

Weekly Aviation Headline News

WORLD NEWS

Condor 767s take off for DHL Express

German travel airline Condor will be flying four of its Boeing 767s on behalf of DHL Express, the worldwide Express service specialists. The first cargo flights under the partnership are already in operation. The Condor 767s will be based at DHL Express' largest European hub in Leipzig and transport shipments along three routes – to Shannon, Ireland, Milan-Malpensa in Italy, and Cologne, Germany. These flights would also be available to transport Covid-19 vaccines. The partnership will initially extend until the end of May.

Qantas prepares to resume International operations by October

Qantas and Jetstar are now planning to restart regular international passenger flights to most destinations from 31 October 2021 – a four-month extension from the previous estimate of July, which had been in place since mid-2020. The date change aligns with the expected timeframe for Australia's COVID-19 vaccine rollout to be effectively complete. Capacity will be lower than pre-COVID levels, with frequencies and aircraft type deployed on each route in line with the projected recovery of international flying. International capacity is not expected to fully recover until 2024.

First KLM Cityhopper E195-E2 arrives at Schiphol

The first Embraer 195-E2 from Brazil arrived at Amsterdam Airport Schiphol. The new aircraft will be taken into operation on 1 March, operating its first flight to Warsaw. Before commencement of the summer schedule, KLM Cityhopper will take four new 195-E2s into operation. Seven E2s will be joining the KLM fleet this year. KLM has ordered a total of 25.



Cargo made long haul passenger flights viable.

Photo: IAG Cargo

IAG calls for digital health passes

As Group reports record €7.4bn loss

The International Airline Group (IAG) owner of Aer Lingus, British Airways, Iberia, IAG Cargo, and LEVEL called for the need to fully introduce digital health passes to reopen international travel safely. The Group made the call while announcing results for the year to December 31, 2020.

IAG said passenger capacity in quarter 4 was 26.6% of 2019 and for the full year was 33.5% of 2019 and continues to be adversely affected by the COVID-19 pandemic, together with government restrictions and quarantine requirements.

Current passenger capacity plans

for quarter 1, 2021 are for around 20% of 2019 capacity, but remain uncertain and subject to review. The Group continues to focus on cost reduction, increasing the

“We are calling for the introduction of digital health passes to reopen our skies safely.”

Luis Gallego, IAG Chief Executive Officer

variability of its cost-base and liquidity initiatives.

In January, British Airways was the first airline in the UK to trial VeriFLY, a mobile travel health passport to help get travellers back in the air safely. The new digital health travel passport, which can be downloaded

to a mobile device, is designed to offer peace of mind before travel by checking customers meet the entry requirements of their destination by providing digital health document verification and confirming eligibility.

Luis Gallego, IAG's Chief Executive Officer said: “Our results reflect the serious impact that COVID-19 has had on our business. We have taken effective action to preserve cash, boost liquidity and reduce our cost base. Despite this crisis, our liquidity remains strong. At 31 December, the Group's liquidity was €10.3 billion including a successful €2.7 billion capital increase and €2

Continued on page 3

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...continued from page 1

billion loan commitment from UKEF. This is higher than at the start of the pandemic.”

“IAG Cargo’s turnover increased by almost €200 million to €1.3 billion. Cargo helped to make long haul passenger flights viable. In addition, we operated 4,003 cargo-only flights in the year.”

“The aviation industry stands with governments in putting public health

at the top of the agenda. Getting people travelling again will require a clear roadmap for unwinding current restrictions when the time is right.

“We know there is pent-up demand for travel and people want to fly. Vaccinations are progressing well and global infections are going in the right direction. We’re calling for international common testing standards and the introduction of digital health passes to reopen our skies safely.”

AIRCRAFT & ENGINE NEWS

ACIA Aero Leasing delivers two aircraft to Air Express Algeria

ACIA Aero Leasing (ACIA) has completed the transition of two aircraft to Air Express Algeria. The deliveries include one Beechcraft B1900D (UE-379) and one LET 410 (MSN 3001). The deliveries took place in February 2021. These aircraft are part of a three aircraft transaction with the third aircraft, a further Beechcraft B1900D, scheduled to deliver in March 2021. This transaction will bring ACIA’s total portfolio of aircraft operating in Algeria to nine.

DAE signs lease agreement with IndiGo for seven A321neo aircraft



Indigo A321neo aircraft

Photo: AirTeamImages

Dubai Aerospace Enterprise (DAE) has signed long-term lease agreements for seven Airbus A321neo aircraft with IndiGo, India’s largest passenger airline. All seven aircraft will be powered by CFM International’s Leading Edge Aviation Propulsion (LEAP) engines and are scheduled to be delivered in 2021.



Genesis will deliver one Airbus A320 for newly established airline Heston Airways
Photo: Genesis

Genesis and Heston Aviation form strategic alliance to create Heston Airlines

Genesis, the Dublin-based aircraft leasing company has formed an alliance with Heston Aviation, to build and launch Heston Airlines. Heston Airlines will be a newly established Lithuanian headquartered charter and ACMI service provider. Over the past 12 months Genesis has supported the strategy and development of the airline and has just concluded on delivering the airline’s first 180-seat A320 aircraft to support the final stages of Heston Airlines application for an EASA Air Operator Certificate (AOC). Genesis will work with Heston Airlines to deliver additional A320 aircraft which are planned to enter service in 2021. Commenting on the partnership Karl Griffin, CEO of Genesis said: “Since March 2020, Genesis has been working together with the Heston team on this innovative way to bring flexible lift directly into the charter and ACMI airline market, providing both wet and dry leasing solutions to airlines as they start to take off with the vaccine roll-out across Europe.”

