pratt & Whitney engines. This is the culmination of a project developed by OGMA, with the support of Embraer, over the past 12 months, which allows it to expand its scope of services in the area of engine maintenance, marking the entry of Pratt & Whitney maintenance, repair and overhaul in Portugal. The industrialization and training project to carry out the maintenance of Pratt & Whitney GTF™ (Geared Turbofan) PW1100G-JM engine is scheduled to start in 2021 and is expected to develop for the next two decades. Throughout the project, with higher incidence between 2022 and 2023, about 300 highly qualified direct jobs are expected to be created. OGMA will invest €74 million, mostly in the first four years of the project, in a strategic step that allows it to broaden its scope of activity in the area of engine maintenance and to achieve new business over the next decades, which will triple OGMA's turnover and reach the level of €600 million annually (€1.00 = US\$1.19 at time of publication.).



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MRO & PRODUCTION NEWS

MTU Maintenance signs contract with new customer Air Serbia

MTU Maintenance and new customer Air Serbia have signed an exclusive V2500 engine maintenance repair and overhaul (MRO) contract. The six-year agreement covers MRO, engine trend monitoring and spare engine services for Air Serbia's v-powered A319 and A320 aircraft fleet. The Serbian flag carrier was founded in 1927, and in 2020, had already flown to a total of 63 destinations across Eastern and Western Europe, the Middle East and North America. The airline is headquartered in Belgrade and operates a total of 21 aircraft including A330 for transatlantic flights.



Air Serbia A320 aircraft with V2500 engines

Photo: MTU

EngineStands24 introduces new top-notch engine stand tracking



Photo: EngineStands24

EngineStands24, a subsidiary of global provider of Total Technical Care for aircraft operators and lessors, Magnetic MRO, has upgraded the engine stands tracking system, adding new tracking devices to the current stand pool. As the company is responsible for the total care of engine stands, the new tracking devices add convenience to customers as they allow for tracking the engine stand in real-time, including when it is stored and transported. In addition to tracking the stand's current location, the new devices allow checking the temperature of the facilities where it is stored. The dedicated tracking platform is planned to be added to the website, where customers will be able to track the engine during the entire loan period.

The Av8 Group receives FAA approval for Embraer Phenom 100/300 landing gear overhaul

The Av8 Group has received FAA approval to provide complete landing gear overhaul services for Embraer Phenom 100 and 300 aircraft. The new Embraer program is a result of the company's deep resources in engineering, PMA parts certification, and experience in redefining landing gear overhaul processes. The Houston, Texas-based Av8 Group provides exceptional value for the Phenom 100 and 300 gear overhaul through the use of PMA parts, while being engineered and certified in-house to OEM and FAA specifications. The company anticipates a savings of 10% or more from traditional factory overhaul, along with confirmation of a firm completion date and locked pricing for each overhaul project.



The Av8 Group has received FAA approval for landing gear overhaul on Embraer Phenom 100/300
Photo: The Av8 Group

MRO & PRODUCTION NEWS

Diehl Aviation responds to long-term slump in sales, 1,400 jobs to go

Aviation supplier Diehl Aviation, a leading supplier of cabin interiors and aircraft systems as well as related services, has presented a concept for its future positioning. The concept will assist the company in securing its leading position in the aviation industry. Diehl Aviation is commencing implementation of a future-oriented project with the objective of providing the division by the end of 2022 with an economically sustainable and future-oriented cost structure, through restructuring and an innovation campaign. Since the spring of 2020, the aviation industry has suffered a slump in demand by about half due to the fall-out from the coronavirus pandemic. Airlines and aircraft manufacturers assume that it will take years to get to back to pre-crisis levels. Due to the fall-out from the pandemic, Diehl Aviation expects that the business volume in 2022 will be slightly more than half of 2019 sales levels. In its concept for the future, the company plans to retain all of its sites in Germany and to employ around 4,000 people worldwide and 3,000 people in Germany. Following a peak in employment in 2019 with around 6,000 employees and steps taken to improve flexibility already implemented since then, this corresponds to a reduction of up to 1,400 jobs in Germany by 2022. Lay-offs due to restructuring will be avoided to the extent possible by taking socially acceptable steps, including partial retirement, a volunteer redundancy program, intra-group job portal, etc. This will affect all divisions, sites and companies, albeit to varying degrees. These measures will enable Diehl Aviation to reverse the trend by 2022 and to return to profitability by 2023. Moreover, Diehl Aviation will develop new products and get involved in new projects. Among other things, these will include product innovations for touchless cabin functions in commercial aircraft, entering the Urban Air Mobility (UAM) market segment, as well as taking part in the multi-national military Future Combat Air System (FCAS) project and also the development of sustainable lightweight materials as well as systems for flying with zero emissions.

