

Weekly Aviation Headline News

WORLD NEWS

Qatar Airways to offer touchless IFE technology

Qatar Airways say they will become the first global airline to offer passengers 100% Zero-Touch technology for its Oryx One IFE across the A350 fleet as part of the airline's latest COVID-19 safety measures. The touchless technology will enable A350 passengers to pair their personal electronic devices with their seat-back IFE screen by connecting to 'Oryxcomms' Wi-Fi and simply scanning a QR code displayed on the screen. They can then use their PEDs to navigate more than 4,000 options on the IFE system, limiting the frequency of onboard surface contact and providing greater peace of mind throughout the duration of their journey.

American and JetBlue launch codeshares and joint schedules

American and JetBlue will launch nearly 80 codeshare flights and enhanced schedules on key routes from New York and Boston. American is also introducing 18 new routes beginning this summer, including six new routes from JFK to Latin America and the Caribbean. American and JetBlue announced their Northeast Alliance in July.

De Havilland Canada to pause Dash 8 production

De Havilland Canada will not produce new Dash 8-400 aircraft at its Downsview site beyond currently confirmed orders due to prevailing circumstances. This is a responsible and prudent measure that reflects current industry conditions and will limit strain on the market and De Havilland Canada's supply base as the pandemic recovery occurs. Approximately 500 employees will be affected by the production pause, production will resume at the earliest opportunity.



Lufthansa will modernise the existing training.

Photo: Lufthansa

Lufthansa Group streamlines pilot training

In response to the repercussions of the crisis

Lufthansa has decided to use the interruption caused by the crisis to fundamentally modernise the existing training concept at its in-house flight schools. The principle of ab-initio training will remain in place, as it has been proven to be successful for decades. However, in the future, a so-called "campus model" framework will provide modern, digital forms of training along with new selection procedures. These will enable more needs-based training for the various airlines of the Lufthansa Group and take into account the volatile demand in air traffic.

The campus training will be comparable to a university

study program with defined qualification and training standards resulting in an institutionalised, internationally recognisable degree. After

“While maintaining these quality standards, we now want to modernise this proven concept.”

Detlef Kayser, COO Lufthansa Group

completing the training, graduates will be recruited depending on the demand situation of the respective flight operations of the various airlines of the Lufthansa Group.

Part of the new training concept is to provide theoretical and

practical training, which is located closer to the customer. In the future, the theoretical part will be concentrated at the traditional Bremen location, where the digital modules for theoretical pilot training will also be developed. The practical part of the training, which is scheduled to take place in Germany, will be consolidated

at Rostock-Laage: LAT already operates a modern and recognised training facility at "RLG" airport, the site of its largest external customer.

Dr. Detlef Kayser, COO Lufthansa Group, says: "During the greatest

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crisis in global aviation, we have to put everything at the Lufthansa Group to the test, including our long-standing training concept for our pilots. Over the past decades, this has enabled us to set the highest and globally recognised quality standards in the selection and training for our cockpit crews. While maintaining these quality standards, we now want to modernise this proven concept, make it more efficient and reliable, and enter a new age with digital modules.

Simultaneously, we are offering our current flight students a helping hand as the new criteria will give them the chance to find a job as a pilot for our airlines later. The development of the new campus model is a prime example of how we are modernising Lufthansa via our corporate programme 'ReNew', by streamlining and improving structures to make them more efficient."

AIRCRAFT & ENGINE NEWS

Embraer delivers 71 jets in fourth-quarter 2020 and 130 total jets in full-year 2020

Embraer has delivered 71 jets in the fourth quarter of 2020, of which 28 were commercial aircraft and 43 were executive jets (23 light and 20 large), which represents a decrease of ten aircraft in the quarter in comparison with the fourth quarter of 2019. The Company delivered a total of 130 jets in 2020, comprised of 44 commercial aircraft and 86 executive jets (56 light and 30 large), which represents a decrease of almost 35% compared to 2019, when 198 jets were delivered. During the fourth quarter of 2020, Embraer Executive Jets delivered the first of the Praetor 600 fleet to Flexjet, the Praetor fleet launch customer. The business unit also announced a collaboration with Porsche to create Duet, a limited-edition Embraer Phenom 300E aircraft and Porsche 911 TurboS car pairing. In commercial aviation, the Belarusian national air carrier Belavia took delivery of its first E195-E2 jet. Congo Airways placed a firm order for two E195-E2 jets in addition to their existing two aircraft order for the smaller E190-E2. This new firm order was included in Embraer's 2020 fourth-quarter backlog. Embraer Defense & Security delivered the fourth C-390 Millennium multi-mission medium airlifter to the Brazilian Air Force (FAB) in the fourth quarter. All 28 units of the aircraft ordered by FAB are equipped to perform aerial refueling missions, with the designation KC-390 Millennium. Embraer also delivered the first two modernized EMB 145 AEW&C (Airborne Early Warning and Control) aircraft, designated E-99, to FAB. Three additional E-99 aircraft will be modernized as part of the contract. Embraer announced the completion and delivery of the first European conversion of a Legacy 450 to a Praetor 500 for an undisclosed customer. The conversion was performed at the Embraer Executive Jets Service Center at Le Bourget International Airport, in Paris, France.

SAS and CFM sign engine purchase and services agreement



SAS Airbus A320neo

Photo: AirTeamImages

SAS has selected CFM International LEAP-1A engines to power its new fleet of 35 A320neo Family aircraft ordered in 2018. This agreement also includes eight spare engines. In addition, SAS has signed a Rate-Per-Flight-Hour (RPFH) support agreement with CFM to cover its new fleet of LEAP-1A engines, including spares, as well as 15 additional LEAP-1A-powered A320neos on lease. This new

agreement is part of SAS' fleet upgrade program that aims to improve efficiency and sustainability performances. SAS has been at the forefront of introducing technologies that reduce the impact of aviation on the environment, as well as choosing efficient engines to power its fleet.

International energy group Shell selects helicopter operator PHI to operate four Airbus H160s

International energy group Shell has selected leading U.S. offshore helicopter operator PHI to operate four Airbus H160s to service a support contract in the Gulf of Mexico. The contract marks the entry into the oil and gas market of the H160 with a wealth of design features promising new levels of safety, comfort, and schedule reliability in offshore operations. The three companies – Airbus, PHI, and Shell – are cooperating in a unique partnership. In a pioneering move, Airbus will provide one H160 ahead of final deliveries to PHI and Shell for a year-long route-proving program to enable the operator and the final customer to familiarize themselves with the type's advanced features and mitigate the normal challenges around entry into service. At PHI it will be based at Houma, Louisiana and join a large company fleet of H125s and H135s deployed in emergency medical service throughout the United States, as well as two H145s operating for Shell on pipeline survey work in Louisiana, and two H145s flying the world's longest harbor pilot shuttle in Mackay, Australia.



