

Weekly Aviation Headline News

WORLD NEWS

Munich Airport receives ACI Airport Health Certificate

The airport association ACI World has presented Munich Airport with a certificate for its commitment to preventing the further spread of the COVID-19 pandemic. The "ACI Airport Health certificate" confirms Munich Airport's successful implementation of effective health and safety measures in accordance with the recommendations of the ICAO Council's Aviation Recovery Task Force and the joint EASA/ECDC Aviation Health Safety Protocol. The ACI EUROPE guidelines for safe air travel are also consistently implemented at Munich Airport.

Lufthansa and SWISS partner with Airlink South Africa

Lufthansa and SWISS are partnering with Airlink, to offer access to over 25 domestic destinations in South Africa and as well as over 20 regional destinations in Southern Africa. The interline agreement which came into effect in January 2021, allows travellers the convenience of purchasing a single ticket to or from a multitude of destinations in Southern Africa, via Airlink's gateways in Johannesburg and Cape Town.

Frontier Airlines announces major deal for Pratt & Whitney GTF engines

Frontier Airlines has signed an agreement with aircraft engine manufacturer Pratt & Whitney for ultra-efficient GTF engines to power 134 A320neo family aircraft scheduled for delivery beginning in 2022. The GTF engines, which offer maximum fuel efficiency and significant noise reduction, are yet another step on the part of the airline's 'green' ambitions to reduce its environmental footprint.



The airline will expand to underserved routes in Europe.

Photo: flydubai

flydubai to expand European network

Ahead of crucial 2021 summer season

Dubai-based flydubai announced that Catania and Naples in Italy, Salzburg in Austria and Malta will be joining its European network from May 2021. The carrier has grown its network to more than 65 destinations as countries continue to gradually lift travel restrictions.

With the addition of Catania, Malta, Naples and Salzburg the carrier will operate flights to 20 destinations in Europe including Belgrade, Bucharest, Helsinki, Istanbul, Krakow, Prague and Sofia.

flydubai flights to Malta International Airport (MLA) and Catania International Airport (CTA) will begin on 12 May 2021 with four times weekly service, while flights to Naples International Airport (NAP)

will resume from 13 May 2021 with a three times weekly service.

The carrier says it becomes the first UAE-based carrier to offer direct flights between Dubai and Salzburg Airport (SZG) from 13 May 2021 with a four weekly flights service.

as more passengers return to the skies and more countries ease restrictions on international air travel. Since commencing operations in 2009, we have been committed to opening previously underserved markets and the launch of our latest routes in Europe demonstrates our continuous efforts to offer more

people the opportunity to travel more often while creating free flows of travel, trade, and tourism."

"We have been committed to opening previously underserved markets."

Ghaith Al Ghaith, Chief Executive Officer at flydubai

Emirates will codeshare on these routes and the flights will operate from

Commenting on the announcement, Ghaith Al Ghaith, Chief Executive Officer at flydubai, said: "with the start of flights to Catania, Malta, Naples and Salzburg we continue to gradually grow our network catering to an increasing demand for travel,

Terminal 3 at Dubai International offering travellers' connections to 155 destinations between both the Emirates and flydubai networks including Australia, China, Indian Ocean, Japan and South Asia.

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AIRCRAFT & ENGINE NEWS

Boeing sets ambitious target to advance long-term sustainability of commercial aviation



Photo: Boeing ecoDemonstrator flight-test program made the first commercial airplane flight using 100% sustainable fuels with a 777 Freighter

Boeing is setting an ambitious target to advance the long-term sustainability of commercial aviation, committing that its commercial airplanes are capable and certified to fly on 100% sustainable aviation fuels by 2030. Boeing has previously conducted successful test flights replacing petroleum jet fuel with 100% sustainable fuels to address the urgent challenge of climate change. According to the Air Transport Action Group, U.S. Department of Energy, and several other scientific studies, sustainable aviation fuels reduce CO2 emissions by up to 80% over the fuel's life cycle with the potential to reach 100% in the future. Today, sustainable aviation fuels are mixed directly with conventional jet fuel up to a 50/50 blend — the maximum allowed under current fuel specifications. In order to meet aviation's commitment for reducing carbon emissions by 50% from 2005 levels by 2050, airplanes need the capability of flying on 100% sustainable aviation fuels well before 2050. "Our industry and customers are committed to addressing climate change, and sustainable aviation fuels are the safest and most measurable solution to reduce aviation carbon emissions in

the coming decades," said Boeing Commercial Airplanes President and CEO, Stan Deal. "We're committed to working with regulators, engine companies and other key stakeholders to ensure our airplanes and eventually our industry can fly entirely on sustainable jet fuels." Boeing's commitment is to determine what changes are required for its current and future commercial airplanes to fly on 100% sustainable fuels, and to work with regulatory authorities and across the industry to raise the blending limit for expanded use. Boeing has been a pioneer in making sustainable aviation fuels a reality, partnering globally with airlines, industry, governments and research institutions to expand limited supplies and reduce the fuels' cost. Boeing worked with airlines, engine manufacturers and others to conduct biofuel test flights starting in 2008 and gain approval for sustainable fuels in 2011. In 2018, the Boeing ecoDemonstrator flight-test program made the world's first commercial airplane flight using 100% sustainable fuels with a 777 Freighter, in collaboration with FedEx Express.