GA Telesis signs product distribution agreement with JMS

GA Telesis (GAT) has signed an agreement with German commercial aircraft maintenance support firm JMS AG (JMS) to become a worldwide distributor of its extensive Ground Support Equipment (GSE) product line. This partnership builds on the continued expansion of offerings of GA Telesis' Tarmac Solutions Group to supply GSE and specialized tooling to airlines, MROs, and airports around the world. The three-year agreement with JMS provides GA Telesis access to critical GSE, including towbars, tripod jacks, axle

Alaska Air Cargo introduces innovative in-seat containers to carry more freight



Alaska Air Cargo employs HAECO's innovative in-seat stowage system

Photo: Alaska Air Cargo

Alaska Air Cargo is introducing a new in-seat package stowage system to allow full use of an Alaska Airlines passenger aircraft in a cargo-only configuration. As the North American launch customer for HAECO Cabin Solutions' design, the interior package stowage containers allow Alaska Air Cargo to fill the main cabin passenger seats with an additional 13,500 pounds of cargo on top of what a passenger-only cargo flight can carry. Alaska Air Cargo has used passenger aircraft previously with limited freighter service, but until now, was unable to use the passenger seats. This innovative, FAA-approved design allows cargo personnel to use all available space on the main deck for essential goods like mail, medical equipment, e-commerce packages and other freight. In addition to Air Cargo's dedicated three freighters, one Boeing 737-900 passenger aircraft is being utilized as a cargo-only aircraft. Each flight will carry up to 30,000 pounds, which includes belly capacity. The crew for these cargo flights will consist of two pilots and two Cargo Load Agents. Cargo Load Agents provide oversight of loading, ensure proper tagging, cargo integrity, provide fire suppression if required, and make sure cargo is safe and secure within the in-seat package stowage system.

Qantas chooses Spatial to deliver new Cabin Emergency Evacuation Trainer

Qantas has chosen Spatial, a provider of cabin crew training simulators, to deliver a new wide-body Cabin Emergency Evacuation Trainer (CEET). Working in collaboration with the Qantas team, the CEET will be a highly sophisticated device offering training on both A330 and B787 aircraft operations in a combined environment to meet Qantas training requirements. As well as offering training on the doors for both aircraft types in both normal and emergency modes, the CEET will deliver cockpit entry procedures training and feature fire, smoke and decompression simulations.



Qantas has selected Spatial to deliver a new CEET

Photo: Spatial

MRO & PRODUCTION NEWS

jacks, and unique aircraft/engine handling and servicing equipment.

MTU sees recovery in commercial maintenance and spare parts business for 2021

At its virtual Capital Market Day, MTU Aero Engines AG provided an initial outlook for 2021. The company expects the clearest recovery from the effects of the coronavirus crisis to be in the commercial maintenance business. The spare parts and military business should also pick up. In 2021, commercial series business is expected to remain at the 2020 level. "All market analyses indicate that aviation will remain a growth business in the long term," said Reiner Winkler, CEO of MTU Aero Engines AG. "We see the coming years as a restart phase in which we will use our technological leadership, innovative strength and flexibility to extend our good starting position, so that we can derive above-average benefit from the growth of the sector from 2024." MTU will be able to capitalize on its future-oriented product portfolio, diversified customer base and solid financial structure. Winkler added that: "We will continue to focus on organic growth in the future." Commercial maintenance should show the strongest upward trend in 2021, with revenue growth in the twenty percent range. "Key drivers here are our strong position in engines for narrow-body aircraft and our large customer base in the cargo sector," said Chief Program Officer Michael Schreyögg. Cargo has proven robust during the coronavirus pandemic. In the passenger sector, domestic flights are recovering faster than international routes, so demand for narrow-body aircraft is higher than for wide-bodies. "Use of modern aircraft like the A320neo is strong, so we will see a significant rise in maintenance of PW1100G-JM engines in the future," said Schreyögg. In view of the good outlook for commercial maintenance, MTU is sticking to its expansion plans, including establishing a component repair site in Serbia and expanding MTU Maintenance Zhuhai. The commercial spare parts business should post slightly higher revenue in 2021. The main revenue drivers here are the V2500 for the A320, the CF6, which is used in many Airbus and Boeing models, and the PW2000 for the Boeing 757 and the C-17 military transporter. MTU anticipates that the commercial series business will make a stable contribution to revenue in 2021. "Lower output of aircraft is reflected in engine production," said Schreyögg. "There are signs that production will be ramped up again in the mid-term, especially production of the A320neo. On the engines side, we are optimally prepared for that." MTU is focusing on the entire value chain, from product design and supplier management, through procurement strategy, quality management and cost management to automation and digitalization.