H160 PHI rendering

Photo: Airbus



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Embraer Praetor 600 earns Canadian Type Certificate

Embraer’s Praetor 600 super-midsize business jet has been granted a type certificate by Transport Canada Civil Aviation (TCCA). The Praetor 600 has surpassed all its main design goals with its ability to fly beyond 4,000 nautical miles in long-range cruise speed or beyond 3,700 nautical miles at Mach .80 from runways shorter than 4,500 ft, complemented by an outstanding payload capability. Also, it offers unparalleled performance from wet and contaminated runways (snow, standing water) which are very common in the intense Canadian winter. The Praetor 600 is now the farthest-flying super-midsize jet, able to make nonstop flights between Toronto and London, Montreal and Paris, Calgary and Honolulu, Vancouver and San Juan. An aircraft of many firsts, the Praetor 600 is the first super-midsize jet with full fly-by-wire technology, which powers turbulence reduction that not only makes every flight the smoothest but also the most efficient possible, being able to reduce maintenance downtime by as much as 40% compared to conventional control.



The Praetor 600 jet was granted a type certificate by Transport Canada Civil Aviation
Photo: Embraer

Air Côte d’Ivoire takes delivery of first Airbus A320neo



A320neo Air Côte d’Ivoire

Photo: Airbus

Air Côte d’Ivoire, Ivory Coast’s flagship carrier based in Abidjan, has taken delivery of its first A320neo, becoming the first operator of the type in the West-African region. This latest-generation aircraft will join Air Côte d’Ivoire’s existing Airbus fleet of six aircraft. With improved levels of efficiency, this new aircraft will be deployed on Air Côte d’Ivoire’s regional network to serve Senegal, Gabon, and Cameroon. Destinations like South Africa will be added at a later stage, highlighting the operational flexibility of the A320neo. Powered by CFM International LEAP-1A engines, the aircraft is configured in a comfortable two-class layout with 16 seats in Business- and 132 seats in Economy Class. Air Cote d’Ivoire’s first A320neo took off from Toulouse carrying 1 ton of humanitarian goods including medical equipment and toys. In partnership with Aviation sans Frontières and the Airbus Foundation, the mission is part of Air Côte d’Ivoire’s corporate social responsibility initiative. The transported goods will serve local NGOs in Abidjan, thus supporting the education and health sector in the country.

MRO & PRODUCTION NEWS

F/LIST joins research consortium to bring renewable materials to aviation interiors

Composites for aviation that are made from 100% renewable raw materials, and which not only have excellent properties, but are also decorative: that’s the goal of the BioForS project consortium. The aim is to replace conventional fire-resistant lightweight components for aircraft interiors, which include sheets made from fossil raw materials. “We aim to make aviation more sustainable. In this project, we tackle the challenge of bringing green and renewable structural materials into the aircraft cabin,” explains Patrick Domnanich, Director Research & Development, F/LIST. This approach entails great challenges as materials and components used in aviation must be able to withstand extreme loads while being as light as possible. So-called organo sheets have increasingly been used in the past. These are

