

# Weekly Aviation Headline News

## WORLD NEWS

### Norwegian files restructuring plan to courts

Norwegian's financial reconstruction plan was sent to its creditors and shareholders. If the plan is approved by the Irish and Norwegian courts in the coming weeks, the company can continue the reconstruction processes and initiate a capital raise in April, targeting completion in May 2021. Jacob Schram, CEO of Norwegian, said the airline had many constructive and challenging negotiations with creditors since the indicative plan was presented on January 14th.

### Qantas trials digital health pass on repatriation flights

Qantas has run its first customer trial of the CommonPass digital health app on its international repatriation flight from Frankfurt to Darwin. This follows a successful trial with crew last month and comes as the national carrier prepares to support the resumption of COVID-safe international travel from late October. The CommonPass smartphone app offers a convenient and secure method for verifying COVID test results and vaccination information to border or health officials and airline staff.

### Air Seychelles to resume flights to Mumbai

Air Seychelles will resume passenger flights from Seychelles to India's largest city and financial centre, Mumbai after one year of absence on the route. The twice weekly flights to be operated by the airline's A320neo aircraft with 154 Economy and 12 Business Class seats, follows the air bubble agreement between India and the Seychelles allowing the two countries to operate commercial passenger services.



AerCap will acquire 100% of GECAS.

Photo: Boeing

## GECAS and AerCap merger

Could lead to more consolidation, says IBA

Experts at aviation consultancy firm IBA have said a combination of the two largest aircraft leasing companies would create a superpower that owns and manages over 2,000 aircraft, leased to a well-diversified customer base with a strong market position.

AerCap announced recently that it had entered into a definitive agreement with General Electric under which AerCap will acquire 100% of GE Capital Aviation Services ("GECAS").

In terms of their future fleet outlooks, both lessors have a convergent strategy as most of AerCap and GECAS' backlogs

are heavily weighted towards narrowbody aircraft, with IBA's InsightIQ Fleets showing their order books comprising 79% and 92% of narrowbody aircraft, respectively. Looking at their active fleet, the deal could consolidate the two different

**"This combination will enhance our ability to provide innovative and attractive solutions for our customers."**

*Aengus Kelly, CEO, AerCap*

strategies followed by both aircraft lessors. Both lessors have a similar distribution of narrowbody aircraft.

AerCap currently owns and manages a fleet of 72% of narrowbody aircraft (64% of them belonging to the Airbus A320

family), while GECAS has 75% of narrowbody aircraft in its owned and managed fleet, well distributed between A320 family and Boeing 737 family aircraft. In terms of other aircraft classes/roles, AerCap has a larger exposure to widebody aircraft, amounting to 27% of its entire fleet while GECAS has more presence in the regional and freighter markets.

IBA expects to see a significant amount of restructuring work for AerCap and GECAS during the year ahead in order to consolidate and prepare for the recovery in traffic demand. Considering the size of the combined fleet, it is likely that IBA

*Continued on page 3*

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will see some tranches of aircraft packaged and sold to manage asset and lessee concentration and to focus on core asset types.

The deal remains subject to regulatory approval, which is likely to attract scrutiny given the prominent market positions held by AerCap and GECAS.

Aengus Kelly, Chief Executive Officer of AerCap, said, “We are excited about this opportunity to bring together two leaders in aviation leasing. AerCap and GECAS both have industry-leading teams, attractive portfolios, diversified customer bases and order books of the most

in-demand new technology assets. This combination will enhance our ability to provide innovative and attractive solutions for our customers and will strengthen our cash flows, earnings, and profitability.

GE Chairman and CEO H. Lawrence Culp, Jr. said the deal marked GE’s transformation to a more focused, simpler, and stronger industrial company. “Coupled with our continuing efforts to strengthen GE’s performance, operations, and culture, this deal brings GE closer to our future—delivering value for the long term and leading the energy transition, precision health, and the future of flight.”

**AIRCRAFT & ENGINE NEWS**

**Aero Capital Solutions closes strong year 2020**

Aero Capital Solutions (ACS), a leading mid-life aircraft leasing platform, has announced a summary of results for calendar year 2020. While a challenging year for the aviation industry, ACS continued to deploy capital and work with airline partners to provide tailored structures in support of airlines’ evolving needs. Overall, 2020 saw a strong development in portfolio origination with solid momentum in the sale-and-lease back segment of its business. The company concluded deals for 36 aircraft in sale-and-leaseback transactions with U.S. and European operators. The ability of ACS to perform timely transactions provided its airline partners with a vehicle to effectively address the economic impacts of the pandemic. ACS purchased 60 aircraft for its portfolio and sold 14 aircraft during 2020. In addition to the aircraft transactions, 27 engine lease agreements were signed in 2020. ACS further purchased eight engines and sold 15 engines from its inventory during the pandemic, illustrating the depth and breadth of its industry partnerships. Backed by strong funding, and having expertise in both aircraft and engine transactions, ACS can provide innovative structures which support airline partners’ unique financial and operational requirements. As of January 2021, ACS had more than 95 aircraft and 75 engines in its portfolio, encompassing 28 lessees in 21 countries.

**Orders and deliveries – Boeing and Airbus**

Airbus v Boeing: Orders and Deliveries					
February 2021 YTD					
	Airbus		Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	-1	5	737	-5	41
A320 Family	-79	45	747	5	0
A330	1	1	767	27	3
A350	-2	2	777	22	4
A380	0	0	787	-15	0
<b>Total</b>	<b>-81</b>	<b>53</b>	<b>Total</b>	<b>34</b>	<b>48</b>

Source: Airbus

Source: Boeing

For the month of February, Airbus generated 11 orders and delivered 32 aircraft to 20 operators.

Boeing recorded 82 orders during the month including 25 737 MAX for United and 11 777X’s for Singapore Airlines. In February, Boeing delivered 22 aircraft predominantly 737 MAX jets.

