

Weekly Aviation Headline News

WORLD NEWS

SITA launches platform for airlines to share health information

SITA announced the launch of Health Protect – an industry solution, to help airlines, airports, governments, and passengers safely and securely share information on health tests or vaccinations needed during travel. Successful trials have already been undertaken with travellers to the United Arab Emirates, and soon to start at Milan Malpensa Airport. SITA's Health Protect allows airlines and passengers to submit required documents safely and securely in line with specific government requirements.

EVA Air signs new contract with WFS in Seattle

EVA Air has signed a new three-year cargo handling contract with Worldwide Flight Services (WFS) in Seattle, extending the two companies' more than 15 years of partnership in North America. The agreement sees WFS take responsibility for handling all cargo onboard the Taiwanese airline's daily Boeing 777 passenger flights connecting Taipei and Seattle-Tacoma International Airport. Overall, WFS expects to handle some 12 million kilos of air cargo annually for EVA Air in Seattle.

NAC delivers first E190 to Breeze Airways on lease

Nordic Aviation Capital (NAC) has confirmed that it has delivered one Embraer E190, MSN 19000070, to Breeze Airways on lease. This is the first aircraft to deliver as part of a fifteen E190 aircraft lease agreement made with Breeze Airways and represents a significant vote of confidence in the E190 and in NAC's TrueChoice Flight Hour agreement with GE for the CF34-10E engine.



Alliance E190s have a longer range than QantasLink's 717s.

Photo: Qantas

Qantas signs capacity deal with Alliance Airlines

With flexibility to increase or decrease capacity

A new deal with Alliance Airlines will help the Qantas Group meet an expected surge in local tourism demand once the country moves beyond sudden COVID-related border closures.

Alliance will provide the QantasLink network with flexible capacity using its recently acquired Embraer E190 aircraft – a 94 seat jet with a five-hour range that is well suited to linking regional centres with smaller capital cities.

Initial routes that Alliance will fly are expected to include Adelaide–Alice Springs, Darwin–Alice Springs and Darwin–Adelaide. Operations will see an increase in frequency made possible by the

size, range and economics of the E190 compared to the Boeing 737s that are currently used on these routes; the 737s will be redeployed elsewhere in Australia as part an

of the Qantas domestic flying has returned to pre-COVID levels.

The agreement also provides flexibility to access an additional 11 (for a total of 14) E190 regional jets but also to switch off some (or all) of this capacity, depending on market conditions.

CEO of QantasLink, John Gissing, said the deal reflected the kind of flexibility needed to respond to opportunities without committing any capital.

“We know this current climate of snap border closures will pass and we want to be ready for the recovery and for what is a

“Having the right aircraft on the right route helps us deliver the schedule and network that customers want.”

John Gissing CEO QantasLink

ongoing ‘right aircraft, right route’ approach to the Group’s network.

Qantas has signed a three-year deal with Alliance to access three E190s based in Darwin and Adelaide. The timing will depend on the rate of recovery in travel demand but is currently expected to start in June 2021, once most

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structurally different market to what we had pre-COVID,” said Mr Gissing.

“The ability to switch on extra capacity with Alliance will help us make the most of opportunities in a highly competitive environment and having the right aircraft on the right route helps us deliver the schedule and network that customers want.

“The E190 is a perfect mid-size regional jet for routes like these ones in northern Australia. It has longer range than our 717s and it is about half the size of our 737s, which means the economics work well on longer flights between cities and towns outside of the top five population centres.

Qantas owns just under 20% of Alliance Airlines.

AIRCRAFT & ENGINE NEWS

Airbus sites gear-up for A321XLR’s major component assembly phase

Industrialization and parts production for the first A321XLR is underway across Airbus sites and its wider supply chain, paving the way for the major component assembly of the first forward fuselage, centre and rear fuselage sections and the wings, to begin in 2021. By the start of this year, a large proportion of the engineering design drawings had been released. “The production of components for the first A321XLR flight-test aircraft is progressing through the sites all across the world, for large and small components as well as systems,” notes Gary O’Donnell, head of the A321XLR program. “In parallel, many parts are already being tested and demonstrated – on both the aircraft structure and on the systems side – to validate the functionality of all those first aircraft components.” While all major sections of the A321XLR contain significant design changes versus the current A321neo/A321LR baseline aircraft, the major component assembly with extensive design and manufacturing differences is the center and aft fuselage. This is especially due to the center and aft fuselage’s totally new integral rear center fuel tank and associated fuel management systems – which is key to the aircraft’s “eXtra Long Range” performance capability, while retaining operational commonality with the baseline A321neo. Airbus’ own factory in Hamburg, which will host the major component assembly operations for the rear fuselage equipped with the new rear center tank, is preparing the necessary jigs and tooling in a new dedicated pilot production line in “Hangar 260”. This operation is deliberately decoupled from the rest of the A320 line, so that starting from next year this pilot line will enable a gradual ramp-up of the A321XLR’s new rear fuselage – to attain maturity without impacting Hamburg’s existing single-aisle production operations.