TAM expects recurring Saab 340 conversions to pave the way for strong 2021



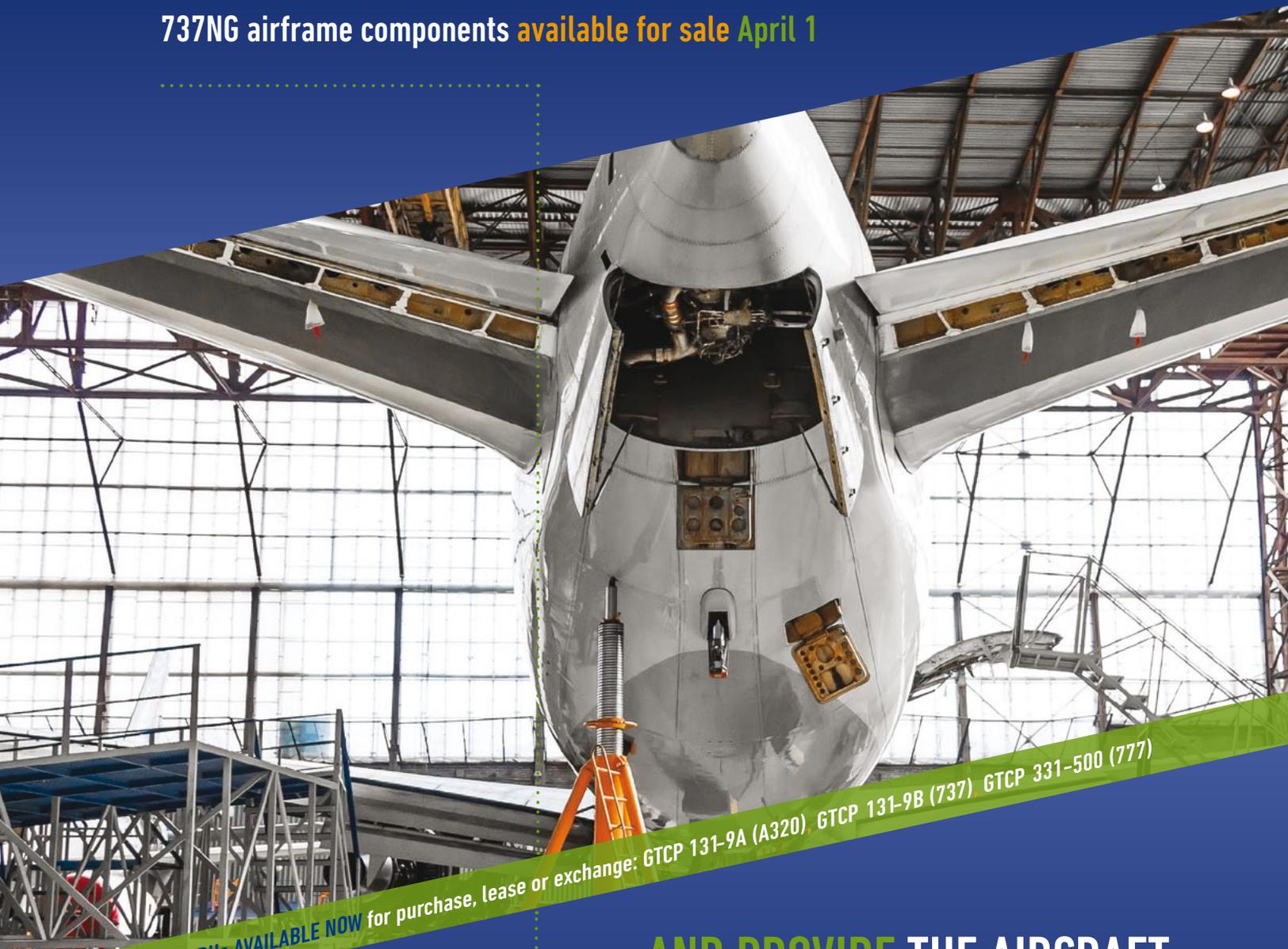
Photo: TAM

Having delivered the first Saab 340 cargo conversion for 2021 in January and with another already in the workshops, Täby Air Maintenance, TAM, expects 2021 to be at least as good as 2020. With a world-wide reputation as a premier service provider for regional airliners, the current portfolio of services offered – maintenance and overhaul of Saab 340 and Saab 2000, complemented in 2020 with the ATR72 family, extensive rebuilds, modifications and cargo conversions of Saab 340s – has

proved to be the right concept. “With an attractive mix of services, we can summarize the year 2020 as a rather good year for TAM, business-wise. The decision to include the ATR72 in our service portfolio, with the first two aircraft fully refurbished aircraft delivered to KrasAvia last November, was a right move with more ATRs coming this spring,” said Pär Gulle, TAM Managing Director. “However, apart from the pandemic, we see there is currently a strong business disturbance due to Brexit. The exit agreement between the U.K. and the EU is in place, but a number of more detailed issues connected to Brexit remain to be solved, limiting our ability to serve our U.K. customers the way we would prefer,” Pär Gulle remarks. “Still, we see with confidence to the year that lies ahead, as we have a world-wide customer base for our Saab 340 and Saab 2000 maintenance, overhaul and rebuild programs including our cargo conversion program for the Saab 340. With one aircraft already delivered in January to a North American customer, and a second in the modification line for a European cargo airline, we expect the number of conversions this year to reach an all-time high.”

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fiber composites that can be produced quickly and easily and have excellent mechanical properties. Currently they are still made from fossil raw materials, which opens up the potential for replacement by renewable resources. Since the beginning of 2018, a large project team including partners from science and industry has been researching the production of bio-based organic sheets for the visible parts in aircraft interiors. The materials used are biodegradable and vegetable oil-based polymers in the form of films, which incorporate flame-retardant and natural flax fibers as a matrix. Besides base material development, the project deals with designing the composite assemblies and setting up efficient manufacturing and molding processes. Since these sheets are intended for elements in the aircraft interior that can be seen and touched, the feel and look must also be optimal. The sheets are therefore equipped with a specially developed bio-based and fire-retardant decorative layer including real wood veneer. F/LIST contributes to the project with its extensive expertise in aircraft engineering, certification, and material development. The company's in-house test facilities, which include a flammability laboratory, ensure that all innovations meet the highest specifications.

Dowty Propellers enhances global distribution network with e-commerce spare parts portal for R408 propeller system

In a move to further enhance its global distribution network and improve the customer experience, Dowty Propellers has launched an e-commerce spare parts site for the R408 propeller system on De Havilland Dash-8 400 regional airliners. This digital sales portal offers live inventory updates as well as the functionality to place and track orders. Dowty Propellers is the original equipment manufacturer (OEM) and type certificate holder for the R408 propeller system that equips the Dash-8 400 – a twin-engine turboprop-powered aircraft flown worldwide by regional airlines and other operators. The R408 propeller system incorporates an advanced swept blade design and optimized airfoil sections, providing excellent climb and cruise performance along with low noise. It also features a fail-safe electronic control system, together with single removable blades which facilitate maintenance. As part of Dowty Propellers' digital services initiatives, the company will consider expanding its e-commerce product range in the future, according to Johnston.

Jaunt Air Mobility Awarded Contract for development of extreme fast-charging solutions to support electric aircraft development



Photo: Jaunt Air Mobility's eVTOL aircraft

Jaunt Air Mobility has released that the Air Force Research Laboratory has awarded the company a Small Business Technology Transfer (STTR) contract to develop Extreme Fast Charging (XFC) solutions for the development of electric aircraft for large-scale production and fleet management. "The advent of electric aviation creates a need for the development of extreme fast-charging solutions to enable the next generation of electric aviation," states Martin Peryea, CEO of Jaunt Air Mobility. "As an OEM in the design and development of electric Vertical Takeoff and Landing (eVTOL) aircraft, we are pleased to be working with BAE Systems and Binghamton University on this effort. No standardized aerospace charger solutions are widely available." The contract is to develop a commercial XFC solution that integrates XFC power electronics, battery cooling, and smart communications with the vehicle and battery system to support both on-vehicle charging and depot-level charging needs. The solution leverages Binghamton University's XFC research in high-power, high-voltage charging solutions with advancements to support the broad range of platform voltage, security, and safety requirements for aviation. As the platform provider, Jaunt Air Mobility provides the platform and fleet requirements while leveraging BAE Systems' experience in integrating and fielding over 14000 high-power, high-voltage battery systems, and power electronics solutions to commercialize the XFC solution. Small Business Technology Transfer (STTR) programs are highly competitive programs that encourage domestic small businesses to engage in Federal Research/Research and Development (R/R&D) with the potential for commercialization. Through a competitive awards-based program, STTR enables small businesses to explore their technological potential and provide the incentive to profit from its commercialization. Central to the STTR program is the partnership between small businesses and non-profit research institutions. STTR is to bridge the gap between basic science and the commercialization of resulting innovations.