**Embraer sells 19 new Ipanema agricultural aircraft**

Embraer’s agricultural aviation division sold 19 EMB-203 Ipanema single-seat aircraft in February, totaling 27 aircraft sold this year. This sales volume in the first two months of 2021 is already 8% higher than what was negotiated throughout 2020. The second consecutive month of high sales reflects the favorable performance of the Brazilian agribusiness and the technological innovations incorporated in the new version of the Ipanema aircraft. Agricultural



Photo: Embraer Ipanema 203 agricultural aircraft

crop-dusting services has been leading the market demand this year. Although the demand for the Ipanema remains more intense in the Midwest, the main agricultural hub in Brazil, the pace of sales this year has also been increasing in other regions in the country. With almost 1,500 units delivered, Ipanema is the leader in the agricultural segment with a 60% share of the national market. Its role in precision agriculture combines high technology and continuously evolves to meet the requirements of high productivity and low operating cost.

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**Rolls-Royce set to power Vertical Aerospace’s all-electric aircraft**

Rolls-Royce’s is set to power Vertical Aerospace’s flagship Urban Air Mobility (UAM) aircraft. A Rolls-Royce electrical power system will be integrated into the piloted all-electric vertical take-off and landing (eVTOL) vehicle, which will carry up to four passengers for 120 miles at cruise speeds of over 200mph and is on course to certify in 2024. Vertical Aerospace is a key collaboration for Rolls-Royce Electrical as it marks its first commercial deal in the UAM market and builds on previous agreements to work with partners on demonstrator programs. Rolls-Royce will design the system architecture of the whole electrical propulsion system, the electric power system that includes its latest 100kW-class lift and push electrical propulsion units, the power distribution, and the monitoring system that will support operations. Around 150 Rolls-Royce engineers based in countries including Hungary, Germany, U.S., and the U.K. will work with the Vertical Aerospace team on developing the aircraft which is aiming to be one of the world’s first certified eVTOLs. Vertical Aerospace, based in Bristol, has already flown multiple full-scale eVTOL prototypes and the build of VA-X4 will begin shortly with assembly taking place in the U.K. and the first flight happening this year. Electrification of flight is an important part of Rolls-Royce’s sustainability strategy and supports its aim to contribute to a net zero carbon future by 2050. Rolls-Royce Electrical is a specialist team whose focus is to develop sustainable, efficient, and quieter technology for aviation, marine, land, and industrial applications.



Vertical Aerospace’s Urban Air Mobility (UAM) aircraft will be powered by a Rolls-Royce electrical power system  
*Photo: Rolls-Royce*

**Icelandair and Titan Aircraft Investments agree sale-and-leaseback deal on two 767-300ERs**



Titan Aircraft Investments has agreed to purchase two Boeing 767-300ER aircraft from Icelandair which will be converted to freighters  
*Photo: AirTeamImages*

Titan Aircraft Investments has agreed to purchase two Boeing 767-300ER aircraft from Icelandair which will be converted to freighters and then placed on long-term leases to Icelandair. Titan Aircraft Investments is a joint venture between Titan Aviation Holdings and Bain Capital Credit, while Titan Aviation Holdings, which is a subsidiary of Atlas Air Worldwide Holdings Inc. will manage the aircraft. Titan Aircraft Investments’ portfolio has now grown to three aircraft, which also includes a 777-200 freighter. Atlas Air Worldwide is a leading global provider of outsourced aircraft and aviation operating services. It is the parent company of Atlas Air, Inc., Southern Air Holdings, Inc. and Titan Aviation Holdings, Inc., and is the majority shareholder of Polar Air Cargo Worldwide, Inc. Icelandair Group operates international and domestic passenger services, an airfreight and logistics business through Icelandair Cargo, as well as aircraft leasing and consulting services through its subsidiary Loftleidir Icelandic.

**Embraer delivers new Praetor 500 conversion to AirSprint**

Embraer has delivered the first conversion of a Legacy 450 to a Praetor 500 jet for AirSprint Private Aviation. The Canadian fractional ownership company has another Legacy 450 scheduled to convert to a Praetor 500 this year, in addition to the delivery of a brand-new Praetor 500, also in 2021. With these additions, AirSprint will have three Praetor 500s in its fleet, and a total of nine Embraer aircraft. In total, Embraer has already converted 16 Legacy 450s into Praetor 500s in Europe and North America. The full conversion process can be performed at Embraer-owned service centers.



AirSprint’s first converted Praetor 500

*Photo: Embraer*

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**MRO & PRODUCTION NEWS**

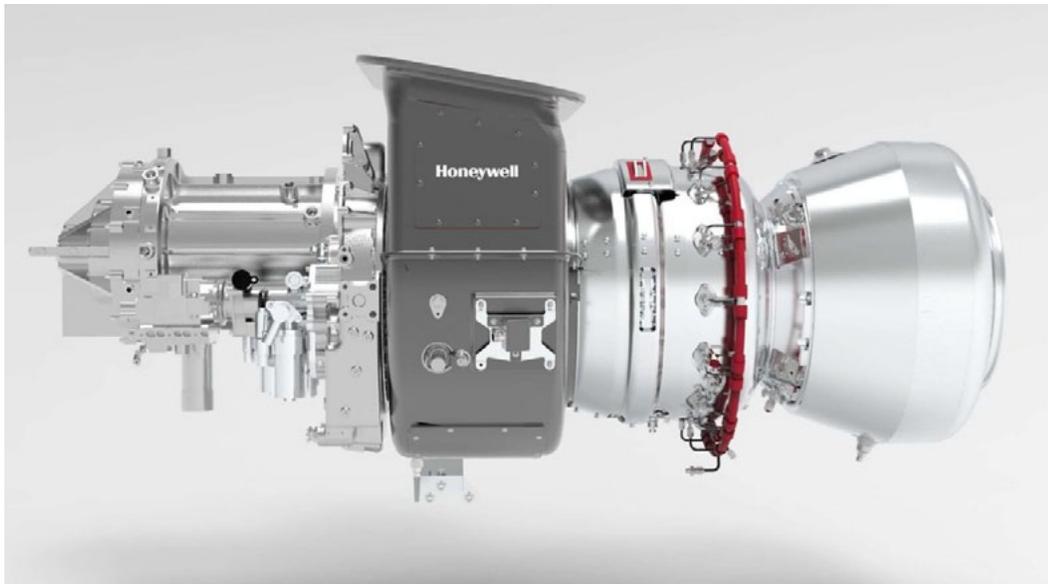
**C&L Aviation Services to start Aircraft Maintenance Apprenticeship Program**