Atlas Air Worldwide signs agreement with GE Aviation for GENx engines

Atlas Air Worldwide Holdings has signed an agreement with GE Aviation to purchase GENx-2B engines for its four Boeing 747-8 Freighters along with a 20-year TrueChoice Overhaul agreement, which covers the time and material required to overhaul the GENx-2B engines. The agreements are valued at more than US\$800 million list price over the life of the service agreement. “The 747-8F powered with GENx engines gives us the best and most versatile widebody freighter in the market,” said John W. Dietrich, Atlas Air Worldwide President and Chief Executive Officer. “Our partnership with GE Aviation supports our longstanding focus on leading edge technology. We look forward to continuing to provide world-class service to our customers.” Customers have ordered more than 2,500 GENx engines, making it the fastest selling high-thrust engine in GE’s history. With the most advanced technologies and materials, the GENx has the highest reliability and utilization, lowest fuel burn and longest range capable of any engine in its thrust class.



Atlas Air has chosen GENx engines to power four new Boeing 747-8 Freighters
Photo: AirTeamImages

FLOW OF FUNDS



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| GROUP

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DHL Express and SmartLynx Malta partner to break new ground in cargo transportation

Express service provider DHL Express and SmartLynx Malta have signed a new partnership agreement for the introduction of two newly converted Airbus A321-200 freighters joining DHL’s European air fleet. The new technically advanced narrow-body fleet type is adding capacity to meet the increasing demand for express cargo transportation worldwide combined with further improving DHL’s unit CO² emissions by introducing the most fuel efficient narrow-body aircraft in its class. SmartLynx is a family member of Avia Solutions Group, one of the largest aerospace business groups from Central and Eastern Europe, and has extensive experience operating the A321 family of aircraft. This agreement sets a new hallmark as SmartLynx’s Malta subsidiary enters into the freighter market. SmartLynx Malta is planning to add two additional A321Fs during 2021 and up to four units during 2022, with a business target of becoming one of the largest narrow-body cargo freight carriers within the next three years.



SmartLynx, DHL green livery

Photo: DHL

Australia first Asia-Pacific region to lift ban on Boeing 737 MAX



According to CASA there is no indication yet when Fiji Airways will resume operations to Australia
Photo: AirTeamImages

Australia’s Civil Aviation Safety Authority (CASA) has lifted the temporary suspension on Boeing 737 MAX aircraft operating to or from Australia. While no Australian airlines currently operate the Boeing 737 MAX, two foreign airlines flew these aircraft types to Australia before the COVID-19 pandemic – Singapore-based SilkAir (now Singapore Airlines) and Fiji Airways. Both the Federal Aviation Administration (FAA) in the United States and the European Union Aviation Safety Agency (EASA) recently issued return to service airworthiness directives for the Boeing 737 MAX. CASA’s Acting CEO and Director of Aviation Safety, Graeme Crawford said the initial suspension had been in the best interests of aviation safety. “CASA was one of the first civil aviation regulators in the world to suspend Boeing 737 MAX operations. We took early action based on the information we had to ensure our skies remained safe while the cause of the accidents was investigated,” Crawford said. “We have accepted the comprehensive return-to-service requirements specified by the FAA as State of Design for the 737 MAX and are confident that the aircraft are safe. Our airworthiness and engineering team has

assessed there are no additional return to service requirements for operation in Australia.” “With COVID-19 continuing to disrupt international air travel, there is currently no indication when Singapore airlines and Fiji Airways will resume their operations to Australia,” Crawford said.

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MRO & PRODUCTION NEWS

Revima reaches agreement with Pratt & Whitney as global authorized repair facility for several APU models

Revima, a leading independent APU and landing gear MRO specialist, has reached an agreement with Pratt & Whitney to renew and expand its authorized repair facility agreement on a worldwide basis for a variety of APU models (APS500, APS1000, APS2000 and APS2100) for both commercial and military applications, and for the remaining life of the programs for the specific models covered in the agreement. Under the terms of the agreement, Revima will be expanding its customer coverage and existing capabilities to include most of Pratt & Whitney’s radial APUs, with aircraft applications such as the B717, Dash 7, Dash 8 series, Embraer 135/145, Fokker 50, as well as numerous military applications. As a leading independent APU expert with over 60 years of MRO experience and a Pratt & Whitney authorized repair facility, the addition of these product lines will provide Revima with the capability of repairing virtually the entire line of Pratt & Whitney radial APUs. Pratt & Whitney will support Revima in training engineers and technicians, transferring inventory, tooling and performing test cell calibrations at Revima’s APU center of excellence in Normandy, France. Following the transition period, Revima will manage APU radial overhaul services work that had been previously completed at Pratt & Whitney’s West Palm Beach facility. On the military side, Revima will act as a subcontractor to Pratt & Whitney.