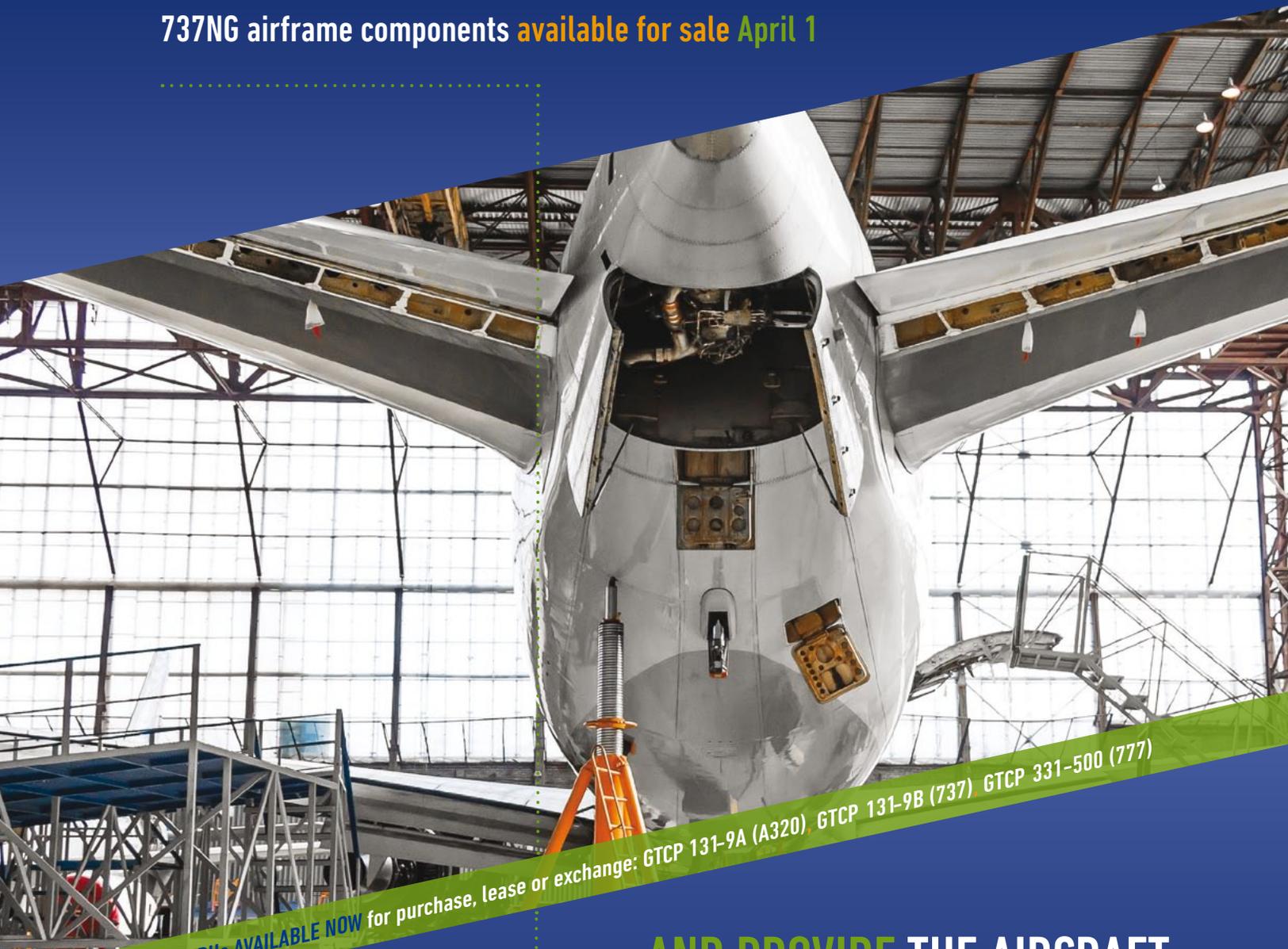
Photo: HondaJet Elite has received Russian type certification from FATA

HondaJet Elite obtains Russian type certification

The HondaJet Elite has received Russian type certification from the Federal Air Transport Agency (FATA), demonstrating that the aircraft meets the safety standards set by the organization. The first HondaJet with Russian registration began its operation in the region immediately after receiving the certification. As customer demand grows, Honda Aircraft Company is continuing to expand its list of type certifications. The HondaJet currently holds 13 type certifications around the world, including, the United States (FAA), Europe (EASA), Mexico (AFAC), Brazil (ANAC), Argentina (ANAC), Panama (AAC), India (DGCA), Japan (JCAB), Canada (TCCA), China (CAAC), Turkey (DGCA) and Pakistan (PCAA).

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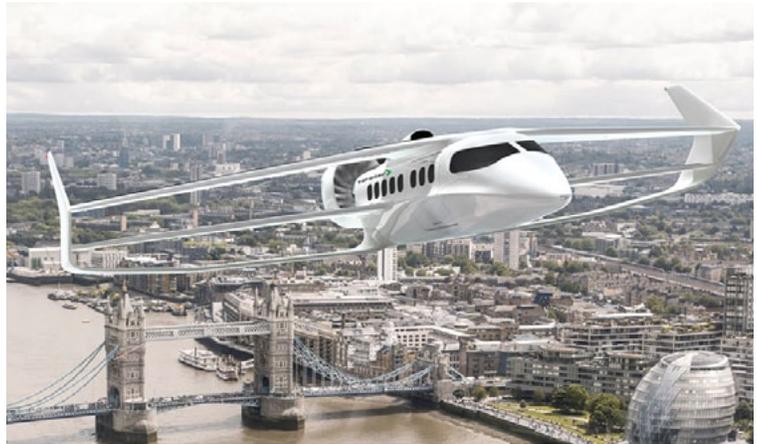
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AIRCRAFT & ENGINE NEWS

Swansea University and Faradair Aerospace strengthen relationship for U.K. aerospace revival

Swansea University and Faradair Aerospace are to expand their relationship with the British company’s commitment to bring back large-scale aircraft production to the U.K. and deliver 300 home-designed, sustainable aircraft for regional air mobility and special missions by 2030. The enhanced collaboration will see the University’s Bay Campus become a training ground for engineers and interns as Faradair develops new technologies for use on its clean-sheet Bio Electric Hybrid Aircraft (BEHA). Neil Cloughley, Founder and CEO of Faradair said. “Swansea has been part of this program for four years now and we are delighted to reinforce our position in making Swansea a long-term partner of this world-leading aviation initiative, and thus Wales, a long-term partner in BEHA’s success. We plan to have 30 engineers based at the Bay Campus working on BEHA developments by the end of 2021 and there will be opportunities for undergraduate and postgraduate students also.” The widened partnership with Swansea University follows Faradair’s announcement in December that it had attracted a strong consortium of global partners for the BEHA*, an aircraft specifically designed for low-cost, quiet, environmentally friendly flight – qualities that enable it to deliver Air Mobility as a Service (AMaaS) for all. In line with U.K. Government ambitions for sustainable air transport, the British-designed-and-built BEHA will emerge in hybrid electric/ turbine configuration but engineered for evolution into a fully electric net zero commercial aircraft when power generation technology delivers the power density levels required for an 18-seat utility aircraft. The ambition is to deliver an initial portfolio of 300 Faradair-owned BEHAs between 2026 and 2030. Of these, 150 aircraft will be built in firefighting configuration, 75 as quick change (QC, passenger to cargo) aircraft, deployed at general aviation airfields globally, and 50 as pure freighters. The final 25 aircraft will be demonstrated in non-civilian government roles, including logistics, border and fisheries patrol, and drug interdiction.