Computer rendering Airbus A321XLR

Photo: Airbus



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AIRCRAFT & ENGINE NEWS

Pratt & Whitney GTF™ engines to power Air France A220 fleet

Air France-KLM Group has finalized an order for more than 120 GTF engines to power a fleet of 60 Airbus A220-300 aircraft. These engines will be supported by Pratt & Whitney through a long-term comprehensive service agreement, with engine maintenance planned to be carried out by AFI KLM E&M. The first aircraft is scheduled to be delivered in September 2021. “Thanks in large part to Pratt & Whitney GTF engines, we expect our A220 fleet to deliver significant economic and operational benefits to Air France — and far lower noise and emissions, which will benefit our customers, communities, and planet,” said Angus Clarke, Air France Chief Commercial Officer, responsible for Fleet Strategy. “We look forward to working alongside Pratt & Whitney to serve our customers.” The A220, powered exclusively by GTF engines, offers significantly lower operating costs compared to previous-generation aircraft. The engines deliver double-digit improvements in fuel and carbon emissions. They also provide a significant reduction in noise footprint and produce NOx emissions 50% below the International Civil Aviation Organization (ICAO) CAEP/6 regulation.



Air France-KLM Group has finalized an order with P&W for more than 120 GTF engines
Photo: Airbus

Willis Lease purchases 25 GTF™ engines from Pratt & Whitney



P&W Geared Turbofan™ PW1100G-JM engine testing at the West Palm Beach Engine Center in Florida
Photo: P&W

Willis Lease Finance Corporation has purchased twenty-five PW1100G-JM and PW1500G GTF™ aircraft engines from Pratt & Whitney and an affiliate company in December 2020. The transaction also includes a long-term maintenance and support agreement with Pratt & Whitney and an affiliate company, enabling Willis Lease to offer engines maintained to the highest quality standard through Pratt & Whitney’s GTF MRO network. The engines, together with associated maintenance, are valued at over US\$400 million. “We have seen the trend continuing for airlines to demand engines on a ‘just in time’ basis. The bulk purchase of the GTF™ engines provides us the foundation for the scale required to deliver these engines through our ConstantAccess™ programs,” said Austin C. Willis, SVP of Corporate Development at Willis Lease.

Boeing pares back 777X firm orders by 118 as buyers hedge their bets

Boeing’s 777X program has been hit by another blow as its fourth-quarter 2020 accounting standard assessment has adjusted firm orders from 309 to 191. Firm orders are those which the company feels confident will result in a completed sale and purchase. Only last week the American planemaker was forced to take a US\$6.5 billion charge on the 77X, partly as a consequence of the reduction in demand as a result of the global pandemic, and partly because of delays in the certification process. With Boeing’s certification processes now under close scrutiny, together with the involvement of the FAA, the 777X certification process will likely see the wide-body jet now enter into service a year later than planned, in 2023. “Delays on the 737 MAX and 777X programs have resulted in, and may continue to result in, customers having the right to terminate orders and or substitute orders for other Boeing aircraft,” the manufacturer said in a regulatory filing. Orders for the 777X have come from Emirates, Qatar Airways, Etihad Airways, British Airways, Cathay Pacific Airways Ltd, Singapore Airlines Ltd, ANA Holdings Inc and Lufthansa. Boeing Chief Financial Officer Greg Smith said on an earnings call that the company’s order backlog had fallen during the fourth quarter of 2020, including the revised schedule for the 777X.



Photo: Boeing

AIRCRAFT & ENGINE NEWS

NAC delivers first of fifteen Embraer E190s to Breeze Airways

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Air Archipels orders cargo door-equipped Beechcraft King Air 260C



Air Archipels King Air B200 air medical service

Photo: Textron Aviation

Textron Aviation has been awarded a contract by Air Archipels of Tahiti (French Polynesia) for one Beechcraft King Air 260 and one cargo door-equipped King Air 260C aircraft. The aircraft are planned to be delivered to Air Archipels in the second half of

2021. Air Archipels currently operates a fleet of Beechcraft Super King Air B200s in French Polynesia. The first cargo door King Air 260 was ordered by Air Archipels and it will be the first to enter service. Air Archipels carries out 3,000 hours of flights per year, most of which are for medical emergency evacuations. Their new King Air 260C will be configured for air ambulance missions, incorporating a LifePort medical interior.