FINANCIAL NEWS

StandardAero signs definitive agreement to acquire Signature Aviation’s Engine Repair and Overhaul business

StandardAero, a provider of maintenance, repair, and overhaul (MRO) services, has entered into a definitive agreement to acquire Signature Aviation’s Engine Repair and Overhaul (ERO) business. The transaction is expected to close mid-2021, subject to the receipt of regulatory approvals and the satisfaction of other customary closing conditions. Like StandardAero, ERO is an engine MRO provider primarily for business jet and rotorcraft platforms made up of the following five entities: Dallas Airmotive, H&S Aviation, W.H. Barrett Turbine Engine Company, International Governor Services (IGS) and International Turbine Service (ITS). ERO is headquartered in Dallas, Texas, with two overhaul facilities (one in Dallas and the other in Portsmouth, England), ten regional turbine centers, one component MRO site and two parts/distribution facilities. ERO employs around 1,100 people with 2020 annual revenue around US\$500 million. Customers include regional airlines, commercial transportation providers, corporate flight departments, private operators, government agencies and defense departments.

Services include MRO for the majority of turbine engine models powering fixed- and rotary-wing aircraft used for business aviation, and many of the engines used in government, military and commercial applications. Upon closing, ERO will significantly expand upon StandardAero’s current capabilities for providing MRO services for a number of Pratt & Whitney, Honeywell, Rolls-Royce and General Electric platforms. The acquisition also brings new capabilities to StandardAero’s MRO portfolio including services for PW200, PW500, Spey & Tay engines and PW901 APUs. In addition, ERO also expands StandardAero’s component repair capabilities, parts distribution channels and mobile field services for our combined customers.

Finnair completes lease financing arrangement for next A350 aircraft delivery

As part of Finnair’s rebuild program, the company has finalized a lease financing arrangement for its next A350 aircraft delivery, with JLPS Holding Ireland, as the lessor and lease servicer. In the arrangement, Finnair will assign the purchase of the Airbus A350 aircraft to a third party, and then lease it back for its own operation. The aircraft is expected to be delivered to Finnair in the second quarter of 2022. The operating lease period is a minimum of 12 years, including a storage period expected to commence in the fourth quarter of 2021, concurrent with the aircraft’s sale. The total positive cash effect of the arrangement for

MRO & PRODUCTION NEWS

PWI receives FAA STC approval for B200/250 window & light LED upgrade for King Air aircraft

PWI has reported that the FAA has given STC approval to the PWI B200/250 King Air window LED upgrade. “This upgrade completely rejuvenates and refreshes the interior of the B200/250. Nobody likes sitting in a dated aircraft,” said Robi Lorik, President and CEO, PWI. “The King Air B200/250 are first-rate aircraft. This upgrade provides first rate lighting that



The FAA has given STC approval to the PWI B200/250 King Air window LED upgrade
Photo: PWI

owners of other models of King Air aircraft have already been enjoying.” More than 6,000 B200 and 250 King Air aircraft have been built since production started in the late ‘70s and early ‘80s. The B200/250 upgrade provides a contemporary-feeling cabin. PWI’s LED upgrade will not create a buzzing noise which plagues current lighting systems, giving an overall quieter flight to all passengers. The upgrade also provides 100,000 hours of life as well as a 33% weight savings, compared to fluorescent. The PWI upgrade also requires 50% less measured operating current, and eliminates the high voltage associated with fluorescent lighting. LEDs also require less ongoing maintenance.

Finnair to dismantle and recycle A319 aircraft at Helsinki Airport



Finnair Airbus A319

Photo: AirTeamImages

Finnair intends to dismantle and recycle an Airbus A319 aircraft which has reached the end of its economic lifecycle at 21 years. The dismantling will begin at Helsinki Airport, where Finnair’s mechanics will remove parts that can be used elsewhere in Finnair’s fleet. These include the engine, seats, landing gear, and avionics

components. “This is the first time that a Finnair aircraft is dismantled and recycled in Finland. We made the decision to take the plane apart at our home hub to optimize sustainability and economics”, says Juha Ojala, Vice President of Finnair’s Technical Operations. “This project allows us to improve the cost efficiency of maintenance operations and employ our mechanics during the pandemic when their normal workload has decreased.” Finnair’s aircraft have always been recycled elsewhere in Europe when they’ve reached the end of their lifecycle. Most companies that do this type of work are located in dry zones, where the climate is favorable for long-term storage of aircraft. This is the first time that a commercial aircraft will be dismantled in Finland. It is an unusual project for Finnair, as it is different from the company’s normal maintenance work, especially when it comes to planning and project management.

FINANCIAL NEWS

Finnair in 2021–2022 is in excess of US\$100 million compared to a situation in which the aircraft had been purchased and owned by Finnair. Finnair has ordered a total of 19 new A350-900 XWB aircraft from Airbus, of which 16 have been delivered as of September 1, 2020; the aircraft concerned will be the 17th. The remaining two A350 aircraft are expected to be delivered in the fourth quarter of 2024 and the first quarter of 2025.

MTU Aero Engines reports net income of €294 million for 2020

MTU Aero Engines AG has presented its preliminary figures for 2020: revenue was €3,977 million, compared with €4,628 million in 2019. The operating profit was €416 million (2019: €757 million) and the EBIT margin was 10.5% (2019: 16.4%). Net income was €294 million in 2020, compared with €538 million in 2019. “Our swift and decisive action in the face of the coronavirus crisis has paid off. We managed the challenges due to the coronavirus pandemic well and posted respectable earnings in 2020 despite the crisis,” said Reiner Winkler, CEO of MTU Aero Engines AG. “While our revenue was at the lower end of our target range in 2020 as a result of lower maintenance volumes and the unfavorable development of the dollar exchange rate, earnings were slightly above our forecast.” In 2021, the commercial maintenance business is expected to recover most clearly from the effects of the coronavirus crisis, with revenue growth of around 15 to 25%. Here, the revenue contribution from the Geared Turbofan™ should increase considerably. At the Capital Market Day in November 2020, MTU initially assumed revenue growth in the commercial MRO business in the twenty percent range. The commercial spare parts business is expected to post revenue growth in the low-to-mid-single-digit percentage range. At the Capital Market Day, a slight rise in revenue was forecast for the commercial spare parts business. For the commercial series business, MTU is forecasting slight revenue growth. Until now, it had expected this business to make a stable revenue contribution. The military business has not been affected by the coronavirus crisis and should post further slight growth in 2021. Overall, MTU expects revenue to be between €4.2 and 4.6 billion. The adjusted EBIT margin should be between 9.5 and 10.5%. Adjusted net income is expected to develop in line with adjusted EBIT. The cash conversion rate, which shows the ratio of free cash flow to adjusted net income, is expected to be in the mid double-digit percentage range in 2021 (2020: 36%). (€1.00 = US\$1.21 at time of publication.)