As part of the company’s continued expansion, C&L Aviation Services, a C&L Aviation Group company, has announced the formalized start of its Aircraft Maintenance Apprenticeship Program registered with the Department of Labor. The program, set to begin in April, will provide paying jobs for apprentices while they receive on-the-job instruction, preparing them for their FAA certification examination and a career in aviation. C&L’s apprenticeship program will be a three-year program which will lead to the FAA’s Airframe and Powerplant (A&P) certification. An A&P certificate is required for all aircraft mechanics to sign off on aircraft maintenance. Part of the interview process for applicants will be meeting the C&L mentors and training team and demonstrating their mechanical aptitude. Applicants with previous experience and/or a military background may qualify for C&L’s accelerated apprenticeship program which is one year. Military veterans who attend the program on the accelerated basis are eligible to utilize the GI Bill® to supplement their income as apprentices as well. “We have seen a lot of growth here in the past few years and it is a really exciting time to launch our newly registered Apprenticeship Program,” said Valerie Byers, Recruiting Manager for C&L Aviation Group. “We have a great group of employees here at C&L, and their ability to pass on their years of knowledge and experience to the next generation is an incredible advantage to those who will enter the program.” C&L plans to hire and start the first class of six this April, with an additional six in the fall. Apprentices will work full-time at the company’s 200,000 ft² MRO facility located in Bangor, Maine.



C&L plans to start the first class of six apprentices this April with an additional six in the fall *Photo: C&L Aviation Services*

**Honeywell develops new turbogenerator to power hybrid-electric aircraft**



*Photo: Honeywell Turbogenerator*

Honeywell is developing a power source for hybrid-electric aircraft, planned for demonstration later this year. At 280 pounds, the Honeywell 1-Megawatt generator weighs about the same as a motor scooter but delivers enough energy to power an entire neighborhood block. This generator will be combined with the Honeywell HGT1700 auxiliary power unit, currently flown on every Airbus A350 XWB, to form a turbogenerator 2.5 times more powerful than the version the company unveiled in 2019. The new turbogenerator from Honeywell will be able to run on aviation biofuel, including Honeywell Green Jet Fuel, which is chemically similar to

fossil fuel but made from more sustainable alternatives, as well as conventional jet fuel and diesel. Honeywell’s turbogenerator can be used to operate high-power electric motors or charge batteries and can satisfy missions from heavy-lift cargo drones to air taxis, or commuter aircraft. The first demonstration of this turbogenerator system will occur in the third quarter of 2021, with ongoing development and qualification to follow.

**MAAS Aviation partners with FL Technics to create re-delivery center in Kaunas, Lithuania**



Photo: MAAS Aviation and FL Technics are combining base maintenance, painting and parking/storage in one location

Following a multi-million euro investment, MAAS Aviation, recognized experts in aircraft painting and exterior coatings, has opened a new purpose-built paint shop at Kaunas Airport (KUN) in Lithuania, adjacent to FL Technics’ MRO facilities. Combining base maintenance, painting and parking/storage in one location is an attractive proposition for leasing companies. It minimizes aircraft ground time which offers economic value and less complexity for lessors. MAAS Aviation’s ultra-modern Lithuanian facility is a twin-bay narrow body paint shop capable of accommodating up to two A321-sized aircraft simultaneously and is the first of its kind in Lithuania. It grows the company’s global footprint to eleven best-in-class paint shops and increases its overall MRO capacity in Europe by 40%. The 40% increase in MAAS Aviation’s European MRO capacity enables the company to service more airlines and lessors particularly during peak seasons. The MRO repainting sector is normally cyclical with winter peaks and for many years MAAS has juggled capacity constraints during these periods due to demand from its long-term contracted customers. In the build up to establishing this

new facility MAAS Aviation has experienced a dynamic growth trajectory surpassing 180% over the past six years. In 2015 the company had three paint shops in two locations and 130 aircraft were painted. In 2021, MAAS will operate eleven paint shops (three in Hamburg; two in Kaunas; two in Maastricht; one at Fokker Woensdrecht; and three in Mobile, Alabama) and the company forecasts painting up to 300 aircraft.

**AJW Group signs power-by-the-hour contract with Aer Lingus**

AJW Group has been selected by Aer Lingus as its supply chain management provider. AJW Group will perform data analysis and assistance regarding component engineering services for the entire Aer Lingus fleet of A320 Family and A330 aircraft, as well as providing repair and logistical support. The contract is a Repair Cycle Management (RCM) agreement. This contract sees AJW directly support Aer Lingus’ fleet of A320, A321LR/XLR and A330 aircraft, covering the majority of airframe and engine LRUs and includes new A321neo aircraft. AJW are offering a sophisticated system integration with Aer Lingus’ AMOS system to deliver a highly efficient supply chain solution to drive superior performance and operational excellence which aligns with AJW’s digital expansion strategy. The service includes a close working relationship between AJW and Aer Lingus engineering teams, while AJW Technique, the Group’s Maintenance Repair and Overhaul facility, will play a significant role in the new contract with a high degree of capability of the contracted coverage of Aer Lingus components.