MRO & PRODUCTION NEWS

SR Technics VIP Consultancy Services Team delivers Boeing 787 VIP aircraft

SR Technics VIP Consultancy Services Team has delivered a Boeing 787 VIP aircraft from a renowned VIP completion center. The aircraft was handed over to the customer in December 2020 with the assistance of the SR Technics program management team and in close cooperation with the customer and the completion center. The services and work rendered as part of the B787 interior completion ran the full gamut, starting with the project concept and tender all the way to the redelivery acceptance. They included interior design oversight and daily program management, together with cost management and scope of work compliance supervision as well as change management, monument inspections, and aircraft redelivery support.

Air Lease Corporation delivers two new Boeing 737-8 aircraft to Sunwing Airlines

Air Lease Corporation has delivered two new Boeing 737-8 aircraft on long-term lease to Sunwing Airlines. These aircraft, featuring CFM International LEAP-1B27 engines, are the third and fourth new Boeing 737-8 aircraft to deliver to Sunwing



Sunwing Airlines

Photo: ALC

from ALC's order book with Boeing. Sunwing is the largest integrated travel company in North America, with more flights to the south than any other leisure carrier with convenient direct service from over 33 airports across Canada to more than 45 popular sun destinations across the U.S.A., Caribbean, Mexico and Central America. Sunwing Airlines currently has two 737-800s and two other 737-8s on lease from ALC.

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MRO & PRODUCTION NEWS

DC Aviation launches new cutting-edge wheel shop

DC Aviation is launching its new cutting-edge wheel shop at its Maintenance Center at Stuttgart airport, offering its customers even more comprehensive services. These will now include repair and maintenance of main landing gear wheels and nose gear wheels. In the near future, DC Aviation will be in a position to perform maintenance work in the new wheel shop on the wheels of larger business jets. DC Aviation already obtained C14 Approval for repair and maintenance of main gear and nose gear wheels in 2017. Currently, these types of services are performed for the Cessna Citation XLS, Bombardier Challenger 300/604/605/850, Bombardier Global 5000, and Gulfstream G650. DC Aviation plans to further expand these services. To this end, DC Aviation has enlarged the capacity of the existing wheel shop and invested in state-of-the-art equipment. The floor of the new 77 m² area has been sealed with high-gloss epoxy sealer. The cutting-edge equipment includes two bead breakers to detach the rubber from rims of various sizes, a hydraulic lift for more ergonomic and effective work around the wheel, a rim washing machine, and a sand blasting cabin for preparing wheels for the detection of cracks.

APOC Aviation strikes landing gear exchange deal with Avion Express Malta

APOC Aviation’s specialist landing gear division has concluded its first landing gear deal with Avion Express Malta, the Maltese-based ACMI and aircraft leasing operator. A freshly overhauled A321-200 from stock replaced its ran-out gear which APOC took in exchange. With several A320 family and B737NG assets already out on lease, or in active exchange programs, the company worked closely with Avion Express Malta to finalize the deal. Currently around 40% of APOC’s LDG stock is leased, 30% is allocated to exchange programs and the remaining 30% is set up for additional lease opportunities, part-out projects and sales. “We’re looking to purchase prime LDGs for stock and plan to increase our inventory by about 50% over the next 6 months” remarked Karolis Jurkevicius, VP Landing Gear Trading – APOC Aviation. “Identifying suitable assets is always challenging, however we do consider LDGs with leases attached if they fit with our asset criteria of the highest quality.”

VSE Aviation signs five-year distribution agreement with Triumph Systems & Support

VSE Aviation has entered into an exclusive five-year distribution agreement with Triumph Systems & Support as part of its new Aviation

Rolls-Royce trials 100% sustainable business jet aviation fuel



Rolls-Royce Pearl 700 engine

Photo: Rolls-Royce

Rolls-Royce has announced that it has just conducted its first tests on a 100% sustainable aviation fuel (SAF) that is suitable for business jets. The tests are part of Rolls-Royce’s commitment to help areas in which it is involved to operate at net zero carbon by 2050. The tests were performed using the company’s latest business aviation engine in development, the Pearl 700, in Dahlewitz in Germany and follows on from the first use of SAF in engine ground tests on the Trent 100 engine in Derby, the U.K. According to Rolls-Royce, this test demonstrates once

again that its current engines for large civil and business jet applications can operate with 100% SAF as a full “drop-in” option, laying the groundwork for moving this type of fuel towards certification. At present, SAF is only certified for blends of up to 50% with conventional jet fuel and can be used on all current Rolls-Royce engines. The SAF used in the tests was produced by low-carbon fuel specialist World Energy in Paramount, California, sourced by Shell Aviation and delivered by SkyNRG. This unblended fuel has the potential to reduce net CO2 lifecycle emissions by more than 75% when compared to conventional jet fuel, and possibly more. Dr Joerg Au, Chief Engineer – Business Aviation and Engineering Director Rolls-Royce Deutschland, said: “Sustainable aviation fuels have the potential to significantly reduce the carbon emissions of our engines and combining this potential with the extraordinary performance of our Pearl engine family brings us another important step closer to enabling our customers to achieve net zero carbon emissions.” The highly efficient Pearl 700 combines the Advance2 engine core, the most efficient core available across the business aviation sector, with a brand-new low-pressure system, resulting in an 8% increase in take-off thrust at 18,250lb compared to the BR725 engine. The engine offers a 12% better thrust-to-weight ratio and 5% higher efficiency, while maintaining its class-leading low noise and emissions performance.