France's VoltAero to receive substantial EU funding for its Cassio hybrid-electric aircraft



Cassio hybrid-electric aircraft

Photo: VoltAero

VoltAero, based in Médis, France, has been awarded an initial grant of €2.1 million (US\$2.5 million) by the European Innovation Council in support of Europe's Green Deal Strategy and Recovery Plan. The company has been identified from a total of 2,077 candidates for funding as one of several game-changing startups, having received a "seal of excellence" which recognized the Cassio project for its motivated team, aviation knowledge

and experience, as well as its sound business model and commercial analysis. VoltAero has also been earmarked for "blended financing" at a higher value that includes an equity portion of up to €11 million (US\$13.1 million.) "The European Innovation Council supports visionary entrepreneurs who create transformative solutions to pressing societal and environmental challenges, supporting the Green Deal and the Recovery Plan for Europe," said Mariya Gabriel, the European Union's Commissioner for Innovation, Research, Culture, Education and Youth. "These start-ups and SMEs are set to scale up, creating jobs and growth and giving Europe the global lead in green technologies and solutions." VoltAero is developing a family of hybrid-electric airplanes for commercial flights on point-to-point regional routes, air taxi/charter companies, deployment in various utility-category applications, and also for private owners. The aircraft will be available in three versions ranging from four to ten seats. "The European Innovation Council's grant is another vote of confidence for our commitment in taking electric aircraft to an entirely new level," explained Marina Evans, VoltAero's Director General and Co-founder. "This is a recognition of how hybrid-electric aircraft can unleash a revolution in fast, convenient, and eco-efficient regional travel – in which our Cassio airplane family will have an important role." VoltAero's Cassio design brings together a sleek, aerodynamically-optimized fuselage, a forward fixed canard, and an aft-set wing with twin booms that support a high-set horizontal tail. The company's hybrid-electric module that will power these aircraft is currently undergoing full-scale flight evaluations using a testbed aircraft at VoltAero's headquarters at Royan-Médis Airport in southwest France.

Norwegian's daughter companies seek protection under Irish Examinership

Following the government of Norway's decision to withhold further support from the airline, and the ongoing COVID-19 pandemic, Norwegian Air Shuttle ASA (Norwegian) has decided to initiate an examinership process in Ireland relating to its subsidiary Norwegian Air International Limited (NAI), its wholly-owned asset company Arctic Aviation Assets DAC (AAA) and some of AAA's subsidiaries; Norwegian will also enter in and get protection of the Irish Examinership process as



Photo: Norwegian

a related party. Norwegian has chosen an Irish process since its aircraft assets are held in Ireland. Norwegian has taken this decision in the interest of its stakeholders. The purpose of the process is to reduce debt, right size the fleet and secure new capital. This reorganization process protects the assets of the Norwegian group while allowing the company to focus on the rightsizing of the group. The process is estimated to take up to five months. Norwegian will continue to operate its route network (currently limited due to the COVID situation) and trade as normal on the Oslo Stock Exchange (Oslo Børs).

FINANCIAL NEWS

Rex signs binding agreement with PAG on funding for domestic jet operations

Rex has signed an agreement with PAG Regulus Holdings (PAG), a subsidiary of leading Asia-Pacific focused investment firm PAG that will see an investment by PAG of up to AU\$150 million to be used exclusively to support the launch of Rex's domestic jet operations scheduled to commence on March 1, 2021. The funding comprises first ranking senior secured convertible notes. An initial funding tranche of AU\$50 million will be drawn down towards early January 2021, with the balance of the funding available for drawdown over the following three years. The funding is subject to customary conditions including Rex's shareholder approval for the purposes of section 611 of the Corporations Act 2001 and the ASX Listing Rules, which is intended to be sought at Rex's Annual General Meeting, as well as to the Foreign Investment Review Board and any other required regulatory approvals. Upon Completion, PAG will be entitled to nominate two directors to the Rex board. (US\$1.00 = AU\$1.37 at time of publication.)

easyJet posts first-ever annual loss at £1.27 billion

After more than eight months of heavily reduced demand for flights as a consequence of the COVID-19 pandemic, Europe's second-largest low-cost carrier, easyJet, has posted an annual loss of £1.27 billion as at the end of September. However, the recent positive announcements concerning vaccines aimed at combatting the coronavirus have resulted in a 50% increase in demand for flights according to the carrier's chief executive, Johan Lundgren. EasyJet's shares rose 45% last week, helped by the vaccine news. Shares in the company were up 1.6% to £7.88 at 08:02 GMT on November 17, in a release which Goodbody analysts said contained "no surprises ... which can be taken well". The pandemic has hammered easyJet's finances, forcing it to take on more debt, turn to shareholders for additional cash and sell multiple aircraft, but Lundgren was keen to reassure investors. "No, we think we're in a good position ... at this moment in time," Lundgren said when asked if easyJet would need to raise more money. "But we also said that we're going to continue to review all the options that are out there to make sure that we can cope with the circumstances and you know there's still a lot of uncertainty about when the recovery is going to take place." After talks with the Bank of England and the U.K. government's finance ministry, easyJet will extend its borrowing under a COVID Corporate Finance Facility, staggering repayments and relieving pressure on its balance sheet. Quarterly cash burn, a gauge watched by investors eager to see costs reduced, improved to £651 million from £774 million pounds in the previous period. (£1.00 = US\$1.33 at time of publication.)