Aer Lingus

Photo: AirTeamImages

**Vallair augments aircraft maintenance capability with addition of new Châteauroux facility**



Construction has started on Vallair’s new hangar in Châteauroux, France

Photo: Vallair

Vallair, the multi-faceted aviation business dedicated to the support of aircraft operators and lessors, has signed a Letter of Intent (LOI) with the Centre-Val de Loire Region and The Châteauroux Centre Airport Establishment. The LOI will see Vallair awarded a ten-year lease for a state-of-the-art full-service aircraft maintenance, repair, overhaul and cargo conversion hangar adjacent to its existing aerostructures repair and logistics facility in Châteauroux, France. “This is an important step for Vallair as we establish our blueprint for growth,” says Gregoire Lebigot, CEO of Vallair. “This new facility will be a natural extension of Vallair’s existing operations in Montpellier and Châteauroux providing maintenance, lease transfers, modifications, reconfigurations, aircraft parking and storage, as well as repairs of aerostructure and composite elements. In addition to this we will be establishing our own dedicated conversion unit which will showcase Vallair’s experience and knowledge

of passenger-to-freighter conversions. Our aim is to support our customers through these challenging times and to be prepared for the surge in demand expected from the fourth quarter. Vallair currently has seven aircraft scheduled for such work in Châteauroux, with another five expected over the coming weeks. This will be our initial orderbook.” This new hangar will soon begin to positively impact on local employment through the creation of 200 jobs which will be divided between Vallair employees and subcontractors. With a footprint of 8,500 m<sup>2</sup> the facility will be able to accommodate four A321-size aircraft, or a combination of A330s and A321s. Although completion is anticipated by Summer 2021, Vallair will continue to support this project with a forecasted €5 million (US\$6 million) investment in the coming months.

**Lufthansa Technik to provide component support for MasAir**



Photo: MasAir Boeing 767F

Lufthansa Technik and the Mexican carrier MasAir Cargo Airline have signed a comprehensive total component support (TCS®) contract covering repair and overhaul of components for MasAir’s Boeing 767F fleet. The new contract governs supply for up to 14 aircraft over a period of five years. This is the first contract signed directly between Lufthansa Technik and MasAir. With the TCS® agreement, MasAir benefits from an individual supply concept that enables short, rapid transport paths. Component support of MasAir fleet will be ensured through a home base stock to be established in Mexico City and in Los Angeles, California.

**MRO & PRODUCTION NEWS**

**West Star Aviation receives Mexican AFAC Repair Station certification for two locations**

West Star Aviation has received recertification for both its East Alton, IL (ALN) and Houston, TX (CXO) facilities as Mexican AFAC Repair Stations. This replaces the DGAC certificate originally issued and provides safety and certification continuity between the FAA and Mexican aviation authorities. West Star’s Grand Junction, CO (GJT) location was originally certified from the onset of the requirement in 2004. They now have a total of four locations approved by the Mexican AFAC, East Alton, IL (ALN); Houston, TX (CXO); Chattanooga, TN (CHA) and Grand Junction, CO (GJT). “The extended certification will aide our customers at both of these strategic locations and provide our customers with additional service opportunities as needed,” said Santiago Carol, Regional Sales Manager, Mexico & Latin America.

**Acumen Aviation and Infinity Trading & Solutions announce strategic partnership**

Acumen Aviation (Acumen) and Infinity Trading & Solutions (ITS) have announced a new strategic partnership agreement. The two companies have entered into an aircraft and component services agreement, under the terms of which Acumen will support ITS business

**Czech Airlines Technics to provide base maintenance services for Air Corsica aircraft**



Photo: Czech Airlines Technics provides base maintenance services for Air Corsica at its hangar at Václav Havel Airport, Prague

Czech Airlines Technics (CSAT) has signed a new Base Maintenance Agreement with Air Corsica. Based on a successful tender, two Airbus A320 aircraft will undergo overhauls in the hangar located at Václav Havel Airport Prague, during the first quarter of 2021. Last year, experienced CSAT teams completed over 70 base maintenance checks within its main division. The agreement with the French air carrier includes the performance of complex scheduled base maintenance checks and repairs based on the manufacturer and operator guidelines. Specifically, two narrow-body Airbus A320 aircraft, which Air Corsica uses mainly on its direct flights to various destinations across Europe, will undergo base maintenance in Hangar F located at Prague Airport premises in the first quarter of 2021. Last year, despite the COVID-19 pandemic which has had a major impact on the entire aviation sector, Czech Airlines Technics managed to implement and successfully complete over 70 base maintenance overhauls on Boeing 737, Airbus A320 Family and ATR aircraft. Finnair, Transavia Airlines, Czech Airlines, Smartwings and NEOS are among the most important Czech Airlines Technics clients in the base maintenance division. In 2020, a team of CSAT mechanics also worked on projects for new customers, namely Jet2.com, Austrian Airlines and clients from both the government and private sectors.

**MRO & PRODUCTION NEWS**

activities within the India region. Through its well-established network, Acumen will support the sale and marketing of the ITS wide-ranging component inventory to the aviation industry in India and will also assist ITS in the purchase of aircraft, engine, and component assets in the region.

**FINANCIAL NEWS**

**BOC Aviation reports solid earnings for 2020**

BOC Aviation has reported financial results for the full year ended December 31, 2020. BOC Aviation's core business continued to perform well in the most challenging year in aviation history. Net profit after tax was US\$510 million, total revenues and other income exceeded US\$2 billion for the first time in 2020, up 4% year-on-year, and total assets rose to US\$23.6 billion as at December 31, 2020, 19% higher than 2019. Operating cash flows net of interest paid increased 13% for the full year compared with 2019. BOC Aviation increased purchase-and-leaseback activities, while reducing and deferring orders from manufacturers in the near term. The company delivered 54 aircraft to its airline customers, taking its owned and managed fleet to a new high of 398 aircraft.