Artists impression of the Faradair BEHA over London

Photo: Faradair Aerospace

Airflow to develop full-scale pilot technology demonstrator



Photo: Airflow

Airflow, an aerial logistics company building next-generation aircraft, has announced the development of a full-scale piloted technology demonstrator of an eSTOL aircraft. For the last year, Airflow has been utilizing a sub-scale model for test flights that have helped develop eSTOL flight control technology. The next phase will transform a Cessna 210 into an eSTOL with Distributed Electric Propulsion (DEP). DEP enables operations into and out of very short runways by providing more control at slower airspeeds. Airflow will validate and refine the design parameters used to build the production eSTOL aircraft. “Selecting the Cessna 210 saves us the effort to design and build the pieces that already work, such as the cockpit, fuselage, landing gear, etc. We’ll concentrate on changing the rest to make it an eSTOL aircraft,” stated Peter Kalogiannis, co-founder and CTO. This aircraft represents the first step towards bringing to market aircraft designed for sustainability and reducing carbon emissions.

Air Peace takes delivery of first Embraer E2 jet

Air Peace, Nigeria and West Africa’s largest airline, took delivery of its first Embraer E195-E2 aircraft on January 27. The aircraft is now due to fly from Embraer’s facility in São José dos Campos to join the Air Peace fleet in Nigeria. Air Peace is the launch customer in Africa for the E2 aircraft and also the global launch customer for Embraer’s innovative premium staggered seating design. The jet delivered is the first of 13 firm E195-E2 orders, with 17 remaining purchase rights, as announced in March 2019, and updated with three further firm orders from purchase rights announced at the Dubai Air Show in November 2019. The total value of the deal, with all purchase rights exercised is US\$2.2 billion. The aircraft are configured in a comfortable dual class arrangement with 124 seats.



The first Embraer 195-E2 aircraft for Air Peace

Photo: Embraer

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AIRCRAFT & ENGINE NEWS

Boeing 737 MAX safe to return to service in Europe

The European Union Aviation Safety Agency (EASA) gave its seal of approval for the return to service of a modified version of the Boeing 737 MAX, mandating a package of software upgrades, electrical working rework, maintenance checks, operations manual updates and crew training which will allow the plane to fly safely in European skies after almost two years on the ground. "We have reached a significant milestone on a long road," said EASA Executive Director Patrick Ky. "Following extensive analysis by EASA, we have determined that the 737 MAX can safely return to service. This assessment was carried out in full independence of Boeing or the Federal Aviation Administration and without any economic or political pressure – we asked difficult questions until we got answers and pushed for solutions which satisfied our exacting safety requirements. We carried out our own flight tests and simulator sessions and did not rely on others to do this for us. "Let me be quite clear that this journey does not end here," he added. "We have every confidence that the aircraft is safe, which is the precondition for giving our approval. But we will continue to monitor 737 MAX operations closely as the aircraft resumes service. In parallel, and at our insistence, Boeing has also committed to work to enhance the aircraft still further in the medium term, in order to reach an even higher level of safety." The Boeing 737 MAX was grounded worldwide in March 2019 following the second of two accidents within just six months, which together claimed 346 lives. The root cause of these tragic accidents was traced to software known as the MCAS (Maneuvering Characteristics Augmentation System), intended to make the plane easier to handle. However, the MCAS, guided by only one Angle of Attack (AoA) sensor, kicked in repeatedly if that sensor malfunctioned, pushing the nose of the aircraft downward multiple times. In both accidents, pilots finally lost control of their plane, resulting in a crash with total loss of aircraft.



Photo: Boeing 737 MAX

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MRO & PRODUCTION NEWS

C&L Aerospace purchases multi-million-dollar ATR inventory

C&L Aerospace has purchased a multi-million-dollar ATR expendable package. As part of the transaction, C&L has acquired thousands of new, OEM certified “S” part numbers, to be added to its existing ATR inventory. All parts from the program are now stocked in C&L’s U.K., Australian, and Bangor, ME, U.S.A. warehouses. Parts from this purchase will complement C&L’s existing rotatable inventory and round out a full service offering to ATR operators. The inventory is currently going through inspection and cataloging process which includes photographing and barcoding the parts and corresponding documentation, making both available online to customers.

FINANCIAL NEWS

Alaska Air Group posts fourth-quarter 2020 net loss of US\$316 million

Alaska Air Group has posted a fourth-quarter 2020 GAAP net loss of US\$430 million, compared to net income of US\$181 million in 2019. Excluding the impact of payroll support program wage offsets, special items, and mark-to-market fuel hedge adjustments, the company reported a fourth-quarter adjusted net loss of US\$316 million compared to adjusted net income of US\$181 million in the fourth quarter of 2019. The company reported a full-year 2020 GAAP net loss of US\$1.3 billion, compared to net income of US\$769 million in the prior year. Excluding the impact of payroll support program wage offsets, special items, and mark-to-market fuel hedge adjustments, the company reported an adjusted net loss of US\$1.3 billion, compared to adjusted net income of US\$798 million in 2019. Alaska Air Group accessed approximately US\$5 billion in new liquidity in 2020, including US\$1.2 billion raised in the capital markets and approximately US\$600 million in bank financing. The company reached an agreement with the U.S. Treasury in January 2021 to receive an extension of payroll support totaling US\$533 million, US\$266 million of which was received on Jan. 15, 2021 and extended the period available to draw funds under the CARES Act loan program from March 26, 2021 to May 28, 2021. Alaska Air Group announced plans to expand the mainline fleet and restructure the existing aircraft purchase agreement with Boeing. In total, Alaska Air Group will take delivery of 68 737-9 MAX aircraft between 2021 and 2024, inclusive of 32 previous purchase commitments and 13 aircraft to be leased from Air Lease Corporation. The company permanently

American to update current livery with new, mica-free paint color created for Silver Eagle™



After 12 days in the paint shop, American’s first 737-800 to be repainted with Silver Eagle non-mica paint is ready for departure
Photo: American Airlines