StandardAero signs multiple long-term agreements to perform components MRO services for Honeywell accessories and LRUs

StandardAero Component Services has signed multiple, long-term distribution and license agreements with Honeywell Aerospace, authorizing the company to perform OEM approved repairs on Honeywell hydromechanical units and fuel controls as well as a large portfolio of Honeywell pneumatic valves, actuators, regulators, starters and fuel pumps across a comprehensive range of aircraft applications. Operating as an officially licensed Honeywell Authorized Warranty and Repair Station (AWARS), StandardAero will perform repairs at its Hialeah and Fort Myers, Florida locations (formerly Safe Fuel Systems and Accel Aviation Accessories). As part of the agreement, StandardAero will collaborate with Honeywell and have full access to all relevant technical manuals and

Stevens Aerospace acquires high-performance CNC machine to manufacture parts in-house



CNC machine

Photo: Stevens Aerospace

Stevens Aerospace and Defense Systems (Stevens) has announced that its Greenville, S.C. (GYH) location has acquired a Hass VF-2SS High-Performance Super-Speed Vertical CNC machine, giving it the capability of manufacturing parts in-house. This capability will serve all four Stevens’ locations and will decrease customer costs and down-times when immediate or the need for lower-cost parts arises, or when vendor lead times and price points can be improved. The investment will also aid in Stevens’ STC development projects, resulting in quicker solutions to market at reduced costs. Combining this new capability with Stevens’ in-house engineering support ultimately gives the customer a better product, at a lower cost, and a quicker return to service.

Spatial doubles production capacity with latest expansion in RAKEZ



Photo: Spatial is specialized in the manufacture of emergency evacuation, cabin service and door trainers

Spatial, one of the leading manufacturers of aviation training equipment, has announced its relocation to a bigger facility in RAKEZ (Ras Al Khaimah Economic Zone), a powerhouse business and industrial hub established by the Government of Ras Al Khaimah in the United Arab Emirates. The newly acquired 12,775 m² of land is 73% larger than its previous

location, in which the company is set to increase its production capacity by more than 50% and to serve its global customer base, including blue-chip airlines such as Lufthansa, Singapore Airlines, Qantas, and British Airways. The new facility will be fully operational by the end of Q1 2021. Spatial Composite Solutions is an ISO9001-certified provider of cabin crew training equipment, specializing in the manufacture of cutting-edge emergency evacuation, cabin service, and door trainers. Additionally, the company provides consultancy services in relation to the design and fit-out of cabin crew training facilities.

MRO & PRODUCTION NEWS

spare parts, allowing for a more competitive offering. StandardAero acquired Safe Aviation Solutions (including Safe Fuel Systems, Accel Aviation and B&E ACR), formerly the MRO services subsidiary of the B&E Group, during summer 2019. The acquisition expanded the company's MRO capabilities to include comprehensive testing, repair, overhaul and modification of engine fuel system components, pneumatic/hydraulic/actuation systems and aircraft power generation systems for airlines, freight companies, OEMs and other MRO providers.

West Star Aviation acquires additional hangar space at Chattanooga facility for enhanced Embraer program

West Star Aviation has acquired additional hangar space at its Chattanooga, TN (CHA) facility. The additional space will accommodate the growth of the Embraer program while being able to accommodate additional customers with their maintenance and scheduling needs. The Chattanooga location is a one stop shop for Embraer maintenance, as well as being the only OEM authorized Phenom 100 and 300 landing gear overhaul facility. With combined experience of over 102 years, the Embraer team has the expertise to complete scheduled/unscheduled maintenance, landing gear overhaul, interior and paint refurbishments or complete customization as requested.

FINANCIAL NEWS

British Airways reaches financing agreements for £2.45 billion

International Airlines Group (IAG) has confirmed two financing agreements that British Airways has reached that will increase total liquidity by £2.45 billion. On December 31, 2020, IAG announced that British Airways had received commitments for a five-year Export Development Guarantee term-loan of £2.0 billion underwritten by a syndicate of banks, partially guaranteed by U.K. Export Finance (UKEF). British Airways has now reached final agreement with UKEF and the lenders and expects to drawdown the facility before the end of February 2021. Furthermore, British Airways has reached agreement with the Trustee of New Airways Pension Scheme (NAPS) to defer £450 million of pension deficit contributions due between October 2020 and September 2021. The agreement includes the deferral of monthly contributions of £37.5 million from October 2020 to September 2021 for a total value of £450 million. During negotiations,

FINANCIAL NEWS

Astro Aerospace acquires Horizon Aircraft

Astro Aerospace has entered into a binding agreement to acquire Horizon Aircraft – the Canadian company which is currently developing its Cavorite X5 eVTOL. The transaction is expected to close on or before the start of Q2 2021 pending customary closing conditions. In a press release, Astro has said the acquisition “will only push the company further, with the ability to reach greater heights working in tandem with Horizon’s exceptional team.” Astro CEO Bruce Bent, said: “The acquisition of Horizon will allow the visions of both Horizon and Astro to align, creating a powerful force in the eVTOL market. Astro shareholders can soon anticipate exponential growth as we enter this next chapter as an even greater player in the aerospace industry.” In 2018, Astro was, at the time, one of the first electric aircraft developers to successfully fly a piloted eVTOL aircraft, which was named ‘Elroy’. In the same year, it bought PassengerDrone, which was the brainchild of Boyan Zhelev and Ivaylo Nikolov and conducted its first manned flight in September 2017 in Bulgaria.