**Rolls-Royce confident of future despite posting record loss of £4 billion**

Rolls-Royce CEO Warren East has remained confident about the company's future, despite revealing a £4 billion loss for 2020. Cash burn is expected to halve in 2021 from £4.2 billion to £2.0 billion and will likely turn positive for the latter half of the year as post-vaccination air travel begins to recover. This projection is based on airlines flying 55% of 2019 levels for the year. "We have our cash burn under control ... We have ample liquidity to get through this crisis as long as it lasts," East said to reporters. One of the company's major problems in 2020 was its policy of charging airlines for the number of hours its engines were flown. With such a downturn in air travel the company was forced to ask shareholders for cash and to also take on a further £5.3 billion in debt. Rolls-Royce engines power both Airbus A350 and Boeing 787 aircraft and this usually generates over 50% of the group's annual revenue. To cope with the effect of the COVID-19 pandemic the company shed 15% of its staff in 2020 and has earmarked £2.0 billion in assets for disposal to aid its balance sheet. While the search for a buyer for Rolls-Royce's Spanish ITP unit is progressing well, the company has hit a major hurdle with

**MTU Maintenance Zhuhai and Sichuan Airlines sign engine MRO contract**



Contract signing between MTU Zhuhai and Sichuan Airlines  
Photo: MTU Maintenance

MTU Maintenance, a global leader in customized solutions for aero engines, and long-standing partner Sichuan Airlines have strengthened their existing relationship with an engine MRO contract for the airline's V2500 and CFM56-5B engines. The agreement covers 259 engines including spares for a five-year period. Services will be carried out at MTU Maintenance's facilities in Zhuhai,

Hannover and Vancouver. Sichuan Airlines operates 119 V2500- and CFM56-5B-powered A319, A320 and A321 aircraft. "We have established an excellent professional relationship with MTU Maintenance Zhuhai over the past decade," says Shao Chuan, General Manager of Maintenance & Engineering Department of Sichuan Airlines. "As such we have selected them as our maintenance provider for our V2500 and CFM56-5B fleet. They have an outstanding reputation for highly customized and cost-effective MRO services, and we are confident they will provide us with the very best solution across our entire engine fleet."

**FL ARI obtains CAAC Part 145 Maintenance Organization Certification for Base Maintenance**



Photo: FL ARI hangar in Harbin, China

FL ARI Aircraft Maintenance & Engineering Company (FL ARI), an aircraft maintenance, repair and overhaul (MRO) service provider based in Harbin, China, has successfully completed its audit and received the Civil Aviation Administration of China (CAAC) approval on base maintenance capabilities, and has been granted Part 145 maintenance certification to carry out regular maintenance, repair, modification, and other operations for Airbus A320-series aircraft. FL ARI is a joint venture between FL Technics, a leading aircraft maintenance (MRO) service provider in Europe and China Aviation Aftermarket Holdings (CAAM), a subsidiary of China Aircraft Leasing Group (CALC). The next step in the company's growth strategy is the base maintenance certificate for the Boeing 737 NG family of aircraft that the company is planning to receive in the next few months.

**FINANCIAL NEWS**

the sale of its Norwegian unit Bergen Engines to a Russian-owned company, the Norwegian government has suspended the transaction citing security concerns. (£1.00 = US\$1.20 at time of publication.)

**Lufthansa Technik's 2020 revenue down 43% due to CORONA crisis**

Lufthansa Technik has released its annual report for 2020 in which revenue and earnings were significantly lower than 2019 due to the effects of the COVID-19 pandemic on the aerospace sector. The crisis has had a considerable adverse effect on the development of the MRO business, with a significant decline in flight hours across the industry and financial pressure on the airlines leading to aircraft being grounded and decommissioned, which had a major impact on Lufthansa Technik. Significant cost reductions are now being deployed to improve the company's competitiveness and secure its long-term, defining role in the independent MRO market. As a consequence, instead of the previous eight company divisions, there will be only five in the future: Aircraft Component Services (ACS), Aircraft Maintenance Services (AMS), Engine Services (ENG), Original Equipment & Special Aircraft Services (OES) and Digital Fleet Services (DFS). Revenue fell in the financial year 2020 by 43% to €3,747 million (previous year: €6,572 million) as a result of the CORONA crisis. This was mainly due to a significant decline in Europe, Lufthansa Technik's most important sales market. Revenue with Lufthansa Group companies saw a decrease in volume, particularly in the engine business. Group external revenue decreased mainly in the component and engine maintenance divisions. Operating income of €4,184 million was 39% lower than in the previous year (previous year: €6,828 million). Operating expenses fell by 30% in the reporting period to €4,502 million (previous year: €6,425 million) due to lower volumes and the cost-cutting measures implemented. Cost of materials and services decreased by 39% to €2,372 million (previous year: €3,902 million), primarily as a result of lower volumes. This included crisis-related write-downs of materials totaling €158 million. At €1,113 million, staff costs were 23% lower than in the previous year (€1,448 million), the main reason being the introduction of short-time work. Depreciation and amortization increased by 3 % to €197 million euros (previous year: €191 million). Adjusted EBIT decreased accordingly to €-383 million (previous year: €463 million), and the adjusted EBIT margin decreased by 17.2 percentage points to -10.2 %. EBIT at the end of the reporting period was €-508 million (previous year: €472 million). The difference to the adjusted EBIT was mainly due to impairment

**MILITARY AND DEFENCE**

**IMOD DDR&D and IAI inaugurate advanced navigation technology center**



The inauguration of the new technology center by IAI and IMOD DDR&D

Photo: IAI

A new technological center dedicated to developing and producing non-GPS navigation systems has been launched by the Directorate of Defense Research & Development (DDR&D), part of Israel's Ministry of Defense (IMOD), and Israel Aerospace Industries (IAI). In the new center, IAI will develop and manufacture highly accurate inertial sensors. These sensors will enable the production of next-generation navigation systems and will significantly increase their performance and capabilities. The innovative navigation sensor technology is founded on unique Israeli innovation based on years of research and collaboration between DDR&D and IAI. These sensors will be implemented in various operational systems within Israel's defense systems, thus enabling Israel to maintain its qualitative advantage and to continue to address the challenges of the modern battlefield. The new navigation technology center established at TAMAM, IAI's electro-optics and navigation house in IAI's Systems Missiles and Space Group, represents decades of experience in developing navigation systems.