Avianor and Kenya Airways collaborate on Boeing 787 cargo conversion

Kenya Airways (KQ), Kenya’s national carrier, and Montreal-based Avianor, a leader in MRO, integration and interior finishing of commercial and military aircraft, have reached an agreement to collectively repurpose Kenya Airways’ aircraft cabins into cargo transportation on the Boeing 787. The repurposed cabins have been certified to carry up to 16 tons of cargo,



Kenya Airways Boeing 787 Dreamliner

Photo: AirTeamImages

potentially enabling the aircraft to reach their maximum payload while in cargo operation of 46 tons. The repurposing began in December 2020 and was completed in January 2021. This new collaboration demonstrates the airline’s confidence in Avianor, an affiliate of DRAKKAR Aerospace & Ground Transportation. KQ currently has nine Dreamliners in its fleet, which are primarily used for passenger flights. In 2020, Kenya Airways used some of its Boeing 787 aircraft for cargo transportation, but aircraft seats remained in place, limiting the space for an increased freight capacity. With its expertise and engineering certifications, Avianor supervised Kenya Airways’ modifications on the full cabin repurposing of two B787s and Kenya Airways has received air worthiness approval from the Kenya Civil Aviation Authority (KCCA) and Federal Aviation Authority (FAA) and will soon begin cargo flights.

MRO & PRODUCTION NEWS

Landing Gear initiative. The agreement, which took effect in January, has a total estimated value of approximately US\$100 million over five years. Under the terms of the agreement, VSE will be the exclusive distributor for more than 150 line-replaceable units and 1,600 landing gear accessories supporting current, in-production Boeing and Airbus platforms. VSE will provide support to global commercial airline and MRO customers through distribution centers in the Americas, Europe and Asia. This agreement enhances VSE's existing presence in the hydraulic landing gear components market. Landing gear vertical is an attractive space given the mission-critical, high-value nature of the parts and components being supplied, and VSE's unique ability to offer bundled solutions comprising product distribution and repair capabilities. Under VSE's new, multi-year Aviation Landing Gear initiative, the company is developing a comprehensive landing gear suite of solutions for global airline and MRO customers. This suite will include services such as gear sales, exchanges and repair management as well as the distribution of proprietary and specialty products, kitting and other just-in-time value-added services, including 24/7 AOG service. VSE believes that this solution suite will simplify the supply chain process and reduce working capital requirements for customers.

FINANCIAL NEWS

ANA reports financial results for period ended December 31, 2020

ANA Holdings (ANA HD) has released its financial results for the financial period ended December 31, 2020. In the first nine months (April 1, 2020 – December 31, 2020) of fiscal year 2020 ANA faced an unprecedented, worldwide and severe contraction, resulting from passenger demand which dramatically decreased by immigration restrictions and stay-at-home requests in Japan. Under these economic conditions, operating revenues decreased to 527.6 billion yen due to the severe impact across all segments. As a result, ANA HD implemented measures to cut costs by 473.0 billion yen through reducing fixed costs, in addition to reducing variable expenses by curbing the scale of operations. However, due to the extremely large reduction in operating revenues, operating loss was 362.4-billion-yen, ordinary loss was 350.7 billion yen, and net loss attributable to owners of the parent was 309.5 billion yen. ANA HD recorded special losses of 76.0 billion yen for business transformation expense, due to large-scale retirement of aircrafts aimed at improving the revenue balance. (US\$1.00 = 104.95 Japanese yen at time of publication.)

SATENA optimizes fleet support with ATR Global Maintenance Agreement



SATENA ATR 42-600

Photo: ATR

ATR and SATENA have signed a Global Maintenance Agreement (GMA) covering onsite stock, standard exchange, line replaceable unit repair and propeller blades. For SATENA, an existing ATR operator, this is the first time it has chosen ATR's GMA for its fleet support. Owned and managed by the Colombian Air Force, SATENA provides essential connectivity throughout the country, providing links to communities and economies, supporting growth and development. For 20 years, through the GMA, ATR has contributed to reducing operators' maintenance costs and boosting their operations.