Rendering of Cavorite X5 flying with its wing fans open Photo: Horizon Aircraft

IAG Cargo reports strong financial results for 2020



Photo: IAG Cargo

IAG Cargo has reported its 2020 full year results, reporting commercial revenues of €1,306 million over the period from January 1 to December 31, 2020, an increase of 18.5% on 2019 at constant currency. Overall yields for the year were up 94.6% on the same time last

year at constant currency. Sold tons were down 34.9%. IAG’s top priority was to maintain a broad network and product proposition for cargo customers despite the pandemic. Without a freighter fleet, the company adapted its operations and established a comprehensive network of scheduled cargo-only flying, using the group’s passenger aircraft. Markets most in need of air cargo supply were identified, where the demand could support the yields required to cover the costs of cargo-only-services. In March IAG assembled a charter team to develop dedicated capacity solutions for customers and governments. During the year it operated over 1,000 charters and removed the seats from five passenger aircraft to create even more capacity for its customers. The business saw a very strong end to the year with Q4 commercial revenues of €389 million up 36.6% at constant currency. Q4 saw higher demand leading up to Christmas, benefitting from e-commerce, pharmaceuticals and automotive shipments. With the international focus on fighting COVID-19, IAG moved over 20,000 tons of PPE in 2020 and large quantities of sanitizer, ventilators, and COVID-19 testing kits alongside its regular movements of food, medicines, high tech, and parts for industry.

FINANCIAL NEWS

the NAPS Trustee agreed to temporary deferrals of the contributions due in October, November, December and January. Repayment of £450 million accumulated contributions plus interest will be added to the end of the existing Recovery Plan as monthly payments under a revised Recovery Plan, which is currently March 2023. British Airways has agreed to provide property assets as security, which will remain in place until the airline has repaid the deferred contributions. No dividends will be paid by British Airways to IAG before the end of 2023. From 2024, any dividends paid will be matched by contributions to NAPS of 50% of the value of dividends paid. (£1.00 = US\$1.41 at time of publication.)

Astronics posts full-year 2020 net loss of US\$115.8 million

Astronics Corporation, a leading supplier of advanced technologies and products to the global aerospace, defense and other mission critical industries, has reported financial results for the three and twelve months ended December 31, 2020. Astronics has posted fourth-quarter revenues of US\$114.8 million, down 42.1% from the comparator period of 2019, but up 7.8% sequentially from the third quarter. The company incurred a pre-tax loss of US\$7.5 million. The company's net loss of US\$20.0 million included a US\$14.1 million non-cash tax expense reflecting a reserve recorded against its deferred tax assets. Adjusted EBITDA was US\$2.9 million, or 2.5% of sales, up US\$3.0 million sequentially from the third quarter of 2020. Revenue in 2020 was US\$502.6 million, down 35% compared with 2019 as a direct result of the global pandemic. Net loss for the year was US\$115.8 million while Adjusted EBITDA was US\$28.8 million as the company rapidly adjusted to the new environment by aggressively adjusting its cost structure to changes in demand. Consolidated Adjusted EBITDA was US\$28.8 million, or 5.7% of consolidated sales, compared with US\$88.3 million, or 11.4% of consolidated sales, in the prior year.

Fly Leasing reports fourth quarter net loss of US\$107.0 million

Fly Leasing (FLY) has reported a net loss of US\$107.0 million for the fourth quarter of 2020. This compares to net income of US\$75.2 million for the same period in 2019. The decrease in net income is primarily due to flight equipment impairment of US\$115.0 million. Net loss for the year ended December 31, 2020 was US\$67.4 million compared to net income of US\$225.9 million for the year ended December 31, 2019. Adjusted net loss was US\$115.2 million

MILITARY AND DEFENCE

GA-ASI and GKN Aerospace expand strategic partnership

General Atomics Aeronautical Systems, (GA-ASI) and GKN Aerospace have signed a contract for GKN Aerospace to manufacture composite V-tails for GA-ASI's new MQ-9B SkyGuardian® Remotely Piloted Aircraft System (RPAS) from its Cowes facility in the United Kingdom. SkyGuardian is the baseline system of the U.K. Royal Air Force's (RAF) Protector RG Mk1 and has also been selected by Belgian Defence and the Australian Defence Force. This represents



MQ-9B SkyGuardian

Photo: GKN Aerospace

another important milestone in the 10-year strategic relationship between GA-ASI and GKN Aerospace, and adds to the strong investment GA-ASI is making in U.K. industries. GA-ASI and GKN Aerospace had previously entered into a pre-production contract, under which GA-ASI provided the required engineering technical data and tooling, and GKN Aerospace developed their manufacturing processes and produced demonstrator parts. Under this latest agreement, GKN Aerospace will begin full rate production of the V-tails from the Cowes facility to support MQ-9B aircraft production.

Boeing begins T-7A Red Hawk advanced trainer production



A new era in aircraft design and build has begun as the first U.S. portion of the T-7A Red Hawk advanced trainer has officially entered Boeing's production line

Photo: Boeing

The first U.S. portion of the T-7A Red Hawk advanced trainer has officially entered the Boeing jet's state-of-the-art production line. The training jet, designated the eT-7A Red Hawk by the U.S. Air Force because of its digital heritage, was fully designed using 3D model-based definition and data management systems developed at Boeing during the last two decades. The T-7A Red Hawk employed the digital engineering and design of the Boeing T-X aircraft that went from firm concept to first flight in just

36 months. "The future of air dominance lies in the ability to move quickly, take smart risks and partner in new ways to get the job done," said Shelley Lavender, Boeing senior vice president of Strike, Surveillance and Mobility. "By creating aircraft and systems along a digital thread, we can accelerate build times and increase quality and affordability for our customers in a way that has never been done before." The Advanced Pilot Training System also incorporates leading-edge ground-based live and virtual simulators to give students and instructors a "real as it gets" experience. In September 2018, the U.S. Air Force awarded Boeing a US\$9.2 billion contract to supply 351 advanced trainer aircraft and 46 associated ground-based training simulators. Saab is teamed with Boeing on the trainer and provides the aft fuselage of the jet.