**Honeywell secures US\$476 million engine production contract for U.S. Army Chinook fleet**

Honeywell has won a four-year IDIQ (Indefinite Delivery, Indefinite Quantity) contract for new production and spare T55-GA-714A engines that power the U.S. Army's CH-47 Chinook helicopters. This US\$476 million contract award will ensure that the U.S. Army's Chinook fleet



T55 engine

Photo: Honeywell

has spare engines to support future missions and available engines for Boeing's Philadelphia production line through 2024 to serve the U.S. Army and foreign partner nations' new aircraft requirements. The engines will be assembled and tested at Honeywell's production facility at the company's aerospace global headquarters in Phoenix. Securing this engine production contract follows a milestone year for the T55 engine. In 2020, Honeywell won a competitive repair and overhaul contract for the T55. In addition, Honeywell completed a new, world-class engine repair and overhaul facility in Phoenix. That move allows the repair and overhaul work on the T55-GA-714A engine to be fulfilled in the same location as new engine production. The T55 center of excellence provides for a shared workforce, facilities, and engineering resources between both engine lines and delivers up to 20 engines per month to the U.S. Army, foreign military and commercial customers.

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losses on investments in joint ventures and on spare engines. Capital expenditure was reduced by 51% to €152 million compared to last year (previous year: €313 million), mainly due to lower investments into spare engines.

**MILITARY AND DEFENCE**

**EDGE and Israel Aerospace Industries to develop advanced counter UAS Solution**

EDGE, the UAE’s advanced technology group for defense and beyond, has agreed upon a memorandum of understanding (MoU) with Israel Aerospace Industries (IAI) – Israel’s major aerospace and aviation manufacturer, to develop an advanced C-UAS (Counter-Unmanned Aircraft System) solution tailored to the UAE market, with wider-ranging benefits for the MENA region and beyond. Through leveraging IAI’s proven C-UAS solutions that are applied around the world to detect, identify, classify, and intercept a broad range of threats, EDGE, a young and disruptive company that has recently launched a series of electronic warfare solutions, is leveraging its subsidiary, SIGN4L, a provider of electronic warfare services and solutions for national security, to collaborate with the Israeli defense manufacturer to build the tailored C-UAS Solution. Both SIGN4L and IAI will leverage their technical capabilities to jointly develop the system in response to specific customer needs. Further support will be available via IAI’s partnership with Belgium Advanced Technology Systems, Belgium, which has a local technical and marketing presence in the region.

**OTHER NEWS**

**American Airlines** has reached an agreement in principle with **Kuehne+Nagel** to allocate a portion of the carbon reduction benefit the airline generates through its use of sustainable aviation fuel (SAF) to the logistics company, one of American’s leading cargo customers. The agreement in principle is believed to be the largest SAF collaboration between a freight logistics company and an airline, based on the three million gallons of fuel it covers. This volume equates to a reduction in lifecycle carbon emissions from air travel of nearly 26,000 metric tons of carbon dioxide (CO2) over three years, the equivalent of a Boeing 787-9 passenger aircraft flying carbon neutral around the world 25 times. Importantly, the reductions in carbon emissions are accounted for within the aviation sector. “Partnering with Kuehne+Nagel as part of our effort to reduce the impact of aviation

**INFORMATION TECHNOLOGY**



Cargolux and Aeroxchange have signed a new multi-service agreement

Photo: AirTeamImages

**Aeroxchange** has reported that **Cargolux** has selected AeroRepair® to automate its repair order management process. As an Aeroxchange network member since 2009, this new multi-service agreement also further extends Cargolux’s subscription to both AeroAOG® and AeroBuy® for another five years. AeroBuy, AeroRepair and AeroAOG are a part of Aeroxchange’s suite of e-commerce applications enabling airlines and their trading partners to increase supply chain transparency, accelerate purchase and repair order lifecycles, and manage AOG recoveries. After connecting its Trax system with Aeroxchange’s software platform, Cargolux will yield significant operational efficiencies through process automation and workflow standardization with its trading partners.



Transavia France

Photo: AirTeamImages

**Transavia France** is adding the suite of eMobility apps to its maintenance environment. With this addition to its TRAX core maintenance system, Transavia will transition to electronic technical logbooks and digital task cards. The airline will experience immense gains from going mobile and paperless. eMobility apps are task based and intuitive for end users with minimal training required for enhanced productivity. Users access real-time information and are connected from anywhere with truly mobile off-line capability. Reduced aircraft maintenance delays, combined with savings on labor manhours, result in huge savings and operational efficiency. Transavia will implement the iOS PilotLog, CabinLog, QuickTurn, and AeroDox apps, along with the web-based Task Control app in Phase 1. In Phase 2 they will bring online the EzStock, VisualCheck, and Production Control apps.

**OTHER NEWS**

on our planet has been an incredible example of the kind of collaboration that will drive real change," said Jessica Tyler, President of American Airlines Cargo and Vice President of Operations Innovation & Delivery. "This strategic, market-based solution will help create a cleaner supply chain and is aimed at accelerating our transition to a low-carbon future." The agreement in principle with Kuehne+Nagel follows a similar agreement between American and Deloitte. Each such agreement is a model the airline hopes can be adopted more widely as a way to reflect demand for sustainable aviation fuel, build the market and quicken the industry's transition from fossil-based jet fuels to more sustainable alternatives. American has been taking delivery of SAF at San Francisco International Airport since last summer and has committed to using nine million gallons of SAF over the coming three years. The SAF American is using in its operation is produced from waste fats and reduces lifecycle CO2 emissions by 75% compared to traditional jet fuel. Since SAF meets stringent ASTM aviation fuel specifications, all aircraft and engine manufacturer operational procedures and limitations are identical to those for regular aviation fuel.