AJW Group opens new 35,000 ft² warehouse in EU



AJW Group has opened a new EU warehouse at Malpensa airport, Milan

Photo: AJW

AJW Group has opened a new 35,000 ft² warehouse in Milan to primarily support easyJet's EU operations as part of the recently signed complete supply chain solution contract. The new EU facility located adjacent to Malpensa airport, Milan, holds significant inventory of over 10,000 lines of stock across 3,000-part numbers of rotatable, repairable and C&E items. With 30 staff delivering a 24/7/365 operation and operating under easyJet's part 145 approval, the EU network will be fully supported by a bespoke logistics service from this new facility. Despite global travel restrictions and numerous local lockdowns, AJW has succeeded in implementing the project on schedule, with physical infrastructure, IT and recruitment completed, and further training ongoing. The facility was added to easyJet's MOE in December 2020 and the stock transition was performed throughout December and early January. The facility went live on January 28, supporting the easyJet network. The opening of the new EU facility will ensure an ongoing efficient delivery of spares to easyJet aircraft across Europe and will speed up operational recovery with improved logistic links by supporting network locations close to the hub.

FINANCIAL NEWS

Bombardier closes sale of transportation business to become pure-play business jet company

Bombardier has confirmed the closing of the previously announced sale of its transportation business to Alstom. Total proceeds to the vendors after the deduction of debt-like items and transferred liabilities are US\$6.0 billion. After deducting la Caisse de dépôt et placement du Québec equity position of US\$2.5 billion, transaction costs, and including the impact from closing adjustments and obligations related to achieving a minimum cash balance at Bombardier Transportation at the end of 2020, Bombardier expects net proceeds of approximately US\$3.6 billion. This amount includes US\$488 million of cash from the redemption of equity and a US\$125 million loan reimbursement by its transportation business, settled in conjunction with the transaction closing. Net proceeds also include approximately US\$600 million of Alstom shares (€500 million representing 11.5 million shares for a fixed subscription price of €43.46 per share), monetizable starting in late April 2021. “With this transaction now complete, Bombardier begins an exciting new chapter focused exclusively on designing, building and servicing the world’s best business jets,” said Éric Martel, President and Chief Executive Officer, Bombardier. “With an unmatched product portfolio, a world class customer services network and incredibly talented employees, we have a strong foundation to build upon as we use the proceeds from the transaction to begin addressing our balance sheet challenges through debt paydown.” Pro-forma net debt is approximately US\$4.7 billion, which includes long-term debt of US\$10.1 billion, net of US\$1.8 billion cash on hand at Bombardier (excluding Transportation) as of December 31, 2020, and the approximately US\$3.6 billion proceeds from the transportation sale. The company intends to deploy available proceeds from the sale of transportation towards debt paydown and continues to evaluate the most efficient debt reduction strategies. (€1.00 = US\$1.21 at time of publication.)

DAE announces early redemption of US\$500 million 5.75% Senior Notes

Dubai Aerospace Enterprise (DAE) had delivered a notice of early redemption (the Redemption Notice) to the holders of the Company’s US\$500 million 5.75% Senior Notes due 2023. The redemption date is scheduled for March 1, 2021. The outstanding principal amount as of the date of the Redemption Notice was approximately US\$456.1 million. The Notes will be redeemed in accordance with the terms and conditions of

Russia’s TMH Group to buy Bergen Engines from Rolls-Royce



Assembly line at the Bergen Engines plant

Photo: Rolls-Royce

Russia’s TMH Group, a supplier of rolling stock, has agreed to buy Norway-based Bergen Engines from Rolls-Royce for a net price of €150 million (US\$180 million). The deal is one of a number of sales involving its smaller businesses in an attempt to mitigate the financial hardship the conglomerate is suffering as a result of the COVID-hit aerospace industry. Rolls-Royce relies heavily on revenue from airlines which is generated on a flying-hours basis and has already warned that it may well suffer from continued cash outflows though 2021 as air travel looks to remain constrained. The company hopes to raise approximately £2 billion (US\$4.74 billion) and a major portion of that amount will come from the sale of Spain-based IAP Aero. “The sale of Bergen Engines is a part of our ongoing portfolio evaluation to create a simpler, more focused group and contributes towards our target to generate at least £2 billion from disposals,” said Rolls-Royce’s CEO Warren East. Bergen makes medium-speed gas and diesel engines for marine and power generation clients, employing approximately 950 people, and generated roughly £239 million (US\$327.00) in 2019.

the applicable indenture at a redemption price equal to 102.875% of the principal amount of the Notes plus accrued and unpaid interest. Wells Fargo Bank, N.A. is the trustee and paying agent for the Notes.