FINANCIAL NEWS

for the fourth quarter of 2020, compared to adjusted net income of \$77.0 million for the same period in the previous year. For the year ended December 31, 2020, adjusted net loss was US\$69.4 million compared to adjusted net income of US\$245.9 million for the same period last year. On December 31, 2020, FLY's total assets were US\$3.2 billion, including investment in flight equipment totaling US\$2.8 billion. Total cash on December 31, 2020 was US\$161.5 million, of which US\$132.1 million was unrestricted. The book value per share on December 31, 2020 was US\$25.88. Compared to the prior year, FLY's net debt to equity ratio on December 31, 2020 remained at 2.3x. FLY recognized flight equipment impairment of US\$115.0 million in the fourth quarter of 2020, of which US\$106.0 million is related to two Airbus A330-300 aircraft expected to be returned by the lessee in 2021. These widebody aircraft are the only aircraft of their type in FLY's portfolio. The balance of the impairment charge is related to seven narrow-body aircraft that FLY expects to sell in 2021. On December 31, 2020, FLY had 84 aircraft and seven engines in its portfolio. FLY's aircraft and engines are on lease to 37 airlines in 23 countries.

Spirit Aero's Q4 2020 revenue plummets 55% on back of Boeing woes

Spirit AeroSystems Holdings (Spirit) has reported worse-than-expected results for its fourth-quarter 2020 operations, notably a 55% drop in revenue compared to the same quarter in 2019. The drop in revenue is a result of Boeing, one of its largest customers, struggling with the grounding of the 737 MAX and downturn in demand for new aircraft during the current COVID-19 pandemic. Compared to 153 727 MAX shipsets delivered in 2019, Spirit delivered only 19 in 2020. Having been forced to cut back on production last year, with the 737 MAX now taking to the skies again will hopefully herald a ramp-up in production, thus benefitting Spirit. Spirit had also reported a drop in shipset deliveries to Boeing's main competitor, Airbus, another of its major customers. Spirit's total deliveries of shipsets, or complete sets of parts, fell 48.9% to 231 units for the fourth quarter of 2020. "2020 was one of the most challenging years in aviation history. For Spirit, the 737 MAX grounding and the COVID-19 pandemic created a dual-crisis," Spirit Chief Executive Officer Tom Gentile said. Spirit posted a loss of US\$295.9 million, or US\$2.85 per share, for Q4 ending December 31, 2020, compared to a profit of US\$67.7 million, or 65 cents per share, for Q4 ending December 31, 2019. Total revenue plummeted 55.3% to US\$876.6 million for the quarter.

MILITARY AND DEFENCE

Collins Aerospace wins US\$34 million contract for USAF F-16, B-2 sustainment



USAF F-16

Photo: Collins Aerospace

Collins Aerospace, a unit of Raytheon Technologies, has received a ten-year, US\$34 million contract from the DLA to provide gearbox repair materiel for the USAF F-16 and B-2 fleets. Under the Supplier Initiated Ordering program, a new Department of Defense practice, the DLA has provided Collins Aerospace access and insight to its materiel demand profile. In turn, the company will use its proprietary demand profiling process, world-class supply chain management and manufacturing resources to drive an optimized materiel support plan. Collins Aerospace aims to maintain a guaranteed level of materiel availability to Hill Air Force Base at all times, rotate all inventory regularly to reduce the DLA's carrying costs throughout the period of performance and double inventory turns. "This performance-based support approach represents a new level of collaboration between Collins Aerospace, the USAF and the DLA," said Aaron Maue, executive director, Defense Sustainment for Collins Aerospace. "By working together, we devised a solution that significantly enhances MRO efficiency, while improving fleet readiness. It's the first win under our Beyond Break Fix program, a company-wide wide sustainment and support initiative that focuses on materiel availability instead of transactional parts, thereby enabling us to better support the warfighter by increasing aircraft readiness rates."

OTHER NEWS



Photo: Air bp reaches first milestone in implementing start-stop technology

Air bp, the international aviation fuel products and service supplier, has announced that all its fuel hydrant dispenser vehicles in Portugal now have stop-start technology. This is the first country in Air bp's operated network to achieve the milestone and forms one element

of the business' carbon management plan. Effective immediately, Air bp will have start-stop technology installed on all its newly procured hydrant dispensers. The aim is for all existing hydrant dispensers across its global operated network that are less than ten years old to be retrofitted with the technology by the end of the year. Start-stop technology automatically shuts down and restarts the vehicle engine to reduce the amount of time the engine spends idling, thereby reducing fuel consumption and emissions. Air bp's hydrant refueling vehicles equipped with start-stop technology have seen, on average, a 25% reduction in carbon emissions. This saving is estimated to be 3.5 tons of CO² per vehicle per year. Since 2016, all Air bp's global operated airport into-plane fuel facilities have been carbon neutral.