MRO & PRODUCTION NEWS

MAAS Aviation opens new aircraft paint shop in Kaunas, Lithuania



Photo: MAAS Aviation opens its 11th aircraft paint shop, the first one in Lithuania

MAAS Aviation, recognized experts in aircraft painting and exterior coatings, has opened a new purpose-built paint shop at Kaunas Airport (KUN). The facility, which is the first of its kind in Lithuania, grows MAAS Aviation’s global footprint to eleven paint shops and increases its overall MRO capacity in Europe by 40%. Designed to achieve the highest industry quality standards, the facility features the very latest technologies, including systems to ensure safe and secure operations and to manage the environmental impact of the company’s activities. Following a multi-million-euro investment by MAAS Aviation, the ultra-modern Lithuanian facility comprises a twin-bay narrow-body paint shop capable of simultaneously accommodating up to two A321-sized aircraft. All MAAS Aviation facilities are certified to EN9100, ISO9001 and ISO14001 standards and the Kaunas shop will operate to these standards from the outset. In the build-up to establishing this new facility MAAS Aviation experienced a dynamic growth trajectory. In 2015 the company had just three paint shops in two locations, 130 aircraft had been painted, and turnover was approximately US\$10 million. This year MAAS will have eleven paint shops: three in Hamburg, two in Kaunas, two in Maastricht, one at Fokker Woensdrecht, and three in Mobile, Alabama. The organization is forecasting painting up to 300 aircraft with turnover expected to exceed US\$28 million.

Rolls-Royce signs TotalCare® agreement with Uganda Airlines



A320neo powered by Trent 7000 engines

Photo: Uganda Airlines

Rolls-Royce has signed a TotalCare® agreement with new customer Uganda Airlines for its two new Airbus A330neo aircraft powered by Rolls-Royce Trent 7000 engines. Uganda Airlines received the first A330neo in December 2020 and the second in January 2021. TotalCare® offers more than just an engine maintenance plan; it is a service concept based upon predictability and reliability. This agreement will give Uganda Airlines a secured cost of operating and maintaining its Trent 7000 engines, through a dollar-per-flying-hour payment mechanism, as well as enhanced aircraft availability.

FINANCIAL NEWS

Airbus posts consolidated full-year 2020 financial results

Airbus has reported that net commercial aircraft orders totaled 268 (2019: 768 aircraft) with the order backlog comprising 7,184 commercial aircraft as of December 31, 2020. Airbus Helicopters booked 268 net orders (2019: 310 units), including 31 NH90s for the German Bundeswehr in Q4 and 11 H160s. Airbus Defense and Space's order intake by value increased 39% year-on-year to €11.9 billion, a book-to-bill above one, mainly driven by major contract wins in Military Aircraft. This included a contract signed in November to deliver 38 new Eurofighters for the German Air Force. Consolidated order intake by value decreased to €33.3 billion (2019: € 81.2 billion) with the consolidated order book valued at €373 billion on 31 December 2020 (year-end 2019: €471 billion). The decrease in the value of the commercial aircraft backlog reflects the higher number of deliveries compared to order intake, the weakening of the U.S. dollar and an assessment of the backlog's recoverability. Consolidated revenues decreased to €49.9 billion (2019: €70.5 billion), driven by the difficult market environment impacting the commercial aircraft business with 34% fewer deliveries year on year. A total of 566 commercial aircraft were delivered (2019: 863 aircraft), comprising 38 A220s, 446 A320 Family, 19 A330s, 59 A350s and 4 A380s. During the fourth quarter of 2020, a total of 225 commercial aircraft were delivered, including 89 in December. In 2020, Airbus Helicopters delivered 300 units (2019: 332 units) with revenues increasing by around 4%, benefiting from a favorable product mix and growth in services. Revenues at Airbus Defense and Space decreased by around 4%, mainly reflecting lower volume as well as the impact of COVID-19 on business phasing, mainly in Space Systems. Consolidated EBIT Adjusted totaled €1,706 million (2019: €6,946 million). This mainly reflects the weaker commercial aircraft performance, which was supported by a strong contribution from Airbus Helicopters and Airbus Defense and Space. Consolidated net loss was €-1,133 million (2019 net loss: €-1,362 million). It includes the financial result of €-620 million (2019: €-275 million). The financial result largely reflects interest results of €-271 million, Repayable Launch Investment re-measurement impact in the other financial result of €-157 million, as well as a net €-149 million related to Dassault Aviation financial instruments. It also includes the impairment of the OneWeb loan, recognized in Q1 2020. Consolidated free cash flow before M&A and customer financing amounted to €-6,935 million (2019: €3,509 million), including the payment of the compliance-related penalties of €-3.6 billion in Q1 2020. The Q4 2020 free cash flow before M&A and customer financing of €4.9 billion reflects the solid level of aircraft deliveries in the quarter, the good performance from Helicopters and Defense and Space, as well as a strong focus

MRO & PRODUCTION NEWS

AvAir acquires Sabena technics surplus inventory



Photo: AvAir warehouse

AvAir, an inventory solutions provider for the aviation aftermarket, has reached an agreement with Sabena technics to acquire the MRO's surplus inventory, including both consumables and expendables in new condition. This agreement covers both airframe and component surplus materials used for heavy maintenance on various Airbus Family, ATR, and C130 aircraft. They will be made available to AvAir customers globally, as many aircraft require maintenance checks to go back into service after being parked due to the COVID-19 pandemic. As a leading independent provider of MRO solutions, Sabena technics provides high-quality component testing, maintenance, repair, and overhaul as well as pool access, consignment stock and trading solutions to its customers worldwide. Thanks to its own in-house component shops in Europe and Asia, Sabena technics can deliver flexible and efficient services guaranteeing high availability and reduced TATs.