Korean Air to acquire Asiana Airlines with major help from Korea Development Bank



Photo: Asiana Airlines

Korean Air has announced its intention to acquire ailing Asiana Airlines (Asiana) despite strong protests from Asiana's shareholders. Korea Development Bank (KDB) will be providing Korean Air with a loan of 800 billion won to help finance the deal. KDB is also a major creditor of Asiana. KDB hopes to finalize the deal by the year end, despite the concerns of many that major carriers are

struggling to cope with the effects of the COVID-19 pandemic on the airline industry. KDB will inject the capital into Hanjin KAL, the holding company of Korean Air's parent Hanjin Group. Korean Air will increase its capital of 2.5 trillion won through a new shares issuance next year. Hanjin KAL will purchase these shares worth 730 billion won using the KDB capital. Korean Air also plans to purchase Asiana shares and bonds worth 1.8 trillion won, as part of a last step in becoming the biggest shareholder of the nation's second-largest carrier. "The new integrated airline will be able to secure competitiveness, and a reputation as the world's 10th largest carrier following the deal," KDB Chairman Lee Dong-gull said in an online press conference Monday. "The decision came amid growing calls for the KDB to take a more pre-emptive measure to salvage the aviation industry which has suffered the most damage from the prolonged coronavirus shock." This latest deal to be put forward comes in the wake of the September collapse of Hyundai Development Company's collapsed takeover bid. Asiana's union is concerned that the latest deal could see a severe paring back of the carrier's employees through organizational restructuring, though the Fair Trade Commission is unlikely to intervene on the grounds of the creation of a potential monopoly as this appears to be the only option available to save Asiana. (US\$1.00 = 1,105 won at time of publication.)

MILITARY AND DEFENCE

Lufthansa Technik hands over eight Patient Transport Units

Lufthansa Technik has handed over eight Patient Transport Units (PTU NG) for intensive care patients and 16 oxygen supply systems for medium-to-lightly injured patients to Airbus Defence and Space. The new PTUs are destined for the multinational Airbus A330 MRTT operated by the MMU (Multinational Multi Role Tanker Transport Unit) of the NATO Support and Procurement Agency (NSPA), which will also collaborate



Handover of Patient Transport Units (PTU NG)

Photo: LHT

with the European Air Transport Command (EATC), and enable the transport of up to eight intensive care patients and 16 lying patients with oxygen supply systems. This makes medical evacuation missions (MedEvac) with the aircraft of the MMU fleet possible. Shortly after the handover, training for doctors and medical staff will begin at the new units, which are to be completed by the end of November. The first installation of an A330 MRTT of the MMU is scheduled for December. This will create one of the largest and most powerful MedEvac aircraft. The national Airbus A310 MRTT fleet of the German Air Force has already been equipped with the PTU's predecessor model for almost 20 years and is now being gradually replaced. The Patient Transport Unit Next Generation complies with NATO standards and is also approved as a civilian medical device. With the units now delivered, the model is in use on four different military and civil aircraft types. Using seat track adapters, a PTU NG can be installed in almost any aircraft within minutes, allowing the same unit to be used in a fleet of different aircraft types. A unit consists of several modules that can be assembled very quickly without tools and, due to their size and weight, can be easily handled by two persons.

MILITARY AND DEFENCE

U.S. Department of Defense exercises options for 36 TH-73A helicopters

The U.S. Department of Defense has awarded AgustaWestland Philadelphia, a US\$171 million modification to the previously awarded firm-fixed-price contract for the US Navy's Advanced Helicopter Training System. This modification exercises options for the production and delivery of an additional 36 TH-73A aircraft, with work expected to be completed in December 2022 in Philadelphia, PA. In January 2020 Leonardo, through AgustaWestland Philadelphia, was awarded a firm-fixed-price contract valued at US\$176 million for the production and delivery of 32 TH-73A helicopters, initial spares, support and dedicated equipment, and specific pilot and maintenance training services. The TH-73A will be used to train the next generation of student aviators from the US Navy, Marine Corps and Coast Guard.



TH-73A helicopter

Photo: Leonardo

French Navy orders seven Falcon 2000 Albatros



Falcon 2000 Albatros for the French Navy

Photo: Dassault

During a visit to the Dassault Aviation plant in Seclin, in northern France, the French Minister of the Armed Forces, Florence Parly, has announced the upcoming notification of the contract for the "Albatros" Maritime Surveillance and Intervention Aircraft (AVSIMAR) program, which will be based on the Dassault Aviation Falcon 2000LXS. In accordance with the multiyear military spending bill (LPM), the initial order is for seven aircraft, to be delivered from 2025, out of the planned total of 12. In line with the aeronautical maintenance transformation policy initiated by the French Ministry of the Armed Forces, the Albatros contract commits Dassault Aviation to a guaranteed availability clause, favoring industrial support in close cooperation with Navy personnel for 10 years.