Starting this month, American Airlines’ aircraft approach their regularly scheduled paint refresh date. American will begin repainting them with a new, non-mica gray paint that looks nearly identical to what is soaring across the skies today, but is less expensive, lighter, more fuel efficient, and better for the environment. The repaint will update American’s current livery with a new, mica-free paint color created specifically for the airline: Silver Eagle™. “We had an opportunity to do things differently as planes approached their scheduled repaint date,” said Jill Naden, 787 Engineer at American. “We looked at this very carefully and figured out an alternative that would be less expensive, and importantly, better for the environment. By moving to Silver Eagle, our fleet of airplanes will burn approximately one million fewer gallons of fuel per year. We estimate this alone will reduce American’s carbon emissions by 9,525 metric tons per year once the fleet is repainted.” The mica layer adds about 62 pounds to the weight of a Boeing 737-800. American started 2021 with 282 Boeing 737-800 aircraft in the fleet, with each aircraft flying up to six trips per day. By removing the mica layer, the airline is expected to save nearly 300,000 gallons of fuel annually in this fleet type alone. In addition to the reduction in emissions resulting from removing the mica layer, American will also use fewer chemicals when painting and repairing aircraft. American will gradually introduce the refreshed livery beginning with the 737-800 fleet. New aircraft on order are expected to be delivered to American with the updated look in the second half of 2021.

Volare Aviation completes first Hawker Blended Winglet retrofit



Hawker 800XPi airplane Blended Winglet retrofit
Photo: Aviation Partners/Volare Aviation

Oxford, U.K.-based Volare Aviation has completed its first installation of the Blended Winglets retrofit on a Hawker 800XPi airplane and is appointed an authorized installation partner for Hawker 800 series Blended Winglet retrofits in Europe. API’s Performance Enhancing Blended Winglets for the Hawker 800 series airplanes reduce drag by over seven percent at long range cruise. This drag reduction increases range by 180 nautical miles or more, allows the airplane to cruise 15-18 knots faster; enables faster time-to-climb, can reduce or eliminate the need for step-climbs for many missions, and improves second segment climb. In addition, with its unique Scimitar Tip design, the API Blended Winglet retrofit gives the Hawker a new look.

FINANCIAL NEWS

removed an additional 20 Airbus A320 aircraft from the fleet in the fourth quarter, resulting in 40 Airbus aircraft removed in 2020. A total of 31 Airbus aircraft remain in the operating fleet as of the end of the year. Alaska Air Group held US\$3.4 billion in cash and marketable securities as of Jan. 22, 2021, and total liquidity of US\$5.2 billion.

Southwest Airlines ends 2020 with net loss of US\$3.1 billion

Southwest Airlines' fourth-quarter 2020 total operating revenues decreased 64.9%, year-over-year, to US\$2.0 billion, as a result of continued negative impacts on passenger demand and bookings due to the pandemic. Fourth-quarter 2020 operating revenue per ASM (RASM, or unit revenues) was 8.48 cents, a decrease of 40.8%, primarily driven by a load factor decline of 29.3 points and a passenger revenue yield decrease of 18.7%, year-over-year. The company posted a fourth-quarter net loss of US\$908 million. Annual 2020 total operating revenues decreased 59.7%, year-over-year, to US\$9.0 billion. Annual 2020 RASM was 8.75 cents, a decrease of 38.6%, primarily driven by a load factor decrease of 31.1 points and a passenger revenue yield decrease of 10.6%, year-over-year. The company ended the full year 2020 with a net loss of US\$3.1 billion and with liquidity of US\$14.3 billion.

Woes pile up as Boeing posts worst-ever annual loss and 777X launch further delayed

Boeing has released its fourth-quarter and full-year 2020 financial results, which do not make good reading. The company reported fourth-quarter revenue of US\$15.3 billion, reflecting lower commercial deliveries and services volume primarily due to COVID-19 as well as 787 production issues, partially offset by a lower 737 MAX customer considerations charge in the quarter compared to the same period last year. GAAP loss per share of (US\$14.65) and core loss per share (non-GAAP) of (US\$15.25) reflected a US\$6.5 billion pre-tax charge on the 777X program and a tax valuation allowance, partially offset by a lower 737 MAX customer considerations charge. Boeing recorded operating cash flow of US\$4.0 billion. Beyond taking a hefty US\$6.5 billion charge on the all-new 777X, a larger version of the 777 mini-jumbo, Boeing now anticipates further delays in the aircraft's launch, now slated for late 2023, owing to a longer and costlier certification process after scrutiny over the 737 MAX. According to Reuters news agency, Boeing is making "prudent design

S7 Technics' volume of maintenance work increased by 2.5% in 2020



Photo: S7 Technics hangar

At the end of the 2020, S7 Technics specialists had performed 413 A-Checks and 84 C-Checks which is an increase of 2.5% compared to 2019. In 2020, the company's technical specialists spent 2.035 million standard hours, which is 5.5% less than in 2019, due to a decrease in the number of linear forms performed due further to the limitations associated with the pandemic. Specialists in the engine repair shop repaired and handed to customers over 21 engines,

some of them repaired by specialists at the engine repair shop on the provider's base at Mineralnye Vody. During 2020, S7 Technics restructured its operations, focusing on the most popular services among customers: base maintenance, engineering services, and redelivery checks. These measures helped to evenly distribute the loading of hangars, since a large amount of base maintenance was performed during the summer period, when the intensity of fleet operation by airlines was reduced. Over the past year, S7 Techniques specialists completed 11 redelivery-checks. Working in the new environment also led to an internal reallocation of engineering and technical specialists to the most relevant areas of work. The measures taken made it possible to not only avoid cuts in production staff, but also to recruit qualified specialists, while other companies reduced the number of staff to minimize costs.