RECARO signs contract extension with Airbus for SWIFT SFE seats

Germany's Recaro Aircraft Seating has confirmed that it has signed an extension to its original 2016 contract to provide Airbus with SWIFT economy class seats, BL3530, for the A320 Family aircraft. This contract extension will enlarge the supplier-furnished equipment (SFE) catalogue with the most up-to-date Recaro products. The SWIFT program was devised to target lessors and airlines which need a short lead-time of four months or less via an SFE process. The last-minute flexibility without



Recaro BL3710 Swift seat

Photo: Recaro

compromising seat quality has produced a popular solution for airlines in a post-pandemic environment. Recaro currently offers pre-defined and pre-certified versions of its BL3530, BL3710, and CL4710, and provides various dual-class cabin configurations of the SWIFT family of seats. The SL3710 is the lightest seat in the market and is scheduled to soon join the Airbus SFE catalogue. "Airbus is a long-time partner of Recaro, and we are pleased with this chance to continue growing our SWIFT program," said Mark Hiller, CEO and Shareholder of Recaro Aircraft Seating. "The industry is an ever-changing situation, and programs like this demonstrate our agile capabilities and the desire to collaborate with customers and suppliers on innovation." Recaro and the European-based OEM have worked jointly on numerous projects through the years, and Recaro has seating solutions on all Airbus commercial aircraft models.

FINANCIAL NEWS

on working capital management. As the basis for its 2021 guidance, the company assumes no further disruptions to the world economy, air traffic, the company's internal operations, and its ability to deliver products and services. The company's 2021 guidance is before M&A and on that basis, Airbus targets to at least achieve in 2021 the same number of commercial aircraft deliveries as in 2020, EBIT Adjusted of €2 billion and breakeven free cash flow before M&A and customer financing. (€1.00 = US\$1.21 at time of publication.)

Atlas Air Worldwide Holdings reports strong increase in earnings for 2020

Atlas Air Worldwide Holdings has reported strong increases in volumes, revenue, and earnings for the fourth quarter and full year of 2020. These results were driven by ongoing demand for its assets and services and its operational execution. On a reported basis, net income totaled US\$184.0 million for the three months ended December 31, 2020. Results compare with a reported loss of US\$410.2 million for the three months ended December 31, 2019, which was primarily due to a non-cash special charge of US\$616.2 million (US\$485.2 million after tax). On an adjusted basis, EBITDA rose to US\$279.7 million in the fourth quarter of 2020 compared with US\$204.7 million in the prior-year period. Adjusted net income increased to US\$143.2 million in the fourth quarter of 2020 compared with US\$98.2 million in the prior-year period. For the twelve months ended December 31, 2020, net income totaled US\$360.3 million which included a US\$71.1 million unrealized loss on financial instruments. Reported results for the twelve months ended December 31, 2019, reflected a net loss of US\$293.1 million which included a non-cash special charge of US\$638.4 million (US\$503.1 million after tax), partially offset by an unrealized gain on financial instruments of US\$75.1 million. On an adjusted basis, EBITDA grew to US\$844.2 million in 2020 compared with US\$504.8 million in 2019. For the twelve months ended December 31, 2020, adjusted net income increased to US\$379.0 million compared with US\$139.6 million in 2019.

Despite record losses, Air Canada CEO optimistic over government aid talks

Air Canada has reported a net loss for the 2020 fiscal year of CA\$4.65 billion, or CA\$16.47 per diluted share compared to a net income of CA\$1.45 billion, or CA\$5.44 per diluted share, in 2019, also reporting a net loss of CA\$1.16 billion, or \$3.91 per diluted share, in the fourth quarter ending Dec. 31, compared to a profit of CA\$152 million, or 56 cents per diluted share, in 2019. In the fourth quarter, the airline burned through

MILITARY AND DEFENCE

Astronics awarded contracts to support Boeing's MQ-25 unmanned tanker for U.S. Navy

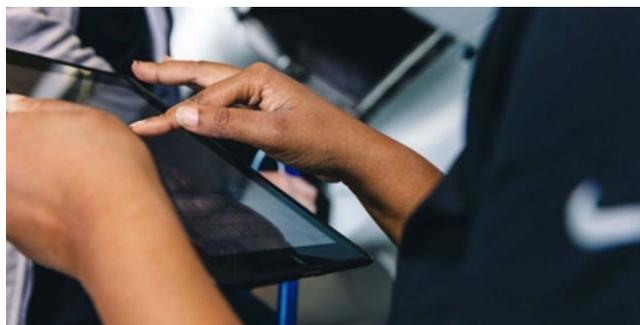


Boeing MQ-25 aerial refueler

Photo: Boeing

Astronics Corporation has been awarded contracts by Boeing to supply CorePower® aircraft power distribution units and custom-engineered exterior lighting for the MQ-25 unmanned aerial refueling program. The CorePower system replaces pilot-operated, thermal mechanical breaker systems with intelligently controlled, solid-state switches to provide safe, reliable performance remotely. The system planned for the MQ-25 incorporates the use of Astronics' latest-generation ECBU products to create an evenly distributed system at a fraction of the wire weight and increased reliability compared with traditional systems. Astronics is also currently working with Boeing to design custom lighting for the MQ-25 to provide for safe operations for flight deck personnel and aid in the aerial refueling process. The MQ-25 is the U.S. Navy's first operational carrier-based unmanned aircraft and is designed to provide a much-needed refueling capability. The contract supports Boeing's engineering and manufacturing development program.

INFORMATION TECHNOLOGY



Honeywell's Aircraft Data Gateway 400 (ADG-400) for Embraer's new E2 jets
Photo: Honeywell

Honeywell and **Embraer** have worked jointly to install Honeywell's Aircraft Data Gateway 400 (ADG-400) on all of Embraer's new E2 commercial jets, with an option to retrofit first-generation E1 models. With this solution, operators can wireless transfer critical flight and

maintenance data to and from their aircraft more quickly and efficiently than before. The ADG-400 packages several key technologies into one scalable solution that enables a variety of connected aircraft solutions. Honeywell's Aircraft Data Gateway consists of a wireless LSAP (Loadable Software Aircraft Part) loader, quick access recorder, and data communications capabilities. It enables database and software updates without wired connections. Furthermore, the ADG-400 helps offload aircraft data to analyze, troubleshoot, and predict maintenance and performance issues, which helps operators maintain their aircraft and avoid unexpected downtime. Once the ADG-400 is installed, airlines can save significantly. Wireless data offloading alone can reduce aircraft delays and reduce regular maintenance by up to 150 hours annually per aircraft. Wireless LSAP loading can save an additional 75 hours per aircraft, per year. Along with its enhanced user experience, the ADG-400 allows technicians to focus on priority issues rather than spend hours on general maintenance every month.