INFORMATION TECHNOLOGY

Bees Airline, a new Ukrainian start-up airline, has selected AMOS to support its business. The "start-up-tailored offer" **Swiss-AS** proposed for this industry newcomer was the dealmaker. Operation of the start-up will commence in early 2021 and relying on a renowned and well-known system will help Bees Airline to achieve its operational goals. The two aircraft in its fleet are already managed in AMOS. Therefore, an AMOS-to-AMOS data transfer is required, which will proceed smoothly thanks to AMOS standard transfer programs being available. This, combined with the extensive and up-to-date AMOS knowledge of the users, leads to the expectation that Bees Airline will go live with the AMOS Airline Edition in the shortest possible time. The newest member of the community will implement AMOS "as-is", without any customer-specific software changes and will fully rely on the proven best-in-class processes that come with AMOS. Bees Airline was founded in 2019 in Kiev and is currently undergoing certification by the **State Aviation Administration of Ukraine**. The carrier plans to start operations at the beginning of 2021 with two B737 aircraft. Its eager expansion plan foresees the fleet to double within only six months and the base airport will be Kyiv Sikorsky Airport. Initially, the carrier will operate non-scheduled flights, and later scheduled operations will be added to the route network.



New Ukrainian airline Bees Airline signs for AMOS

Photo: Swiss-AS

MILITARY AND DEFENCE

Hungary signs contract for two Multi-Mission KC-390 Millennium airlifters

The Hungarian Government and Embraer have signed a contract for the acquisition of two new generation multi-mission transport aircraft Embraer C-390 Millennium, in its air-to-air refueling (AAR) configuration, designated KC-390. Pilots and technicians training as well as other services and support are included in the contract as part of the process to strengthen the Hungarian Defense Forces capabilities specifically on the tactical airlift, AAR and medical evacuation roles as well as in other missions of public interest. Deliveries are scheduled to start in 2023. The KC-390 for the Hungarian Defense Forces will be the first in the world with the intensive care unit in its configuration, an essential feature to perform humanitarian missions. The aircraft fully meets the requirements of the Hungarian Defense Forces, being able to perform different types of military and civilian missions including humanitarian support, medical evacuation, search and rescue, cargo and troops transport, precision cargo drop, paratroopers operations and AAR.



Photo: BAA Training

Having passed the compliance audit, the **BAA Training** flight base in Lleida-Alguaire has received official approval from **ENAC** to carry out flight training for ENAC's students. The consent to audit the BAA Training's Spanish flight base was given to ENAC by the **Civil Aviation Authority** (DGAC). ENAC acts as an ATPL and MPL pilot training provider for such airlines as **Air France, China Eastern, Lao Airline, China Southern, Air Macau, and Royal Air Maroc**. Egle Vaitkeviciute, the CEO of BAA Training, acknowledges: "BAA Training is very proud of successfully building a partnership with ENAC – the leading aeronautics and aviation university in Europe. Receiving a flight training approval from ENAC, governed by the French Civil Aviation Authority, empowers BAA Training to work with major European and Asian airlines, such as Air France and others, and contribute to training their future pilots. Being a trusted flight training partner of ENAC reinforces our obligations to keep the highest training standards while delivering competency based aviation training services."

OTHER NEWS

Mid-Canada Mod Center (MC2) has completed the installation of a **Universal Avionics** (UA) InSight display system on a Citation VII aircraft. This marks the first Canadian installation of Universal Avionics' integrated flight deck solution. The work included an extensive flight deck upgrade, inflight connectivity, plus additional certification related to activities to obtain Transport Canada approval of UA's FAA Supplemental Type Certificates (STC). MC2's sister division, Avionics Design Services (ADS) helped smooth the way for application submissions and developed an STC for a software upgrade. With this completed installation and certification, the InSight Display System is now a solution for all Citation VII aircraft with existing Honeywell and Collins Nav/Comm packages.

Spirit Airlines will head back to Latin America from Orlando just in time for the holidays. The Florida-based carrier is re-launching six nonstop international routes. It marks the first time Spirit's bright-yellow planes will fly internationally from Central Florida since

Negotiations at **Recaro Aircraft Seating** (Recaro) for securing the company and its workforce have concluded. The result secures the employment of the employees at the Schwaebisch Hall location until June 30, 2023. A total of 95% of **IG-Metall** (IGM) members voted "yes" for the concessions made by employees and thus for an exclusion of dismissals for operational reasons. This solution is widely supported by the

workforce and demonstrates the strong connection and solidarity of the RECARO team. As a result, 1,100 employees have a crisis-proof workplace during this time of the economic crisis. Recaro reported that sales in 2020 are expected to be around €300 million (US\$357 million), 60% below the previous year's level. The company has already started preparing for a significant weakening of the market in 2019. International customs disputes have clouded the 2020 outlook, and airline insolvencies and challenges at aircraft manufacturers have led to an already tense market situation last year. The "Touch & Go" efficiency program was therefore launched in the fall of 2019, which has led to significant savings and is being energetically pursued. Recaro has been using short-time work in Germany since April to compensate for the decline in production and orders. At the same time, future projects, new product developments, Lean Enterprise and the site expansion "space2grow" with its own flam lab and crash facility are being driven forward in order to emerge from the crisis stronger. The primary goal is to secure and stabilize the company financially. From the very beginning, the management's focus was to navigate the crisis together with the workforce. The company is heavily committed to the Schwaebisch Hall location as its corporate headquarters.