Jet Aviation receives IS-BAH Stage II registration for FBO in San Juan

Jet Aviation has achieved IS-BAH Stage II Registration for its FBO in San Juan, Puerto Rico. The San Juan FBO is a full-service handling operation at one of the most convenient U.S. points of entry for international flights. Jet Aviation acquired full ownership of the FBO at Luis Muñoz Marin International Airport in February



Photo: Jet Aviation hangar in San Juan, Puerto Rico

2019. As the first FBO in Puerto Rico to qualify for IS-BAH Stage I registration in September 2018, Jet Aviation San Juan continues to demonstrate its industry leadership and commitment to the highest safety standards. "Between Hurricanes, the ownership change, and all the new systems that came with it, our team here in San Juan has had much to contend with the past few years and yet continues to raise the bar with new offerings and premium service delivery," said Hector Vasquez, senior manager FBO. "The rigorous IS-BAH Stage II audit was a first for most of the team and I couldn't be prouder of them." After Hurricane Maria destroyed the San Juan hangar in 2017, Jet Aviation built a new 20,000 ft² hangar that officially opened in June 2020. The hangar can accommodate up to three small-to medium-sized aircraft and three large aircraft, up to the size of the Gulfstream G650 or the Global Express. The International Standard for Business Aircraft Handling (IS-BAH) establishes criteria for best handling systems, processes, and practices to ensure FBOs meet rigorous safety and security standards. With this recent approval, Jet Aviation has a total of 29 IS-BAH registered FBOs around the world, including ten in the U.S.A., 12 in EMEA, and seven in APAC.

FINANCIAL NEWS

modifications” to the 777X, including hardware changes to the actuator control electronics, in response to regulator expectations, Boeing Chief Executive Officer Dave Calhoun told analysts. The substantial annual loss has, unsurprisingly, been attributed to the effect of the COVID-19 on the aerospace industry and which has halted deliveries of some 80 787s to airlines, along with the two-year grounding of the troubled 737 MAX, heavily impacting cash flow. Boeing unveiled US\$8.3 billion in operating charges on Wednesday, including a US\$468 million charge for abnormal 737 production costs, \$275 million over KC-46 aerial refueling tanker production issues, and US\$744 million linked to its 737 MAX settlement with the U.S. Department of Justice over a fraud conspiracy charge. The company’s net loss rose to US\$8.44 billion in the fourth quarter ended Dec. 31, from US\$1.01 billion a year earlier, taking its full-year loss to a record US\$11.94 billion. Revenue fell 15% to US\$15.30 billion in the quarter.

GE’s turnaround gains traction as quarterly free cash flow surges

Boston-based industrial conglomerate General Electric (GE) has predicted free cash flow of US\$2.5 billion to US\$4.5 billion this year after generating cash flow of US\$4.4 billion in the fourth quarter. These figures indicate that GE’s Chief Executive Larry Culp’s 2018 turnaround plans are gathering steam, having helped drive cash savings and rendering GE’s businesses more profitable. GE’s power division reported a double-digit growth in equipment orders despite the company’s decision to exit the coal-fired power plants business. Culp has described GE’s turnaround as “a game of inches.” In a phone interview, he said the company still has a lot to do. He said the company’s 2021 outlook was “achievable” on the back of a “strong” performance in healthcare and “continued progress” in its power and renewable businesses. “Those three businesses, for the most part, have found a level of stability and relative predictability amid the pandemic,” he told Reuters news agency. Equipment orders for renewable energy grew for the first time since the third quarter of 2019, with substantial onshore wind orders in North America and offshore wind orders from the Dogger bank wind farm in the U.K. GE’s shares have gained over 60% since late October with the hope that recovery in air travel would boost its aviation business, usually its most profitable and most cash-generative segment. The company, however, expects aviation revenue to be flat to up this year with air traffic forecast to recover in the

Sichuan Airlines selects LHT for digital fleet solutions and V2500/CFM56-5B engine maintenance services



Photo: Sichuan Airlines A350 aircraft

Sichuan Airlines and Lufthansa Technik have signed a five-year agreement for digital fleet solutions through AVIATAR and engine maintenance services for the V2500 and CFM56-5B engines of the Airbus A320 fleet. AVIATAR will support Sichuan Airlines’ Airbus A350, A330 and A320 fleets. For digitally optimized fleet operations of its overall 168 Airbus A350, A330 and A320 aircraft, Sichuan Airlines will implement AVIATAR’s solutions – including condition monitoring, fleet management, certain predictive maintenance and health management solutions, and event analytics. Under the duration of the contract, a full range of engine services are provided to Sichuan Airlines’ A320 fleet.

Satair and Honeywell Aerospace sign multi-year distribution agreement for commercial aviation aftermarket



Photo: Satair

Satair and Honeywell Aerospace have signed a multi-year commercial agreement covering the exclusive worldwide distribution for mechanical and air thermal components for use on Airbus A320, A330, A340, and A380 aircraft. Additionally, the distribution agreement covers the A350 platform on a non-exclusive basis. This new agreement expands upon a long-standing and successful business relationship between

the two companies in the business jet market and represents Satair’s and Honeywell’s first joint advancement into the global commercial aviation aftermarket. Honeywell’s range of electronic and electro-pneumatic systems for air and thermal management deliver highly reliable and efficient operations with lower total costs of ownership for aircraft operators. These lightweight systems monitor and control cabin temperature and airflow in the cockpit, passenger, and cargo areas, and provide cooling for avionics. They also manage the aircraft’s engine bleed air systems and pneumatic de-icing systems. Anthony Florian, Vice President, EMEA, Honeywell Aerospace commented: “Honeywell’s appointment of Satair is an expansion of our existing strong relationship. We already have two other agreements with Satair – a distributor agreement for the ADSB-Out Upgrade Pilot Program, and a non-exclusive worldwide distributor agreement for Honeywell’s JetWave satellite communications products. This partnership will serve to further strengthen our relationship.”

FINANCIAL NEWS

second half. Culp added that while the return of Boeing Co’s 737 MAX jets – which use GE’s engines – is a “positive” for the conglomerate, it will not change the trajectory of its aviation business in the near-term.

SIA Engineering Group reports third-quarter FY 2020/21 net profit of SG\$7.7 million

SIA Engineering Group has recorded revenue of SG\$104.6 million for the third quarter of full-year 2020-21, SG\$147.5 million lower year-on-year (-58.5%). Even as cost-cutting measures and grants from government support schemes remained, the reduction in Group expenditure of SG\$132.5 million (-56.1%) could not fully offset the reduction in revenue. Consequently, the Group recorded a lower operating profit of SG\$1.1 million (-93.2%) compared to SG\$16.1 million in the same quarter last year. Share of profits of associated and joint venture companies was SG\$12.3 million, a reduction of SG\$27.3 million (-68.9%) year-on-year. Contributions from associated and joint venture companies were similarly impacted by the reduction in flying hours and extended maintenance intervals, partially offset by cost saving measures and government support. Net profit was SG\$7.7 million for the quarter ended December 31, 2020, 85.7% lower than the same quarter last year.