FINANCIAL NEWS

CA\$15 million cash per day, bringing the 2020 cash burn to CA\$4.67 billion. Despite the results reflecting what he described as “the bleakest year in the history of commercial aviation,” Air Canada CEO Calin Rovinescu said he is “very encouraged” by ongoing discussions with the federal government. “Rovinescu said on a conference call with analysts on Friday, February 12: “In Canada, we continue to contend with a patchwork of new and ever-changing travel restrictions that are stifling travel demand, impacting our ability to operate or plan, and even preventing us from formulating reliable financial guidance.” Rovinescu said that any deal with the government will include a resolution on passenger refunds, a return of regional routes as well as a form of support for the aerospace sector. “While there’s no assurances at this stage that we will arrive at a definitive agreement on sector support, I am more optimistic on this front,” he said.

INFORMATION TECHNOLOGY

Lufthansa CityLine, a subsidiary of the **Lufthansa Group** specialized in European feeder services connecting Lufthansa’s Frankfurt and Munich hubs, has signed a deal with **FLYdocs** to automate and manage its aircraft records across its fleet of 51 aircraft. The five-year agreement will help the airline adopt a fully paperless approach to its records management. The FLYdocs® platform boasts an enhanced integration with leading M&E software, AMOS, which Lufthansa CityLine already uses as its core ERP system. Through the seamless interface, the airline will benefit from full digital aircraft compliance on-demand. Michael Lariviere, Vice President Technical Fleet Management at Lufthansa CityLine said: “Our partnership with FLYdocs will be instrumental in helping us to generate major cost and efficiency savings. To maintain our high technical standards, it is imperative that we have the most accurate and compliance-driven processes for managing our assets. FLYdocs has convincing track record of being a collaborative partner so we look forward to growing this relationship.”

OTHER NEWS

Brazil, home to the world’s third-largest commercial plane manufacturer, has decided not to pursue its complaint against Canada over what it saw as unfair subsidies paid to rival manufacturer **Bombardier**. At the time of the initial complaint, **Bombardier** was producing the CSeries of jets, a direct competitor for **Embraer’s** own ERJ series. That situation changed when the CSeries was sold to **Airbus**, which has renamed it the A220. In a recent announcement concerning the case against Canada and Bombardier, Brazil’s foreign ministry

OTHER NEWS



Qantas announced the future locations of its flight simulators Photo: Qantas

The **Qantas Group** has announced the future locations of its flight simulators, with pilots to be trained in Brisbane, Sydney and Melbourne. The relocation has been triggered by the need for Qantas to move its current simulator center from Mascot in Sydney to make way for a major roads project. This process has subsequently formed part of the airline’s broader review of its property footprint, aimed at reducing its overall costs as it seeks to recover from the COVID-19 crisis. The relocation will see Qantas, with support from the Queensland Government, build a new flight training centre at Brisbane Airport. Work to construct the new facility will begin in March with the first pilots due to commence training there from November 2021. The national carrier is also working with the NSW Government on plans for a flight training center in Sydney, with at least four simulators and other training equipment to be permanently based in Sydney from 2023. Qantas will expand its existing flight training center in Melbourne to accommodate an additional four simulators and training equipment to ensure there is no disruption to training programs. Qantas Group Executive John Gissing said the changes were made possible through support from the state governments.



De-icing of Scandinavian Airlines aircraft at Kristiansand Airport Photo: Aviator Airport Alliance

Following a previously secured agreement with **Scandinavian Airlines** in late July 2020, **Aviator Airport Alliance AB** successfully launched the start-up of ground handling operations for the airline across multiple airports in Norway. Over the next five-year period, which commenced February 1, 2021, Aviator will be the provider of ground handling and de-icing services for SAS at the airports in Bergen, Tromso and Kristiansand. These

three new collaborations come as a valuable addition to the previously established SAS/Aviator partnership at Bardufoss airport. As a full-range provider of aviation services across 15 airports in the Nordic region, the operational start-up of ground handling services provision by Aviator was initiated simultaneously at the three airports. The extensive preparation from Aviator to position its teams and equipment to meet the demand and relative size of SAS’ operations has resulted in the enormous success of the start-up.

OTHER NEWS

said: “Brazil remains convinced of the strength of its case. Nevertheless, it has become clear that the dispute could not effectively remedy the impacts of such large-scale subsidies on the commercial aircraft market.” This news was welcomed by Embraer, with its Chief Executive, Arjan Maijer, telling Reuters news agency that: “We believe we should look for something similar on the funding of development and production of commercial aircraft to create a level playing field,” and adding: “We are going to see funding come to the market due to COVID-19 and we see environmental challenges ahead of us as an industry, with funding flowing for that as well.” William Reinsch, a former U.S. Commerce official and expert at the Center for Strategic and International Studies, said Brazil’s move was: “a recognition of reality” as the WTO dispute settlement system was not functioning smoothly. “Even if it pursued the case and won, the remedy is not likely to be helpful to Brazil’s aircraft industry.” Airbus has reiterated calls for a negotiated settlement to draw to a close its long-running feud with **Boeing**. Chief Executive Guillaume Faury referred to the situation of U.S. and European tariffs as a “lose-lose”, saying the time had come to negotiate.

To date, **Ryanair**, Europe’s largest low-cost carrier, has launched 16 lawsuits against the European Commission in relation to state aid it has allowed for individual carriers such as **Lufthansa**, **KLM**, **Austrian Airlines** and **TAP**, as well as national schemes that mainly benefit flag-carrying airlines. Ryanair feels that what, to all intents and purposes, is financial aid to offset the cost of the COVID-19 pandemic, is discriminatory. However, the top European Court has declared such schemes which have benefited rivals such as SAS and Air France are not discriminatory, so Ryanair has announced that it will be taking the matter to the Court of Justice in the EU. The court said the French and Swedish schemes were in line with the bloc’s rules. “That aid scheme is appropriate for making good the economic damage caused by the Covid-19 pandemic and does not constitute discrimination,” the court said, referring to the French scheme. Regarding the Swedish scheme, the court said: “The scheme at issue is presumed to have been adopted in the interest of the European Union.” Ryanair is challenging the European Commission for clearing a French scheme allowing airlines to defer certain aeronautical taxes and Sweden’s loan guarantee scheme for airlines. In a statement following the ruling on Wednesday this week, Ryanair said it will now refer the matters to the Court of Justice of the EU. “We hope that the Court of Justice will overturn the European Commission’s approvals of the French and Swedish schemes, to give airlines and consumers a glimmer of hope,” the airline said. A Ryanair spokesperson said that one of the EU’s greatest achievements is the creation of a

true single market for air transport, underpinned by the principle of a common EU airline license – one for each airline. “A nationality condition in a State aid scheme is plainly incompatible with the single market,” the spokesperson added. “Ryanair is a truly European airline. We have no rich and powerful “home country” to subsidize us in times of trouble. Nor do we want discriminatory aid. Our instinct in a crisis is to seek efficiencies and cost savings, to offer more routes at lower fares – while remaining Europe’s greenest airline,” the airline added.