Photo: RECARO headquarters

OTHER NEWS

border closures began in March. Spirit plans to gradually reintroduce Latin American destinations from Orlando International Airport (MCO) throughout the month of December, beginning with service to Colombia and Honduras. Within weeks, the airline will add Mexico, Guatemala and El Salvador along with additional Colombian flights. In the Caribbean, people travelling to Puerto Rico will have more options at the beginning of 2021. Spirit plans to reactivate its service to Aguadilla (BQN) once the airport re-opens in January. Daily flights to the island's north-western tip will complement Spirit's existing service to San Juan (SJU), which runs up to five times each day.

ST Engineering has announced organizational changes that will position the group for its next phase of growth and propel it towards its aspiration to become a global technology, defense and engineering powerhouse. Effective January 1, 2021, ST Engineering will be reorganized as Commercial and Defense & Public Security clusters, replacing the sector-structure of Aerospace, Electronics, Land Systems and Marine. The new organization structure is designed to enable better execution of the group's global growth strategy of strengthening its core businesses and pursuing growth in smart city and international defense businesses. It is also designed for customer-centricity, enabling the business clusters to build deeper and more strategic customer partnerships. This change provides greater effectiveness in resource allocation, and also helps accelerate the development of deeper domain expertise to further enhance the performance of its businesses. The commercial cluster will fuel the group's international growth through areas in Commercial Aerospace, Urban Solutions and Satellite Communications domains, to be known as Global Business Areas (or GBAs) to reflect the group's desire to build global champions. The Commercial Aerospace GBA will continue to drive long-term growth of the aerospace businesses in Aerostructures and Systems, MRO and Aviation Asset Management. Similarly, Urban Solutions and Satellite Communications teams will drive the group's smart city business growth. This cluster combines the group's smart city technologies and capabilities, which now reside in the four sectors, into one integral unit. The Defense & Public Security cluster will integrate capabilities to be organized as a single cluster comprising Defense Business Areas or DBAs, namely Digital Systems and Cyber, Land Systems, Marine and Defense Aerospace.

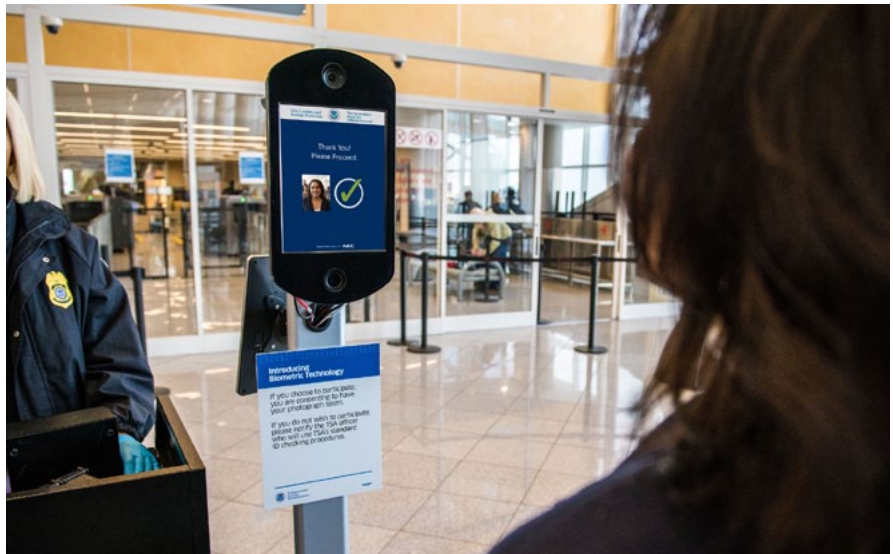


Qatar Airways' Boeing 777

Photo: AirTeamImages

Panasonic Avionics (Panasonic) has announced **Qatar Airways** as the launch customer for its new EcoFW 10" inflight entertainment (IFE) upgrade program. The seatback IFE monitors on the airline's fleet of 37 Boeing 777 aircraft will be updated with Panasonic's new EcoFW 10" monitor upgrade – creating a next-generation HD passenger experience while extending the life of the fleet's IFE system,

and reducing operational costs. Panasonic's IFE upgrade program, which can be achieved on an aircraft during routine overnight maintenance, includes the installation of a new passenger entertainment server. This provides passengers with a wider range of content and helps to modernize the airline's offering and keep up-to-date with the demands of changing consumer preferences. This also enables the airline to achieve faster media loading times – all without any increase in weight, and with dramatically improved reliability levels. The first aircraft from Qatar Airways' 777 fleet completed its IFE upgrade this week.