MILITARY AND DEFENCE

U.K. government signs £30 million contract with Sprint for fighter drone project

As part of a major £1.5 billion investment in military research and development, the U.K. government has signed a £30 million design and manufacture contract with the Belfast arm of Sprint AeroSystems for an unmanned fighter drone. In 2020 the U.S. group acquired the former business in Northern Ireland from Bombardier. The deal is to include a full-scale vehicle flight-test program by 2023. According to the British government, the drones will be manufactured to act as a “loyal wingman” to the RAF’s Typhoon jets, capable of shooting down enemy aircraft. The program will also include the U.K. unit of Northrop Grumman, an American global aerospace and defense technology company, and if the initial phase of the project is successful, it is anticipated that the drones will be deployed alongside fighter jets by the end of the decade. (£1.00 = US\$1.37 at time of publication.)

Byron Products adds complete tube-bending assembly to its offerings



Photo: Byron Products adds tube-bending manufacturing to its capabilities

Byron Products, a leader in thermal processing, has added tube-bending manufacturing to its list of offerings. Tube bending is the metal-forming process used to permanently form pipes and tubing. The unique, in-house process incorporates brazing and welded fittings for complete tube assemblies used in a number of

industries, as well as for hydraulic and compressor line assembly. Aircraft tube assembly is a specialty area for Byron, with flared fitting for aluminum, stainless, and copper tubing. The company is a registered FAA repair station - FAA#YB5R630Y, and holds several certifications and approvals, including Nadcap, and AS9100D. Byron offers a large range of thermal processes, including heat-treating, brazing, welding, and thermal coatings. The company’s specialties include aerospace, defense, agriculture, medical, power generation, wind power, automotive industries, and other commercial applications.

Rex shareholders endorse PAG investment deal



Photo: Rex Boeing 737

Rex shareholders have endorsed the airline’s investment deal with PAG to fund its domestic operations, starting on March 1. Shareholders voted to approve the deal at Rex’s Annual General Meeting on January 29. Under the deal, PAG Regulus Holdings will fund up to AU\$150 million to be used exclusively to support the launch and operation of Rex’s domestic services. A first tranche of AU\$50 million will be disbursed within two weeks. The funding comprises first ranking senior secured convertible notes. Since announcing last June its intention to launch domestic services, Rex has gained a high-capacity Air Operator’s Certificate for Boeing 737 jet operations, leased six Boeing 737-800NG aircraft and prepared the aircraft in Rex livery. Furthermore, Rex recruited highly qualified pilots and cabin crew.

MILITARY AND DEFENCE

IAI signs deals to supply Heron MK II UAV systems to Asian country

Israel Aerospace Industries (IAI) has signed two deals, one to sell and one to lease two Heron MKII UAV systems to a central Asian country. The systems include reconnaissance payloads, Heron MK II drones, and land arrays. The Heron MK II reaches an altitude of 35,000 feet, maximum speed of 140 knots, and can stay in the air for up to 45 hours. Thanks to improved production technologies, the Heron MK II has a wider and stronger chassis enabling quick and easy maintenance without affecting the UAV's net weight. The UAV enables the use of new configurations and has a long-range reconnaissance sensor and radar. It can carry a range of additional payloads like COMINT and ELINT equipment. The UAV's outstanding characteristic is its standoff capability, i.e., the capability of gathering intelligence on targets from a long range (dozens of miles) with no need to cross borders, thanks to its ability to carry larger, improved sensors. In addition, the Heron MK II boasts improved avionics and an improved and reinforced engine.



Heron MKII

Photo: IAI

INFORMATION TECHNOLOGY



RwandAir has chosen TRAX eMRO for its mixed fleet of aircraft

Photo: AirTeamImages

RwandAir has decided in favor of **eMRO** software to implement a complete, user-friendly and web-based solution. RwandAir is the flag carrier airline of Rwanda. It operates domestic and international services to East Africa, Central Africa, West Africa, Southern Africa, Europe, the Middle East, and Asia, from its main base at Kigali International Airport. The airline has passenger air transportation as its core activity, supplemented by air cargo services. RwandAir has a mixed fleet of 12 aircraft that includes Airbus A330s, Boeing 737NGs, Bombardier CRJ-900NGs, and DHC-8 Q400s. eMRO is a leading-edge device-agnostic application designed to cater to virtually every aspect of aircraft maintenance and fleet management. Deployed via any web browser, this technology lets users stay connected no matter where they are. Through this application, maintenance operations can be managed from a desktop or remotely from a phone or tablet. eMRO is a fully integrated product which allows complete information flow between the modules throughout the system.

The French business aviation company **VallJet** has just signed an agreement with **AMOS** to manage the maintenance and airworthiness follow-up of its increasing fleet of executive jets. Although the airline industry is heavily affected by the Covid-19 crisis, there are some aviation sectors that have been able to turn the tables and even profit from the current situation. VallJet has positioned itself to be in the right place at the right time as its business supports private owners or companies that have decided to purchase or wet-lease business jets – a sector that has seen a surge during the global pandemic since air travel with regular airlines is less convenient at this time. AMOS is not completely new at VallJet as many employees in the maintenance and CAMO organization are already familiar with SwissAviation's software MRO solution. In addition, part of the fleet to be phased into AMOS was previously managed in AMOS. This will simplify and accelerate the data transfer since a migration from AMOS to AMOS is facilitated using the standard AMOS transfer programs with the data available in the correct format and quality.



VallJet chooses AMOS to manage its fleet of executive jets

Photo: Swiss-AS

OTHER NEWS



Ferrovial and Lilium to develop U.S. vertiport network

Photo: Lilium

Lilium, an aviation company developing an all-electric, vertical take-off and landing (eVTOL) jet aircraft, and **Ferrovial**, a global leading infrastructure operator, have signed a framework agreement for the creation of a minimum ten-vertiport network covering locations across Florida. Vertiports provide infrastructure for landing and taking off with passengers, plus recharging as part of an alternative, environmentally friendly transport network. The Lilium Jet will connect regions in new, sustainable, and more convenient ways. The efficient and ultra-low noise electric jet engines enable the Lilium Jet to operate in densely populated urban areas and cover longer distances at high-speed with zero operating emissions. According to Dr. Remo Gerber, Chief Operating Officer, Lilium: “Nearly all 20 million Floridians will live within

30 minutes of our vertiports and the 140 million annual visitors to the Sunshine State will have a high-speed option available to travel to their destinations.” Commenting on the partnership, Daniel Wiegand, Chief Executive Officer and Co-founder, Lilium said: “Our partnership with Ferrovial to develop flight infrastructure, is a critical step in delivering the potential of regional air mobility to provide high speed, affordable, emissions-free travel to millions of people. As we accelerate our launch plans, Lilium is committed to partnering with industry leaders, bringing together their strengths and experience with our aircraft technology and passenger service infrastructure. We’re excited about what we will achieve together.” The location of the first vertiport will be announced in Spring 2021.