The 16-year-old transatlantic trade war which has focussed heavily on planemakers **Boeing** and **Airbus** may be coming to a close with what has been described as a goodwill gesture after American **President Joe Biden** and the European Commission president, **Ursula von der Leyen**, agreed to suspend a range of existing tariffs between the two sides. After the telephone call between the two on Friday March 5, von der Leyen said: "President Biden and I agreed to suspend all our tariffs imposed in the context of the Airbus-Boeing disputes, both on aircraft and non-aircraft products, for an initial period of four months." "We both committed to focus on resolving our aircraft disputes, based on the work of our respective trade representatives," she added. The hope is that during the four months a practical solution will be reached by setting joint rules on permissible aircraft subsidies. Experts feel that the timing is right to end this dispute as both aircraft manufacturers have been badly hit by the knock-on effects of the COVID-19 pandemic. Airbus welcomed the decision to suspend tariffs, commenting that it supported "all necessary actions to create a level-playing field and continues to support a negotiated settlement of this longstanding dispute to avoid lose-lose tariffs". Boeing said it hopes the deal would enable talks to "bring a level playing field to this industry".

**Singapore Airlines** (SIA) will pilot the **International Air Transport Association's** (IATA)



Photo: Swissport at Berlin Brandenburg International Airport (BER)

**Swissport** and **IAG** have signed a three-year contract covering airport ground services for the airlines of IAG at the new **Berlin Brandenburg International Airport** in the German capital. Since the opening of the new airport, Swissport has been growing its customer base to currently 17 airlines, providing them with a full range of ground services. A **British Airways** flight to London Heathrow was the first flight under the new agreement with

the British-Spanish airline group at the new Berlin Brandenburg International Airport. The three-year contract covers airport ground services for **British Airways, Iberia, and Vueling** flights, including passenger services at check-in and gates, ramp handling, baggage loading, and pushback services, as well as aircraft cleaning. The cooperation starts with three flights every weekend in March and will be extended to two daily flights from April 1, 2021.



The de-icing vehicle can complete about two to three hours of operation and thus de-ice about 10 to 15 aircraft  
Photo: Munich Airport

The fleet of de-icing vehicles at **Munich Airport** has now received particularly powerful and environmentally friendly support: the all-electric "Elephant e-BETA" from the Danish manufacturer **Vestergaard** has been in use at **EFM**, the company contracted for de-icing and aircraft towing at Munich Airport. According to the manufacturer, the "Elephant e-BETA" is the first electric de-icing vehicle. The spray arms and nozzles, which are driven by electric motors, perform the de-icing of aircraft silently and effectively. At the heart of the vehicle is a generously dimensioned lithium-ion battery power pack that enables the electric de-icing of around 10 to 15 aircraft. This allows the de-icing vehicle to complete about two to three hours of operations without needing to be recharged. The vehicle still drives to the de-icing areas with a conventional diesel engine and can therefore be used flexibly, but at the site itself, the engine is switched off and the all-electric de-icing begins. Elephants are known to have great endurance and a special sensitivity: not bad prerequisites for the Elephant e-BETA to achieve good results in the handling of sensitive aircraft in the test phase now underway. Compared with conventional de-icing vehicles, the electric version can avoid up to 87% of the CO2 emissions normally caused by the vehicle. The electric de-icing vehicle thus fits in perfectly with Munich Airport's climate strategy, which envisages the airport operating in a CO2-neutral manner by 2030 at the latest.

**OTHER NEWS**

Travel Pass mobile application for digital health verification, starting with passengers travelling from Singapore to London from March 15 to 28, 2021. This marks the second phase of SIA's digital health verification process trials, which is based on the IATA Travel Pass framework. Passengers with mobile phones running on **Apple's** iOS operating system will be invited to download the IATA Travel Pass app, and create a digital ID comprising their profile photo and passport information. They can also insert their flight information into the app. Subsequently, they can book their pre-departure COVID-19 test at one of seven participating clinics in Singapore via a dedicated online portal. They can then register at the clinic using the digital ID and flight information in the app. They will be able to view their test results, as well as confirmation status to fly, directly on the app. IATA's Timatic registry will provide the back-end information on the Covid-19 testing and entry requirements. If successful, the pilot will pave the way for the integration of the entire digital health verification process into the SingaporeAir mobile app from around mid-2021, again using IATA's Travel Pass framework.

**INDUSTRY PEOPLE**



Caroline Wood

• Air Charter Service, the global aircraft charter broker, has appointed **Caroline Wood** as Group Travel Services Director, working alongside the company's Commercial Jets division. Speaking on the appointment, **Matthew Purton**, ACS' Global Director of Commercial Jets, commented: "Caroline brings with her a wealth of experience and expertise with over 25 years working at MyTravel, Thomas Cook and Alpha LSG. With travel looking like it will become increasingly more complicated over the next couple of years, Caroline's knowledge will be invaluable to our team, particularly in the near future." As Director of Sport at Thomas Cook, Wood was instrumental in the set-up of Thomas Cook Sport, which was Europe's leading sport travel business. Prior to that, she headed up the sales function of MyTravel's long-haul luxury tour operating brands of Tradewinds and Jetset. Latterly, her

experience extended to in-flight catering where she was Head of Sales & Business Development at Alpha LSG.