INFORMATION TECHNOLOGY

Regional One, a purchaser, lessor, and seller of aircraft, aircraft parts, engines and engine parts, has chosen **Acumen Aviation's** (Acumen) SPARTA Enterprise Asset Management software solution to support its entire fleet, comprising of more than 170 aircraft, engines, and other major assemblies. SPARTA is a cloud-based integrated platform designed, based on an in-depth understanding of aircraft asset management, to provide clients with a seamless, connected and intuitive way of organizing and controlling a vast array of data spanning the complete life cycle of multiple assets. Regional One is unique in its business model and provides some unconventional leasing solutions to its customers. The company has chosen Acumen for a long-term deal and its SPARTA solution as a platform of choice for its Asset Management functions. Owing to SPARTA's open source, new age technology architecture, and an experienced product development team, Acumen was able to easily interpret and understand the requirements and therefore deliver well executed tailor-made solutions to Regional One. Examples of some specific solutions developed by the Acumen team for Regional One include Hybrid (Fixed and PBH combination) Rentals, Maintenance Reserve management, automation for setting up banking and lessor details, flexibility in generating invoices on demand, cashflow management / analysis and customized management reports. This SPARTA implementation project has also provided Acumen with deep insights which will be used to drive further product improvements.

OTHER NEWS

With constantly changing entry and departure testing and paperwork requirements, **Air New Zealand** wants to streamline the health verification process for its customers. The airline will trial the digital Travel Pass app developed by the **International Air Transport Association** (IATA) on its Auckland-Sydney route starting in April. Air New Zealand Chief Digital Officer Jennifer Sepull says the goal is to enable customers to seamlessly manage their digital travel documentation throughout their travel experience. "Once borders reopen, travel is going to look very different, with customers' health data needing to be verified at check-in. It's essentially like having a digital health certificate that can be easily and securely shared with airlines. This will give customers peace of mind that they meet all travel requirements for the different countries around the world before they even get to the airport. "Reassuring customers that travel is in

Spirit Airlines plans to add Louisville—one of the fastest-growing cities in the country—to its route map with nonstop daily service to four cities. Spirit plans to inaugurate service from the Louisville Muhammad Ali International Airport on Thursday, May 27, with flights to Fort Lauderdale (FLL), Orlando (MCO), Las Vegas (LAS) and SDF's only nonstop flight to Los Angeles (LAX). Spirit's flight 502 will be the only nonstop service to Los Angeles from Louisville, removing intermediate stops on the way and making quick trips between the two cities easier than ever. The airline continues to seize that kind of growth opportunity as demand for air travel increases. Earlier this month, the carrier announced an accelerated delivery schedule for new Airbus aircraft joining Spirit's Fit Fleet™, which is among the youngest in the industry.



Spirit Airlines Photo: AirTeamImages



Director General and CEO Alexandre de Juniac Photo: IATA

The **International Air Transport Association** (IATA) has released new analysis showing that the airline industry is expected to remain cash negative throughout 2021. Previous analysis (November 2020) indicated that airlines would turn cash positive in the fourth quarter of 2021. At the industry level, airlines are now not expected to be cash positive until 2022. Estimates for cash burn in 2021 have ballooned to the US\$75 billion to US\$95 billion range from a previously anticipated US\$48 billion. After a weak start in 2021, it is already clear that the first half of 2021 will be worse than earlier anticipated. This is because governments have tightened travel restrictions in response to new COVID-19 variants. Forward bookings for summer (July-August)

are currently 78% below levels in February 2019 (comparisons to 2020 are distorted owing to COVID-19 impacts). From this lower starting point for the year, an optimistic scenario would see travel restrictions gradually lifted once the vulnerable populations in developed economies have been vaccinated, but only in time to facilitate tepid demand over the peak summer travel season in the northern hemisphere. In this case 2021 demand would be 38% of 2019 levels. Airlines would burn through US\$75 billion of cash over the year. But cash burn of US\$7 billion in the fourth quarter would be significantly improved from an anticipated US\$33 billion cash burn in the first quarter. A pessimistic scenario would see airlines burn through US\$95 billion over the year. There would be an improving trend from a US\$33 billion cash burn in the first quarter reducing to US\$16 billion in the fourth quarter. The driver of this scenario would be governments retaining significant travel restrictions through the peak northern summer travel season. In this case, 2021 demand would only be 33% of 2019 levels. "With governments having tightening border restrictions, 2021 is shaping up to be a much tougher year than previously expected. Our best-case scenario sees airlines burning through US\$75 billion in cash this year. And it could be as bad as US\$95 billion. More emergency relief from governments will be needed. A functioning airline industry can eventually energize the economic recovery from COVID-19. But that won't happen if there are massive failures before the crisis ends. If governments are unable to open their borders, we will need them to open their wallets with financial relief to keep airlines viable," said Alexandre de Juniac, IATA's Director General and CEO.

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fact safe is one of our priorities. By using the app, customers can have confidence that everyone onboard meets the same government health requirements they do. By having a place to store all your health credentials digitally in one place, it will not only speed up the check-in process but unlock the potential for contactless travel.” Customer privacy is at the heart of the design. There is no central database storing personal information – rather it is shared at the travelers’ discretion, in a safe and secure way.