SIA Group posts S\$142 million net loss in third quarter

SIA Group revenue fell S\$3,404 million (-76.1%) year-on-year to S\$1,067 million during the third quarter, as all three passenger airlines within the Group (SIA, SilkAir, Scoot) recorded a sharp drop in passenger flown revenue due to low traffic. This was partially offset by improvements in cargo flown revenue, as the global airfreight capacity crunch continued to provide strong support for both load factors and yields. Group expenditure was down S\$2,624 million (-65.2%) from last year to S\$1,398 million. Non-fuel expenditure fell significantly year-on-year, by S\$1,540 million (-54.7%), on the back of cost-saving initiatives such as capacity cuts and staff-related measures, as well as government support schemes. Net

fuel cost declined S\$933 million (-77.3%) to S\$274 million as capacity cuts and lower fuel prices reduced fuel cost before hedging. A net gain of S\$63 million was recorded for the quarter in relation to fuel hedging and fuel derivatives, comprising fuel hedging losses of S\$88 million, a fuel hedging ineffectiveness loss of S\$36 million (arising from a further downward revision to the recovery trajectory) and fair value gains of S\$187 million on fuel derivatives that had earlier been deemed to be ineffective hedges. As a result, the Group registered an operating loss of S\$331 million for the quarter, a S\$780 million reversal from an operating profit of S\$449 million last year. For the quarter ended 31 December 2020, the Group reported a net loss of S\$142 million, a deterioration of S\$457 million against last year. (US\$1.00 = S\$1.34 at time of publication.)

Lufthansa issues bond of €1.6 billion, re-pays KfW loan

Deutsche Lufthansa AG has successfully issued a bond with a total volume of €1.6 billion. The

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bond with a denomination of €100,000 was placed in two tranches with a term of four and seven years respectively: The tranche with a term until February 11, 2025, has a volume of €750 million and bears interest of 2.875 percent per year. The tranche with a term until the February 11, 2028, has a volume of €850 million and bears interest of 3.75 percent per year. Based on the long-term funds raised now and the borrowings of €2.1 billion in the second half of 2020, Lufthansa has secured the refinancing of all financial liabilities of around €2.6 billion due in 2021. As contractually agreed and as part of the stabilization measures last June, the raising of additional funds will lead to the repayment of Lufthansa's KfW loan. Thus, the loan of €1 billion will be repaid to KfW ahead of schedule. After full repayment, Lufthansa will again have the aircraft pledged as collateral for the KfW loan at its disposal.(€1.00 = US\$1.20 at time of publication.)

China's HNA Group starts bankruptcy re-organization proceedings

As a result of a petition from an unnamed creditor, the Hainan High People's Court has initiated bankruptcy reorganization proceedings against HNA Group. "On January 29, 2021, HNA Group received a formal notice from the Hainan High People's Court," the holding said in a statement. "The main content of the notice is: a creditor has filed an application for the initiation of reorganization procedure against our company, on [the] grounds that we cannot pay off due debts to the creditor." The HNA Group owns a massive 2,300 companies and approached the province of Hainan for assistance back in February 2020 after its own "self-rescue" efforts had failed, after which the province set up a working group to establish a clearer picture of the Group's assets and debts and took over the running of the Group. However, this latest move will not affect the aviation arm of the group, which comprises some 14 companies and 700 aircraft. Shortly prior to HNA Group's announcement, Bloomberg reported that the Chinese government was planning to downsize the holding through the sale of all non-aviation assets via a trust. The group's airline businesses would then continue to operate albeit as state-owned entities. HNA Group's numerous creditors would then be offered either a stake in the trimmed-down, aviation-only holding, or participation in the proceeds from the trust-run sell-off. The plan has yet to be formalized.

INFORMATION TECHNOLOGY



Photo: Rex

Sabre Corporation has announced the enhancement of its long-term SabreSonic passenger solutions suite (PSS) agreement with **Rex** (Regional Express), providing enhanced IT capabilities to support the carrier's ambitious domestic and regional expansion plans. Rex already serves 60 destinations across all Australian states and has now bolstered its agreement with Sabre in order to quickly seize opportunities brought about by industry recovery following the COVID-19 pandemic. Having recently taken delivery of the first of six Boeing 737s as it gears up to begin flying Melbourne to Sydney in March 2021 and to Brisbane from Easter, Rex needed to bulk up its technology solutions to be able to execute its new business model while working to a tight time-to-market schedule. Sabre's customer-focused reservations system, SabreSonic customer sales and service (CSS), is now providing expanded capabilities to support Rex's sales and operations procedures as part of Sabre's commercial platform. The amplified agreement will provide Rex with new and enhanced capabilities, including an expanded range of IT capabilities across SabreSonic Inventory, Reservations, Ticketing, Ancillaries and Check-in to support Rex in its customer-centric approach as it rapidly expands its fleet and operations.