OTHER NEWS

Qantas and **bp** have formed a strategic partnership to further advance their shared net-zero ambitions. Through the collaboration, the companies will work together on opportunities to reduce carbon emissions in the aviation sector and contribute to the development of a sustainable aviation fuel industry in Australia. The two companies have agreed to explore ways in which bp’s global capabilities, skills and knowledge can support Qantas’ industry-leading sustainability and environmental strategy. Jointly, the teams will explore opportunities and projects in areas including advanced sustainable fuels, advocacy for further decarbonization in the aviation sector, renewable power solutions and generation, carbon management and emerging technology. William Lin, bp’s

Following the bankruptcy of its handling partner **Swissport Belgium** in June 2020, **Brussels Airlines** has initiated a procedure to search for a new ground handler in its home base at **Brussels Airport**. As the bankruptcy vacated the second handling license at the airport, several contenders entered the Belgian market to run for a permanent license. In December, the second permanent operating license was granted to **Alyzia**, a French company serving over 80 airlines in eight French airports. After a thorough tender process that took several months and which was based on quality, performance and cost criteria, Brussels Airlines decided to appoint Alyzia as its new ground handling provider at Brussels Airport as of April 1, 2021. The contract foresees a cooperation until at least March 31, 2024. The contract includes ramp handling (including baggage handling, tarmac handling and de-icing, among other services,) and the management of Brussels Airlines’ Lost&Found service. Until the end of March 2021, Brussels Airlines’ ground handling will continue to be managed by Aviapartner, the other license holder.



Photo: Brussels Airlines

OTHER NEWS

Executive Vice President, Regions, Cities & Solutions, said: "At bp, we're focusing on working with corporates in key industrial sectors that currently have significant carbon emissions to manage and need to decarbonize – sectors such as aviation. By bringing our complementary capabilities together, we can help each other, and our customers, move at a faster pace on the energy transition journey. We are delighted to have the opportunity to collaborate with Qantas on plans to reach net zero while continuing to deepen our existing relationship."

The **U.K. government** has taken the decision to ban travel to the **U.K.** from the **United Arab Emirates (UAE)**, **Burundi** and **Rwanda** to prevent the spread of the new coronavirus variant originally identified in South Africa into the U.K. From 1pm on Friday January 29, passengers who have been in, or transited through, the United Arab Emirates, Burundi and Rwanda in the last ten days will no longer be granted access to the U.K. This does not include British and Irish nationals, or third-country nationals with residence rights in the U.K., who will be able to enter the U.K. but who are now required to self-isolate for ten days at home, along with their household. There will also be a ban on direct passenger flights from the UAE. The decision to ban travel from these destinations follows the discovery of a new coronavirus variant first identified in South Africa, that may have spread to other countries, including the UAE, Burundi and Rwanda. Any exemptions usually in place will not apply, including for business travel.

INDUSTRY PEOPLE



Annette Mann

• Since the beginning of the year, **Annette Mann** has headed the newly established unit of Corporate Responsibility at the Lufthansa Group. In this function, she is responsible for the further development, management, and implementation of a holistic and Group-wide sustainability program. This includes measures for climate-neutral flying, the optimization of the entire travel chain under the aspect of sustainability, Group-wide reporting on non-financial topics, and social commitment. Mann reports directly to **Christina Foerster**, Executive Board Member Customer, IT &

Corporate Responsibility at the Lufthansa Group. In her new role, she has agreed to have Lufthansa Group participate in a pioneering project to generate so-called "green hydrogen" in the United Arab Emirates in Abu Dhabi. The representatives of the partners involved in this project have signed a memorandum of understanding, which include the Abu Dhabi Department of Energy, Siemens Energy Global, Masdar and Marubeni Corporation, Khalifa University, Etihad Airways, and the Lufthansa Group.



Magali Beauregard

• CargoAi has named **Magali Beauregard** as Chief Customer Officer effective February 1, 2021. The recruitment of the former Head of Commercial Asia Pacific at Lufthansa Cargo and Senior Account Manager at Booking.com is the perfect embodiment of CargoAi's strategy: combining expertise in air cargo and digital technology to deliver custom-tailored solutions to its users. "To head the customer department at CargoAi, we needed someone who had a highly pragmatic vision of customer needs. With the combination of her experience of SAAS platforms and her total understanding of air cargo, Magali fits the bill perfectly. A real achiever who has genuine passion for the industry, we couldn't hope for anyone better placed to design the best-in-class customer-based product and customer journey we need," explains **Matthieu Petot**, CEO of CargoAi. With all top management roles now filled, CargoAi is pursuing its goal of digitalizing air freight through human expertise.



Derek Thomson

• Air Charter Scotland's Commercial Director and Accountable Manager **Derek Thomson** has been appointed to the Board of The Air Charter Association (The ACA) supporting newly appointed CEO **Glenn Hogben** and fellow board directors. Thomson will draw on his 25 years' experience in aviation to offer support and advice to operators and charter brokers as The ACA, now in its 72nd year, continues to widen its global membership reach. He is also keen to encourage the next generation of young

aviation professionals, a passion he shares with Air Charter Scotland's Sales Manager **Michelle McMullan**, who became one of The ACA's Next Generation ambassadors in October last year.



Max Masterson

• After four years as AvAir's Director of Sales, **Max Masterson** has been promoted to Vice President of Sales. Masterson joined AvAir in 2017 as an account executive with nearly six years of sales and marketing experience and worked his way to Director of Sales. As Vice President of Sales, Masterson will guide the team's productivity and provide thoughtful leadership and vision to execute initiatives to better serve AvAir's customers while maintaining alignment with the company's core values.