Delta customers in Detroit will soon be able to use their passport number and TSA PreCheck® or Global Entry membership as a digital ID
Photo: Delta Air Lines

Delta customers at **Detroit Metropolitan Wayne County Airport** will soon have the option to move through the airport faster and more easily. In partnership with Transportation Security Administration, Delta is launching the first facial recognition option for domestic travelers using a digital ID made up of a customer's passport number and TSA PreCheck® membership. Beginning next month, customers traveling in the U.S. will be able to use that digital ID – verified by facial recognition technology – to move through the Edward H. McNamara Terminal's dedicated TSA PreCheck domestic checkpoint. This will expand to bag drop and boarding in early 2021, making Detroit the first airport to have a facial recognition option from curb to gate for TSA PreCheck customers traveling domestically – an important step on the path to an easier and more touchless airport experience. This builds on Delta's existing facial recognition option for any customer traveling to an international destination. To be eligible to participate in the Detroit test, customers need a passport number and a TSA PreCheck membership. Facial recognition technology uses this information as a digital ID to confirm a traveler's identity at airport touchpoints.

OTHER NEWS

The design of this cluster is aligned to the integrated approach for defense technology development and deployment as well as customer engagement. This cluster will focus on serving the evolving needs of its customers in defense and public security as well as critical infrastructure segments. It will also continue to pursue growth in international defense, and public safety and security businesses.

On November 17, the **United States** and the **United Kingdom** completed the signature of the Air Transport Agreement (the Agreement) between the Government of the United States of America and the Government of the United Kingdom of Great Britain and Northern Ireland. Secretary of Transportation Elaine L. Chao and Secretary of State Mike Pompeo signed the Agreement for the United States. Secretary of State for Transport Grant Shapps signed the Agreement for the United Kingdom. "This historic U.S.-U.K. Open Skies Agreement builds upon the special relationship that exists between our nations," said U.S. Transportation Secretary Elaine L. Chao. The signing of the Agreement, which was concluded on November 28, 2018, will facilitate a seamless transition in international air transportation markets for the traveling public, airlines, shippers, and other stakeholders. The Agreement meets all the criteria of the U.S. Open Skies policy and provides for additional traffic rights for U.S. all-cargo operations to and from the United Kingdom. The Agreement also includes the U.K. Overseas Territories and Crown Dependencies, expanding and modernizing the air transport relationship with those regions. The Parties plan to begin applying the Agreement on January 1, 2021.

INDUSTRY PEOPLE



Boaz Levy

• Israel Aerospace Industries (IAI) Board of Directors has approved the search committee's recommendation to nominate **Boaz Levy** as IAI's Chief Executive Officer (CEO). Levy succeeds Maj. General (ret.)

Nimrod Sheffer, who stepped down as

CEO on October 31, 2020. The nomination will be submitted to the Minister of Defense, Lt. General (ret) **Benjamin Gantz**, and the Minister for Cyber & National Digital Matters, **Dudi Amsalem** who supervising the Israel Government Companies Authority.



Peter Gerber

• **Dieter Vranckx**, who joined Brussels Airlines in May 2018 as CFO and Deputy CEO, and who has been acting as CEO of Brussels Airlines since January 2020, will move within the Lufthansa Group to head the Zurich-based Lufthansa Group network airline SWISS, as of January 1, 2021. **Peter Gerber** will succeed Vranckx as CEO of Brussels Airlines. Subject to the pending resolution of the Board of Directors of SN Airholding, Gerber, who is currently Chairman of the Executive Board of Lufthansa Cargo AG, will move to Belgium as of March 1, 2021. Next to heading the Belgian airline, he will also assume the newly created function of Lufthansa Group Chief Representative for European Affairs in Brussels.

• GA Telesis has announced that technology entrepreneur, **Jason Bennick**, has joined the company as president of its Digital Innovation Group. Bennick will oversee this new group and lead the company's digital innovation strategies. This will include assuming leadership of a new blockchain-supported FinTech company, BlockIt™.

• Lilium, the Munich-based aviation company developing an all-electric, vertical take-off and landing aircraft for regional air mobility, has appointed **Geoffrey Richardson** as the company's new Chief Financial Officer. Effective immediately, the former CFO of autonomous car company Cruise, will work closely with CEO **Daniel Wiegand** on the company's next phase of accelerated growth. Based in San Francisco, Richardson brings with him over 20 years of proven expertise in international finance, M&A, fundraising and operations. During his tenure at Cruise, he was instrumental in scaling and growing the company, raising over US\$7 billion in funding.



Conor Sproat

• **ACC Aviation** has announced the appointment of **Conor Sproat** to the role of Vice President, Leasing. The aviation service provider contracted more than 130,000 block hours in 2018 and 2019, including industry-first wet leases of an Airbus A380 and Airbus A350, and welcomes Sproat to further bolster the business's market-leading wet leasing capabilities. Sproat joins ACC following successful roles across commercial operations, airline sales and leasing, working with a range of airline partners, including regional operators, LCCs and flag carriers, to deliver bespoke fleet utilization solutions, principally in the Asia Pacific and European markets.