Software and technology provider **Sabre Corporation** and India’s largest travel agency, **Akbar Travels**, have signed a new long-term, strategic partnership agreement to further expand Sabre’s footprint in the Indian subcontinent while driving operational efficiencies to increase productivity and profitability for Akbar. Under the extended and expanded agreement, Sabre will continue to be Akbar’s preferred global distribution (GDS) partner in India, ensuring that the firm, which is the largest travel company in India in terms of IATA-approved branches, staff numbers and business turnover, can continue to access real-time, rich content from hundreds of thousands of airlines, hoteliers and other travel providers through Sabre’s intuitive Sabre Red 360 interface. In addition to this latest renewal, Akbar and Sabre will also be working more closely together through the appointment of software company Benzy Infotech, a 100% subsidiary of the Akbar Group, as Sabre’s partner for 15 states in India to promote and develop Sabre’s business in these markets and strengthen its presence across the Indian subcontinent. This new announcement from Sabre and Akbar follows an earlier deal enhancement last year when Akbar selected Sabre’s Content Services for Lodging (CSL) APIs to enable its agents to more easily shop, compare and book more than a million lodging options for clients.

Delta Air Lines and **LATAM** have received final approval, without conditions, of their commercial agreement (trans-American Joint Venture Agreement or JVA) by the Brazilian competition authority – the **Administrative Council for Economic Defense** (CADE) – after initial approval was granted in September 2020. The JVA seeks to enhance the route networks served by both airlines, delivering a seamless travel experience between North and South America. The Delta-LATAM agreement has also been approved in Uruguay while the application process continues in other countries, including Chile. “This ruling reinforces the benefits of this type of agreement for travelers and enables us to advance in our commitment to delivering



Photo: Munich Airport

ACI EUROPE the association of the European airport industry, together with other leading European aviation associations have presented a strategy paper to the European Commission in Brussels, detailing the route by which all system partners – from airports and airlines through aerospace manufacturers all the way through to air traffic controllers – can work collectively to achieve net zero CO² emissions in Europe’s aviation sector. With the position paper “Destination 2050 – A Route to Net Zero European Aviation,” the European aviation industry is presenting a roadmap to making sustainable aviation a reality. In 2019, over 200 European airports already pledged to deliver net zero airport CO² emissions by 2050. **Munich Airport** was one of the first airports in Germany to sign this “Net Zero carbon” resolution. Munich Airport has been following an ambitious climate action strategy since 2009 and has been systematically reducing its CO² emissions year after year with the aim of achieving CO²-neutral airport operations by no later than 2030. Munich Airport is investing a total of €150 million between now and 2030 to help it achieve its climate targets. While passenger numbers in Munich rose from 28.6 million in 2005 to 48 million in 2019, CO² emissions per passenger were reduced by 46 percent in the same period. To achieve the set target of CO²-neutral airport operations by 2030, between now and then the CO² emissions attributable to the airport will be progressively reduced by 60% and the remaining 40% offset through compensatory measures, preferably right here in the region. More than 280 individual measures under this target have already been implemented successfully. Among other things, the airport is investing substantially in expanding electric mobility. It already has a 38% share of electric and hybrid vehicles. Munich Airport was the first major commercial airport to switch all of its apron lighting to energy-saving LED technology, which reduced energy costs considerably. The long-term target is the complete reduction of all CO² emissions to “net zero carbon” by no later than 2050. Between now and then, the intention is to make airport operations mostly CO²-neutral. Any CO² emissions that are still produced at the airport by this date will then no longer be offset but removed from the atmosphere by technological means. Jost Lammers, CEO of Munich Airport and President of ACI EUROPE, considers both the European aviation industry and Munich Airport to be well on the way toward climate neutrality: “Regardless of the enormous challenges we are currently facing due to the global pandemic and its consequences, the development toward sustainable air transport remains our most important project for the future. With the initiative launched at European level and the extensive measures we have already implemented or initiated in Munich; we can also achieve our ambitious goals.”

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greater and better connectivity between South America and the world,” said LATAM Airlines Group CEO Roberto Alvo.

The **U.S. Federal Aviation Administration (FAA)** has announced that from January 29 this year, it has been monitoring the flights of all **Boeing’s 737 MAX** jets using data supplied by **Aireon LLC**, a traffic surveillance company. In November 2020, both Aireon and **L3Harris Technologies** announced a new partnership with the FAA which gave the FAA comprehensive access to Aireon’s real-time air traffic surveillance Automatic Dependent Surveillance-Broadcast (ADS-B) data. According to a statement from the agency on Friday: “Aireon is providing the agency with ADS-B flight data for all Boeing 737 MAX aircraft.” It added that: “Aireon’s system will flag deviations from certain parameters during all phases of flight and alert the FAA’s aviation safety division. Safety engineers and inspectors will use the early notification to further analyze the incident.” Aireon data was used by the FAA when it decided to ground all 737 MAXs in March 2019, shortly after the second fatal MAX crash in five months. The 20-month grounding of the 737 MAX was lifted by the FAA back in November 2020 after a series of software safety enhancements and training changes were implemented by Boeing.