AviTrader Publications Corp.
Suite 305, South Tower
5811 Cooney Road
Richmond, BC
Canada V6X 3M1

Publisher
Peter Jorssen
Tel: +1 604 318 5207

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

Advertising Inquiries
Tamar Jorssen
VP Sales & Business Development
tamar.jorssen@avitrader.com
Phone: +1 (778) 213 8543

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



THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	DVB Bank	CFM56-5B63	3586	2008	Q2/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	DVB Bank	V2522-A5	2375	2005	Q1/2021	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
A319-100	ALTAVAIR	CFM56-5B6/P	1102	1999	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A320	DVB Bank	V2527	4323	2010	Q2/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-200	BBAM	V2527-A5	2587	2005	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A320-200	ORIX Aviation	CFM56-5B4/3	3831	2009	Q1/2021	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	DVB Bank	V2527-A5	3734	2009	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-214	DVB Bank	CFM56-5B4/3	3767	2009	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	4552	2010	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-251neo	FPG Amentum	LEAP 1A26	8300	2018	Now	Sale / Lease	Niall Hayden	niall.hayden@fpg-amentum.aero	+353 83 154 6475
A321-231	DVB Bank	V2533-A5	6009	2014	Now	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A321-231	DVB Bank	V2533-A5	6294	2014	Now	Sale / 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	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
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
A330-300 (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		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	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A330-300	DVB Bank	Trent 772B-6	1146	2010	Q2/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-300	DVB Bank	Trent 772B-60EP	1357	2012	Now	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-300	DVB Bank	Trent 772B-60EP	1378	2013	Now	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-300	FPG Amentum	Trent 772B-60EP	1427	2013	Now	Sale / Lease	Rupert Leggett	rupert.leggett@fpg-amentum.aero	+353 86 041 9902
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	DVB Bank	CFM56-7B	30659	2003	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
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	CFM56-7B26E	40880	2012	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	30294		Now	Sale	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	33798	2003	Q1/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	33799	2004	Q1/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	34015	2004	Q1/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	ORIX Aviation	CFM56-7B26E	38034	2012	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	Now	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
B737-900	BBAM	CFM56-7B26/3	34953	2007	Now	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 / Turbo Prop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
CRJ-200LR	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
CRJ-700	Regional One	CF34-8C5B1	10205	2005	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
(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
SAAB 2000	Jetstream Aviation Capital	AE2100A	031	1996	Q1/2021	Sale / Lease	Donald Kamenz	dkamenz@jetstreamavcap.com	+1 (305) 447-1920 x 115
SAAB 340B CRG	Jetstream Aviation Capital	CT7-9B	224	1990	Q1/2021	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102
SAAB 340B Plus	Jetstream Aviation Capital	CT7-9B	450	1998	Q1/2021	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102

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 Valiusevicius	m.valiusevicius@fltechnics.com	+370 6 54 96179
CF34-8E(s)	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1 (513) 782-4272
(4) CF34-10E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) CF34-8C5A1	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204x202
(2) CF34-8C5B1	Now - Sale/Lease/Exch.				
(2) CF34-8E5A1	Now - Sale/Lease/Exch.				
(2) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
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	Castl lake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(2) CFM56-5A	Now - Sale	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
(1) CFM56-3C1 unserviceable	Now - Sale	KMS Aero	Sharon Brady	sharonbrady@kmsaero.com	+353 868161287
(2) CFM56-3B1 unserviceable					
(2) CFM56-5B (all thrust levels)	Now - Sale / Lease	Conrail Aviation	Kevin Milligan	kevin@conrail.com	+1 949-933-0797
(2) CFM56-7B (all thrust levels)					
(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				
(4) CFM56-7B24/3	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) CFM56-5B4/3	Now - Lease				
(2) CFM56-5C4/P	Now - Lease				
(1) CFM56-7B24/E	Now - Lease				
(2) CFM56-5C4	Now - Lease				
(1) CFM56-7B27/B3	Now - Lease				
(2) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B6/P	Now - Lease				
(2) CFM56-7B26/3	Now - Lease				



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

(1) CFM56-5B3/3 PIP	Now - Lease	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(2) CFM56-7B26	Now - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(3) CFM56-5B5/P	Now - Sale / Lease				
(2) CFM56-7B22	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
(1) CFM56-3B2	Now - Sale	Nihalaero	Tejpal Singh	tejpal@nihalaero.com	+65 90260551
(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				
(1) CFM56-5B3/P	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(2) CFM56-5B6/P	Now - Sale/Lease/Exch.				
(1) CFM56-7B26	Now - Sale/Lease/Exch.				
JT8D and JT9D Engines	Sale / Lease	Company	Contact	Email	Phone
(1) JT8D-219	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.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
(1) GE90-115BL (Propulsor)	Now - Lease				
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(2) 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) PW4056-1C	Now - Sale	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW121	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) PW127F	Now - Sale/Lease/Exch.				
(1) PW127M	Now - Sale/Lease/Exch.				
(1) PW150A	Now - Sale/Lease/Exch.				
(1) PW123	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(3) PW150A	Now - Sale/Lease/Exch.				
(4) 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.				
(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

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

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 772C-60	Now - Sale/Lease/Exch.				
(1) Trent-556-61	Now - Sale/Lease/Exch.				
(1) Trent 556A2-61	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 800	Now - Sale	Nihalaero	Tejpal Singh	tejpal@nihalaero.com	+65 90260551
(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
(1) V2522-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) V2524-A5	Now - Sale/Lease/Exch.				
(1) V2527-A5	Now - Sale/Lease/Exch.				
(1) V2527E-A5	Now - Sale/Lease/Exch.				
(1) V2527M-A5	Now - Sale/Lease/Exch.				
(1) V2530-A5	Now - Sale/Lease/Exch.				
(1) V2433-A5	Now - Sale/Lease/Exch.				
(4) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2527-A5	Now - Lease				
(1) V2527E-A5 (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiair.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/Exch.	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) 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
(1) RE220, (1) APS3200, (1) GTCP131-9A	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204
(1) GTCP131-9B, (1) GTCP331-500B	Now - Sale / Lease				
Landing gear shipsets 737-800, A320	Now - Sale	GA Telesis	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
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.				
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)23563515
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
(2) GTCP131-9A, (3) GTCP331-350, (1) APS3200		GA Telesis	John Wales	apu@gatelesis.com	+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	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available	Now - Lease				
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368

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