INDUSTRY PEOPLE



Panos Kakoullis

- Rolls-Royce has announced that **Panos Kakoullis** has been appointed as the company’s new Chief Financial Officer and Executive Director, succeeding **Stephen Daintith** who is leaving Rolls-Royce. Kakoullis

spent most of his career at Deloitte, joining as a graduate. There he worked with numerous multinational corporations combining audit, advisory and transaction services. Kakoullis is joining Rolls-Royce from PA Consulting, where he was CEO, having joined the company in 2020. Kakoullis will commence his new position on May 3, 2021, while Daintith will leave Rolls-Royce on March 19, 2021, shortly after the publication of the Group’s full year 2020 results. To support the Group in the period of transition between Daintith and Kakoullis, **Ben Fidler** will be appointed as Interim CFO, he is currently acting as Deputy CFO and joined the Executive Team effective January 1, 2021. Fidler joined Rolls-Royce in 2017 from Deutsche Bank and will continue as vice president of Business Performance in addition to his new, temporary role.

- Helfried Schwarz** will be joining ORIX Aviation Systems’ (ORIX Aviation) legal team based in Dublin as General Counsel and **Mike MacConnie** will step up to the role of Chief Operating Officer, in addition to his current role of Chief Technical Officer. Schwarz was previously a partner in Milbank Transportation and Space Group where he practiced for over 30 years, having worked in their New York, Frankfurt, and London offices. He joined ORIX Aviation on February 15, and will become ORIX Aviation’s General Counsel,



Evren Akca

effective April 1, 2021, replacing **Dean Gerber**, who will be leaving the company to pursue opportunities closer to his home in the United States.

- Aero Norway**, the independent engine MRO provider and trusted partner for customers operating CFM56-3, CFM56-5B and 7B engines, has appointed **Evren Akca** as Sales and Marketing Manager. Akca first joined the Aero Norway team as Customer Support Project Leader in 2014, and his new role will see him support Aero Norway’s growth strategy and focus on best-in-class service for its expanding global customer base. Akca began his career in sales and customer support at Pratt & Whitney’s Turkish engine center in 2011, having graduated with a BSc in Economics.



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	DVB Bank	CFM56-5B63	3586	2008	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	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	CFM56-584/3	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	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 (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	Q2/2021	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
A330-200	Doric	CF6-80E1A4/B	883	2007	Q2/2021	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	
B737-8	Orix Aviation	CFM LEAP-1B	42825	2017	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42826	2017	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42827	2017	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42828	2017	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42829	2017	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42830	2017	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42831	2018	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42832	2018	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42833	2018	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42835	2018	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	63971	2018	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	64992	2018	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
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 Franczani	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



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft (cont.)

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
B737-800SF	GA Telesis		28826	1999	Q2/2021	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	ALTAVAIR	GE90-115B		2006	Q1/2022	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
B777-300ER	ALTAVAIR	GE90-115B		2013	Q1/2022	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
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
B787-9	Orix Aviation	Trent 1000	63316	2018	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B787-9	Orix Aviation	Trent 1000	63321	2019	Q3 2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451

Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
CRJ-200LR	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	-1(305) 759-0670 Ext.164
CRJ-700	Regional One	CF34-8C5B1	10205	2005	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	-1(305) 759-0670 Ext.164
(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	kebach@haero.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
(1) CF6-80C2B6F	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiair.com	+1 786 785 0787
(2) CF6-80E1	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
(1) CF6-80E1A4B	Now - Sale / Lease	Castlelake	Stuart MacGregor	stuart.macgregor@castlelake.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)					

Engine Lease Finance

Regional One

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5B4/P (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaaviation.com	+1 786 785 0787
(1) CFM56-5B5/P	Now - Lease				
(1) CFM56-5B8/P	Now - Lease				
(1) CFM56-5B1/P	Now - Lease				
(2) CFM56-7B26 (full QEC)	Now - Lease				
(1) CFM56-7B27	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				
(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@dvbank.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				
(1) CFM56-5C4/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
(1) PW4056-3	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaaviation.com	+1 786 785 0787
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				

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW120A	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) PW120	Now - Sale/Lease/Exch.				
(1) PW123E	Now - Sale/Lease/Exch.				
(4) PW126	Now - Sale/Lease/Exch.				
(1) PW121	Now - Sale/Lease/Exch.				
(2) PW123	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) PW120A	Now - Sale				
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610
RB211 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) RB211-535E4	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(2) Trent 772B-60	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) Trent 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 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@dvbank.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) GTCPC331-500B	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules				
(2) GTCPC331-200ER, (2) GTCPC131-9A,	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCPC131-9B				
(1) A321 Enhanced Landing Gear 2020 OH				
Neutral CFM56-7B QEC Kit	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
(1) RE220, (1) APS3200, (1) GTCPC131-9A	Magellan Aviation Group	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTCPC131-9B, (1) GTCPC331-500B				
A320 Landing gear shipsets	GA Telesis	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
767-300ER 413K, 737-300 LANDING GEAR	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GTCPC85-98DHF APU				
CFM56-3 LPT MODULE, REPAIRED				
CFM56-3 ENGINE STAND				
(1) GTCPC36-150RJ, (2) GTCPC36-100M,	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A				
(1) APS1000-C12, (1) APS1000-C3				
GTCPC131-9A (2), GTCPC131-9B(2)	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCPC331-200, GTCPC331-250				
APS500C14(3), APS1000C12(2), APS2000				
APS2300, APS3200(2), APS5000(2)				
PW901A(4), PW901C(2)				
TSCPC700-4E				
(1) PW901A APU	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) APU T-62T-40C	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(4) GTCPC131-9A, (1) GTCPC131-9B, (3) GTCPC331-350, (1) APS3200, (1) GTCPC331-200	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	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available				
(2) PW901A, (1) PW901C(1), PW125B RGB	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368