Thomas Frick and Oliver Buchhofer

• Swiss International Air Lines (SWISS) is restructuring the top management of its flight operations. This entails the creation of the new position of Head of Operations, whose holder will be responsible for ensuring safe and smooth overall operations, including strategic planning, coordination and organization in such areas as cockpit crew, training, technical services and ground handling. The new position of Head of Operations will be assumed by **Oliver Buchhofer**, currently SWISS's Head of Flight Operations, with effect from April 1. In his new Head of Operations capacity, Buchhofer will also serve as SWISS' Accountable Manager, bearing overall responsibility for ensuring safe operations in compliance with the provisions of the company's official air operator's certificate. This function is currently performed by Chief Operating Officer (COO) **Thomas Frick**. Frick will be stepping down from his COO function as planned at the end of March but will remain active with SWISS on a project basis. As in earlier years, the function of COO will be additionally assumed by the CEO. This will reduce the SWISS Management Board from four to three members.



Harald Gloy

• **Harald Gloy** has been appointed to the Executive Board of Lufthansa Cargo AG for a further five years. The company's Supervisory Board unanimously extended his contract until December 31, 2026. In addition to responsibility for Operations, Gloy has also assumed the role of Chief Human Resources Officer as of March 1, 2021 and thus, as part of a restructuring within the Cargo Executive Board, will henceforth also

bear responsibility for Human Resources and Procurement at the company. Gloy has been with the Group since 1999 and was appointed Chief Operations Officer of Lufthansa Cargo AG on January 1, 2019. Previously, the industrial engineer held various management positions at Lufthansa Technik.

• GA Telesis has named **Fred Sontag** as Vice President Sales, Americas for the Flight Solutions Group (FSG). In the role, he will oversee all sales responsibilities, including USM material, Tooling/GSE, OEM parts distribution, and logistics services in the Americas region. Sontag joined GAT in December 2020 with a wealth of experience in various sales, support, and business development roles over the span of 25 years in the OEM and aftermarket space. In addition to his sales duties, he will also retain his responsibilities as Vice President, Distribution Solutions Group for the near future.



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

Publisher  
Peter Jorssen  
Tel: +1 604 318 5207

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

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

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



THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	DVB Bank	CFM56-5B63	3586	2008	Q2/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	DVB Bank	V2522-A5	2375	2005	Q1/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	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	2249	2004	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	CFM56-5B6/3	5393	2012	Jun 2021	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	2152	2004	May 2021	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-214	DVB Bank	CFM56-5B4/3	3767	2009	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	4552	2010	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-251neo	FPG Amentum	LEAP 1A26	8300	2018	Now	Sale / Lease	Niall Hayden	niall.hayden@fpg-amentum.aero	+353 83 154 6475
A321-231	DVB Bank	V2533-A5	6009	2014	Now	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A321-231	DVB Bank	V2533-A5	6294	2014	Now	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	ORIX Aviation	Trent 772B-60	1306	2012	Now	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A330-200	DVB Bank	CF6-80E	814	2007	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200 (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	CF6-80E 1A4/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	CFM56-7B20	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	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	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@dvbank.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
<b>AE3007 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(3) AE3007A1P	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 786-623-3936
<b>CF34 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
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
(2) CF34-10E6 Full QEC	Now - Sale / Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+ 1 954-478-7195
(1) CF34-10E5A1 Full QEC	Now - Sale / Lease				
(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
<b>CF6 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(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@dvbank.com	+44 207 256 4449
(1) CF6-80E1A4B	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
<b>CFM Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(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)					



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## THE AIRCRAFT AND ENGINE MARKETPLACE

**Commercial Engines (cont.)**

<b>CFM Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(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) CFM56-5B6/P	Now - Lease				
(1) CFM56-5B1/3	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@dvbbank.com	+44 207 256 4449
(1) CFM56-3B2	Now - Sale	Nihalaero	Tejpal Singh	tejpal@nihalaero.com	+65 90260551
(multiple) CFM56-5B	Now - Sale / Lease	CFM Materials	Jimmy Hill	jimmy.hill@cfmmaterials.com	+1 469-628-3756
(multiple) CFM56-7B	Now - Sale / Lease				
(2) CFM56-7B26/E	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B26/3	Now - Lease				
(1) CFM56-7B24/E	Now - Lease				
(1) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) CFM56-7B26	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
(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.				
<b>JT8D and JT9D Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) JT8D-219	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
<b>GE90 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(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				
<b>LEAP Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(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				
<b>PW 4000 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(2) PW4056-1C	Now - Sale	Magellan Aviation Group	Anthony Spaulding	anthony.spaulding@magellangroup.net	+1 980-423-0715
(1) PW4062-3	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaaviation.com	+1 786 785 0787
<b>PW Small Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(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) V2527-A5	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiair.com	+1 786 785 0788
(2) V2522-A5	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvb.com	+44 207 256 4449
(2) V2527-A5	Now - Lease				
(2) V2527-A5	Now - Sale/Lease/Exch.	Magellan Aviation Group	Anthony Spaulding	anthony.spaulding@magellangroup.net	+1 980-423-0715
(3) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111

## Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(1) GTCP331-500B	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
(2) GTCP331-200ER, (2) GTCP131-9A, (1) GTCP131-9B	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH					
Neutral CFM56-7B QEC Kit	Now - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
(1) RE220, (1) APS3200, (1) GTCP131-9A	Now - Sale / Lease	Magellan Aviation Group	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTCP131-9B, (1) GTCP331-500B	Now - Sale / Lease				
A320 Landing gear shipsets	Now - Sale	GA Telesis	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
(2) GTCP331-350, (2) APS2300	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(1) APS3200, (1) GTCP131-9B					
(1) GTCP36-150RJ, (2) GTCP36-100M, (1) RE220RJ, (1) PW126 RGB, (1) PW901A	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) APS1000-C12, (1) APS1000-C3					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) APU T-62T-40C	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(4) GTCP131-9A, (1) GTCP131-9B, (3) GTCP331-350, (1) APS3200, (1) GTCP331-200		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	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available	Now - Lease				
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368