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	DVB Bank	CFM56-5B63	3586	2008	Now	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	DVB Bank	V2522-A5	2375	2005	Now	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	FPG Amentum	V2527M-A5	3705	2008	Q2/2021	Sale / Lease	Eoin Kirby	eoin.kirby@fpg-amentum.aero	+353 86 027 3163
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
A320-214	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 (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	+1 312 772 1613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	700	2005	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-223	Presidio Aircraft Leasing	PW4168A	970	2008	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
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	FPG Amentum	CFM56-7B27E	40259	2013	Q2/2021	Sale / Lease	Eoin Kirby	eoin.kirby@fpg-amentum.aero	+353 86 027 3163
B737-800	FPG Amentum	CFM56-7B26/3	35647	2009	Q2/2021	Sale / Lease	Eoin Kirby	eoin.kirby@fpg-amentum.aero	+353 86 027 3163
B737-800	FPG Amentum	CFM56-7B26/3	39162	2009	Q3/2021	Sale / Lease	Niall Hayden	niall.hayden@fpg-amentum.aero	+353 83 154 6475
B737-800	FPG Amentum	CFM56-7B26/3	39163	2009	Q4/2021	Sale / Lease	Niall Hayden	niall.hayden@fpg-amentum.aero	+353 83 154 6475
B737-800	GA Telesis	CFM56-7B26	30230	1999	Feb 2021	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
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	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
(20) DHC-8-400	FPG Amentum	PW150A	multiple 2003-2011	Now	Sale / Lease	Rupert Leggett	rupert.leggett@fpg-amentum.aero		+353 86 041 9902
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
AE3007 Engines	Sale / Lease	Company	Contact	Email	Phone
(3) AE3007A1P	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 786-623-3936
CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
CF34-8E5	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
CF34-10E	Now - Lease				
CF34-8C	Now - Lease				
CF34-3B1	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				
(1) CF34-3B1 (dual release tag)	Now - Sale	FL Technics	Modestas Valiusėvičius	m.valiusėvičius@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
CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(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				
(2) 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	Now - Sale / Lease	Castllake	Stuart MacGregor	Stuart.macgregor@castllake.com	+44 207 190 6138
(2) CF6-80E1A3	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(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) CFM56-7B26	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@dvbbank.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				
(2) CFM56-5B4/P	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(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				
JT8D and JT9D Engines					
	Sale / Lease	Company	Contact	Email	Phone
(1) JT8D-219	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azures.com	1-954-249-7935
GE90 Engines					
	Sale / Lease	Company	Contact	Email	Phone
(1) GE90-115B	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) GE90-94B	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(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
LEAP Engines					
	Sale / Lease	Company	Contact	Email	Phone
(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				
PW 4000 Engines					
	Sale / Lease	Company	Contact	Email	Phone
(2) PW4168A	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
PW Small Engines					
	Sale / Lease	Company	Contact	Email	Phone
(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) PW120A	Now - Sale				
(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	Now - 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				
(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@ftaiairline.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) 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) GTC331-500B Trent 892B-17 Modules	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
(2) GTC331-200ER, (2) GTC331-9A, (1) GTC331-9B (1) A321 Enhanced Landing Gear 2020 OH	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
Neutral CFM56-7B QEC Kit	Now - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
Landing gear shipsets 737-800, 777, A320, A330	Now - Sale	GA Telesis	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
767-300ER 413K, 737-300 LANDING GEAR GTC331-98DHF APU A320 Nose Landing Gear CFM56-3 LPT MODULE, REPAIRED CFM56-3 ENGINE STAND	Now - Sale/Lease/Exch. Now - Sale/Lease/Exch. Now - Sale/Lease/Exch. Now - Sale/Lease/Exch. Now - Lease	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
(1) GTC331-150RJ, (2) GTC331-100M, (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
GTC331-9A (2), GTC331-9B(2) GTC331-200, GTC331-250 APS500C14(3), APS1000C12(2), APS2000 APS2300, APS3200(2), APS5000(2) PW901A(4), PW901C(2) TSCP700-4E	Now - Lease Now - Lease Now - Lease Now - Lease Now - Sale / Lease Now - Sale	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) PW901A APU Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale Now - Sale	Royal Aero ASI Aero	Gary MacLeod Dean Morgan	gary@royalaero.com deanm@asiaero.net	+44 (0)141 389 3014 +1 561-771-4253
(1) APU T-62T-40C (2) GTC331-9A, (2) GTC331-9B, (3) GTC331-350 (1) GTC331-200ER, (1) APS3200, (2) GTC331-500	Now - Sale	Castlelake GA Telesis	Stuart MacGregor John Wales	Stuart.macgregor@castlelake.com apu@gatelesis.com	+44 207 190 6138 +1-417-622-7215
Engine stands: CF6-80C2, CFM56-3, CFM56-5, CFM56-7, PW4000			Stephen Toutt	stands@gatelesis.com	+1-954-676-3111
(1) APU GTC131-9A, (1) APU GTC131-9B Engine stands now available	Now - Sale / Lease Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368

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