INDUSTRY PEOPLE



Lorenzo Stoll

• Swiss International Air Lines (SWISS) has appointed **Lorenzo Stoll** as the new head of its Swiss WorldCargo airfreight division. He will assume his new position, reporting to CFO

Markus Binkert, on April 1. He succeeds **Ashwin Bhat**, who will take up new duties as Chief Commercial Officer of Lufthansa Cargo on March 1. Stoll joined SWISS as its Head of Western Switzerland in 2013 and has since achieved the turnaround of the company’s Geneva business and operations together with his team. His wide experience in the consumer goods segment, his innovative flair, and his keen focus on the customer, has further enhanced product and service quality. His success in Western Switzerland has been assisted by the extensive deployment

from Geneva of SWISS’s advanced and efficient Airbus A220 aircraft fleet. Under his leadership, SWISS has also created over 200 new jobs at its Geneva location.



Brian Pearce

launched to find a successor in time for a smooth transition. Pearce joined IATA in 2004. Since then, he has built IATA’s evidence-based economic analysis capabilities into the most authoritative source of insight on aviation’s global performance. He also serves on the Association’s Strategic Leadership team.

• The International Air Transport Association (IATA) has released that its Chief Economist, **Brian Pearce**, will retire from the organization in July 2021. A recruitment process has been



Allen Liu

before taking on a senior role as Cargo Manager China at Chapman Freeborn in 2013. After five years generating and developing business in the Chinese market for Chapman Freeborn, Liu joined Air Bridge Cargo in 2018. However, the success of his time at Chapman Freeborn pulled him back, and he has now re-joined the company. His role is to develop the North Asian market, working to expand Chapman Freeborn’s presence in Japan and Korea, as well as in Hong Kong and China.

• Chapman Freeborn has appointed **Allen Liu** as Cargo Director, North Asia. With 15 years’ experience in aviation, Liu began his career in 2006, gaining industry knowledge at several air cargo businesses

• Lufthansa Technik has reorganized its global Corporate Sales management team at the beginning of the year. **Kai-Stefan Roepke** has taken over responsibility for EMEA (Europe, Middle East and Africa) and **Thomas Boettger** for the Asia Pacific region. **Frank Berweger** remains Vice President Corporate Sales for the Americas. In December 2020, Roepke started his new job as Vice President Corporate Sales EMEA (Europe, Middle East, Africa). He succeeded **Robert Gaag**, who retired last year. Roepke began his



Kai-Stefan Roepke, Thomas Boettger, Frank Berweger (from left to right)

career at Lufthansa Technik in 1996 and has held several positions within the company since then. In his previous role, he was Vice President of Commercials, VIP & Special Mission Aircraft Services in Hamburg since May 2017. Boettger has taken over his new position as Vice President Corporate Sales Asia Pacific in January 2021. Since 2001, he has worked in different positions within the Component and Engine department at Lufthansa Technik. Previously, Boettger was CEO of XEOS in Wroclaw, Poland, a joint venture subsidiary of GE and Lufthansa Technik, since 2016



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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	Nihalaero	CFM56-5B5	3651	2010	Apr 2021	Sale / Lease	Tejpal Singh	tejpal@nihalaero.com	+65 90260551
A319-100	Nihalaero	CFM56-5B5/3	3744	2010	Apr 2021	Sale / Lease	Tejpal Singh	tejpal@nihalaero.com	+65 90260551
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
A320-200	GA Telesis	CFM56-5B	5393	2012	Jun 2021	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2500	2152	2004	May 2021	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-214	DVB Bank	CFM56-584/3	3767	2009	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	4552	2010	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	39163	2009	Q4/2021	Sale / Lease	Niall Hayden	niall.hayden@fpg-amentum.aero	+353 83 154 6475
B737-800	Nihalaero	CFM56-7B22/3	34548	2009	Jul 2021	Sale / Lease	Tejpal Singh	tejpal@nihalaero.com	+65 90260551
B737-800	GA Telesis	CFM56-7B26	30230	1999	Feb 2021	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
B737-800	DVB Bank	CFM56-7B26E	40880	2012	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	30294		Now	Sale	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	33798	2003	Q1/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	33799	2004	Q1/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	34015	2004	Q1/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	ORIX Aviation	CFM56-7B26E	38034	2012	Q1/2021	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ALTAVAIR	CFM56-7B26	27985	2000	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
B737-800	ALTAVAIR	CFM56-7B26	28382	2000	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
B737-800	BBAM	CFM56-7B26	28595	1999	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039



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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@ftaiaiviation.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@dvvbank.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@ftaiaiviation.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@ftaiair.com	+1 786 785 0787
(1) V2527-A5	Now - Lease				
(2) V2522-A5	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
(2) V2527-A5	Now - Lease				
(2) V2527-A5	Now - Sale/Lease/Exch.	Magellan Aviation Group	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) GTC331-500B	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules				
(2) GTC331-200ER, (2) GTC331-9A,	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTC331-9B				
(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) GTC331-9A	Magellan Aviation Group	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTC331-9B, (1) GTC331-500B				
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
GTC331-9B, (1) GTC331-500B				
CFM56-3 LPT MODULE, REPAIRED				
CFM56-3 ENGINE STAND				
(1) GTC331-150RJ, (2) GTC331-100M,	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A				
(1) APS1000-C12, (1) APS1000-C3				
GTC331-9A (2), GTC331-9B(2)	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTC331-200, GTC331-250				
APS500C14(3), APS1000C12(2), APS2000				
APS2300, APS3200(2), APS5000(2)				
PW901A(4), PW901C(2)				
TSCP700-4E				
(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) GTC331-9A, (1) GTC331-9B, (3) GTC331-350, (1) APS3200, (1) GTC331-200	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