OTHER NEWS



A320 FFS installation process at BAA Training Spain

Photo: BAA Training

The first brand-new Airbus A320ceo Full Flight Simulator (FFS) starts being assembled this week, which will mark the beginning of **BAA Training Spain** operations. After all of the preparational works and auditing procedures are finalized, the FFS will be ready for training in March this year. The first groups of Type Rating pilot students will start training in March/April 2021. The state-of-the-art Airbus A320ceo FFS manufactured by CAE is suited to meet the specific needs of carriers and is certified according to EASA requirements. It has the latest innovative Tropos 6000XR visual system, offering pilots an authentic visual feel. The device is also fully suited for completing the Upset Prevention Recovery Training. No later than 2021, a total of five more simulators, in addition to the Airbus A320ceo, will be added.

OTHER NEWS

Gulfstream Aerospace will expand and renovate its Appleton, Wisconsin, facility's completions operations, further enhancing the creation and installation of Gulfstream aircraft interiors. The expansion will ultimately create more than 200 new jobs. "This expansion is another effort in our long-range plan to upgrade and modernize Gulfstream facilities to further support our customers," said Mark Burns, President, Gulfstream. "Enhancing the Appleton completions operations is in line with Gulfstream's culture of continuous improvement and will allow the craftspeople who create Gulfstream's aircraft interiors to build on the excellence they already deliver." The Appleton completions hangar expansion and renovation are part of a collaborative partnership with Appleton International Airport (ATW) and will increase the current space by more than 13,000 ft²/1,208 m², bringing the total completions space to 126,500 ft²/11,752 m².



Photo: Gulfstream to expand completions at Appleton, Wisconsin, location



Photo: Thomas Global has received CAAC approval for Boeing 737/757/767 plug-and-play LCD flight displays

Thomas Global Systems has received Civil Aviation Administration of China (CAAC) Supplemental Type Certificate (STC) approval for its TFD-7000 Series plug-and-play LCD flight displays for Boeing 737/757/767 cathode ray tube (CRT) equipped aircraft. CAAC certification is the latest in a growing number of TFD-7000 Series regulatory approvals, including from the Federal Aviation Authority (FAA), European Aviation Safety Authority (EASA), Transport Canada Civil Aviation (TCCA) and the Japan Civil Aviation Bureau (JCAB). The TFD-7000 retrofit innovation captures all the benefits of LCD technology in a proven, drop-in solution with growth capacity for emerging airspace requirements, while avoiding a major flight deck modification with its associated aircraft downtime and crew retraining costs.

The **International Air Transport Association (IATA)** has released its results for the full-year 2020 global passenger results. Global demand in RPKs (revenue passenger kilometers) fell 65.9% compared to 2019 figures, and international passenger capacity measured in ASKs (available seat kilometers) fell by 75.6% compared to 2019 figures, while load factor fell 19.2% to 62.8% when compared to 2019 figures. Domestic demand fell 48.8% and capacity contracted 35.7%, with the load factor dropping 17% to 66.6%. The outlook for 2021 still looks bleak with bookings for future travel down 70% compared to this time a year ago. IATA's baseline forecast for 2021 is for a 50.4% improvement on 2020 demand that would bring the industry to 50.6% of 2019 levels. While this view remains unchanged, there is a severe downside risk if more severe travel restrictions in response to new virus variants persist. Should such a scenario materialize, demand improvement could be limited to just 13% over 2020 levels, leaving the industry at 38% of 2019 levels. "Last year was a catastrophe. There is no other way to describe it. What recovery there was over the Northern hemisphere summer season stalled in autumn and the situation turned dramatically worse over the year-end holiday season, as more severe travel restrictions were imposed in the face of new outbreaks and new strains of COVID-19." said Alexandre de Juniac, IATA's Director General and CEO. Asia-Pacific airlines' full-year traffic plunged 80.3% in 2020 compared to 2019. European carriers saw a 73.7% traffic decline in 2020 versus 2019. Middle Eastern airlines' annual passenger demand in 2020 was 72.9% below 2019. North American airlines' full year traffic fell 75.4% compared to 2019. Latin American airlines had a 71.8% full year traffic decline compared to 2019, while African airlines' traffic fell 69.8% last year compared to 2019.



Miami International Airport

Photo: AirTeamImages

OTHER NEWS

In January, **Finnair** carried 85,600 passengers, which was 92.4% less than in the corresponding period of 2020 and 7.5% less than in December 2020. The COVID-19 impact, including the exceptionally strict travel restrictions imposed by several countries, still affected all passenger traffic figures. It was especially visible in the North Atlantic figures (no scheduled passenger flights in January). The overall capacity measured in Available Seat Kilometers (ASKs) decreased in January by 89.8% year-on-year. Finnair operated 74 daily flights (cargo-only included) on average, which was 20.8% compared to January 2020. The differences between capacity figures are explained by the shorter operated flights on average and by the smaller gauge of operated aircraft compared to January 2020. Finnair's traffic measured in Revenue Passenger Kilometers (RPKs) decreased by 96.7%. The Passenger Load Factor (PLF) decreased by 52.6% points to 25.4%. The ASK decline in Asian traffic was 88.6%. The North Atlantic capacity decreased by 100.0%. For European traffic, the ASKs were down by 91.5%. The ASKs for domestic traffic decreased by 74.6%. RPKs decreased for Asian traffic by 98.6%, in North Atlantic traffic by 100.0%, in European traffic by 94.9% and in domestic traffic by 79.1%. The PLF was 10.1% in Asian traffic but it was supported by the strong cargo operations and a high cargo load factor. The PLF was 42.9% in European traffic and 52.3% in domestic traffic, whereas there was no PLF figure for North Atlantic traffic since there were no passenger flights in January. Passenger numbers decreased in Asian traffic by 98.6%, in North Atlantic traffic by 100.0%, in European traffic by 93.4% and in domestic traffic by 82.2%.

INDUSTRY PEOPLE



Philip Scruggs

- AerCap has released that **Philip Scruggs**, President and Chief Commercial Officer, will retire in March 2021 and that **Peter Anderson** will take over as Chief Commercial Officer. During his

26-year career with AerCap, Scruggs has held a number of positions within the company — lawyer, leasing executive, Chief Commercial Officer and President. Over the past ten years, he has led the commercial business of the company, managing a fleet of over 1,000 aircraft that has generated on average over US\$4 billion per year in revenue and purchasing over US\$27 billion of new equipment from Airbus, Boeing, and Embraer. Peter Anderson brings to the role two decades of global experience in aircraft leasing and structured finance, having worked in Dublin, Singapore, London, and Sydney. He is a member of the Group Executive Committee of AerCap and is currently responsible for AerCap's leasing activities across Europe, the Middle East, and Africa. Prior to his current position, Anderson opened, developed, and led the

Asia Pacific office of AerCap's predecessor ILFC, transitioning to the Head of Asia Pacific during AerCap's acquisition of ILFC in 2014.



Mehmet T. Nane

- Pegasus Airlines CEO, **Mehmet T. Nane**, has been elected as Chair of the Audit Committee of the International Air Transport Association (IATA) by the members of the IATA Board of

Governors. Nane will serve as the Chair of the Audit Committee for a three-year term, which began on January 19, 2021. Founded in 1945, IATA today represents 290 member airlines from 120 countries, or 82 percent of total air traffic. Nane was elected as a member of the IATA Board of Governors in 2019.



Emirates has extended its contract with AeroGround, a subsidiary of Munich Airport

Photo: Emirates

The airlines **Emirates** and **Ethiad** continue to place their trust in **AeroGround Flughafen München GmbH**. The two Arab airlines have both extended their contracts with the subsidiary of Munich Airport, that specializes in aircraft handling, by several years. The airlines have been clients of AeroGround ever since they started operating their flight connections to Munich more than 15 years ago. Since then, Emirates and Ethiad have been utilizing services such as aircraft, baggage and cargo handling; freshwater supply and sewage disposal as well as transportation of passengers and crews on the apron. At the moment, Emirates operates connections between Munich and Dubai five times a week using Boeing 777 aircraft. Ethiad currently flies to Abu Dhabi four times a week and uses Boeing 787 aircraft.



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
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	Oisin 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	CFM56-584/3	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	Oisin 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 (14x)	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	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	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
B737-700	GA Telesis			2005	Apr 2021	Sale for Part Out		aircraft@gatelesis.com	
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	Oisin 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	Anthony Spaulding	anthony.spaulding@magellangroup.net	+1 980-423-0715
(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	Castllake	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	Contrail Aviation	Kevin Milligan	kevin@contrail.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.)

(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	Anthony Spaulding	anthony.spaulding@magellangroup.net	+1 980-423-0715
(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	Anthony Spaulding	anthony.spaulding@magellangroup.net	+1 980-423-0715
PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW121	Now - Sale/Lease/Exch.	Magellan Aviation Group	Anthony Spaulding	anthony.spaulding@magellangroup.net	+1 980-423-0715
(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) V2533-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@ftaiaaviation.com	+1 786 785 0787
(1) V2527-A5	Now - Lease				
(2) V2522-A5	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
(2) V2527-A5	Now - Lease				
(2) V2527-A5	Now - Sale/Lease/Exch.	Magellan Aviation Group	Anthony Spaulding	anthony.spaulding@magellangroup.net	+1 980-423-0715
(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	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTCP131-9B, (1) GTCP331-500B	Now - Sale / Lease				
A320 Landing gear shipsets	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)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) APU T-62T-40C	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(2) GTCP131-9A, (1) GTCP131-9B, (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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