

Weekly Aviation Headline News

WORLD NEWS

American Airlines expands summer flying schedule

Throughout March, American Airlines is increasing its summer schedule by restarting 10 routes to the U.S. from airports across the UK and Europe. In addition, as part of American's alliance with Alaska Airlines, the carrier will launch new service from LHR to Seattle (SEA), beginning March 30, operated on American's Boeing 777-200. The service will initially operate three times weekly, until June 3 when the frequency will increase to daily.

WFS wins handling contract for Ukraine International in Milan

Ukraine International Airlines has awarded Worldwide Flight Services (WFS) an 18-month cargo handling contract in Milan. Starting on 1 April 2021, WFS will handle cargo onboard the airline's three Boeing 737 flights per week, with further increase in volume to daily in June 2021, connecting Milan's Malpensa Airport with Kiev. Most recently, WFS has also invested to upgrade the capacity of the terminal's temperature-controlled cargo facility to accept ULDs.

Ethiopian Airlines joins AU to launch vaccine passport

Ethiopian Airlines has partnered with the African Centres for Disease Control & Prevention (Africa CDC) for the implementation of the African Union Trusted Travel Pass to make continental travel easier and safer amidst the COVID-19 pandemic. The Trusted Travel pass programme will ensure country regulations regarding COVID-19 travel requirements are met with minimal room for error and hassle to the travelling public.



Findings from the study are carried out using an A350-900.

Photo: Airbus

Specialists launch 100% sustainable aviation fuel study

On aircraft emissions and performance

Airbus has reported that a team of aerospace specialists has launched the world's first in-flight emissions study using 100% sustainable aviation fuel (SAF) on a wide-body commercial passenger aircraft.

Airbus, German research centre DLR, Rolls-Royce and SAF producer Neste have teamed up to start the pioneering 'Emission and Climate Impact of Alternative Fuels' (ECLIF3) project looking into the effects of 100% SAF on aircraft emissions and performance.

Findings from the study - to be carried out on the ground and in

the air using an Airbus A350-900 aircraft powered by Rolls-Royce Trent XWB engines - will support efforts currently underway at Airbus and Rolls-Royce to ensure the aviation sector is ready for the large-scale use of SAF as part of the wider initiative to decarbonise the industry.

"We are working closely with a number of partners to ensure a sustainable future for air travel."

Steven Le Moing, New Energy Programme Manager, Airbus

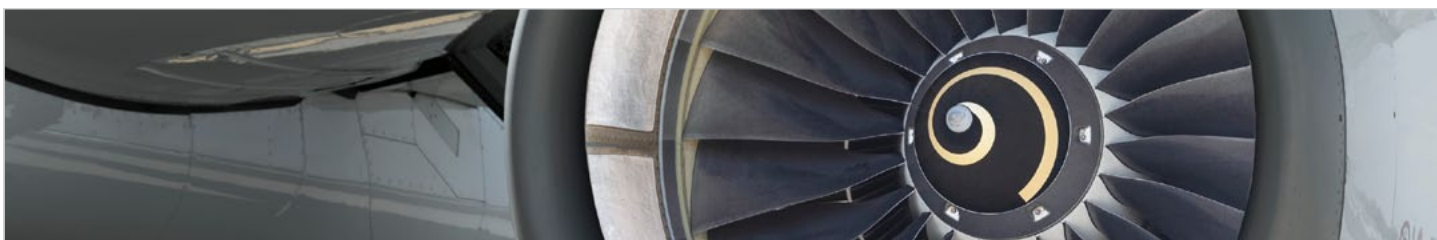
Fuel-clearance engine tests, including a first flight to check operational compatibility of using 100% SAF with the aircraft's systems have started at Airbus' facilities in Toulouse, France.

These will be followed by the ground-breaking flight-emissions tests due to start in April and resuming in the Autumn, using DLR's Falcon 20-E 'chase plane' to carry out measurements to investigate the emissions impact of using SAF. Meanwhile, further ground tests measuring

particulate-matter emissions are set to indicate the environmental impact of SAF-use on airport operations.

Both the flight and the ground tests will compare emissions from the use of 100% SAF produced with HEFA (hydroprocessed esters and fatty acids) technology against those

Continued on page 3



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from fossil kerosene and low-sulphur fossil kerosene.

The SAF will be provided by Neste, a worldwide supplier of sustainable aviation fuel. Additional measurement and analysis for the characterisation of the particulate-matter emissions during the ground testing will be delivered by the UK's University of Manchester and the National Research Council of Canada.

"SAF is a vital part of Airbus' ambition to decarbonise the aviation

industry and we are working closely with a number of partners to ensure a sustainable future for air travel," said Steven Le Moing, New Energy Programme Manager, Airbus. "Aircraft can currently only operate using a maximum 50% blend of SAF and fossil kerosene; this exciting collaboration will not only provide insight into how gas-turbine engines function using 100% SAF with a view to certification but identify the potential emissions reductions and environmental benefits of using such fuels in flight on a commercial aircraft too."

AIRCRAFT & ENGINE NEWS

Boeing receives order for 24 737 MAX aircraft from investment firm 777 Partners

Boeing and private investment firm 777 Partners has announced an agreement to add 24 737-8 aircraft to 777 Partners' diverse aviation portfolio, with purchase rights for an additional 60 airplanes. The Miami-based company will place the single-aisle airplanes with its growing portfolio of low-cost carrier investments around the world. In addition to aircraft leasing, 777 Partners strategically invests in a host of aviation businesses, from operating carriers to technology-driven solutions. The firm's travel sector strategy is largely focused on innovative solutions for interlining, passenger connectivity, and creating new commerce channels for its airline investments and customers. "777 Partners has gained a reputation for investing in high-growth markets and we are delighted to welcome them to the Boeing 737 family. This is a significant order that speaks to 777 Partners' belief in the 737-8 and the market recovery ahead," said Ihssane Mounir, Boeing senior vice president of Commercial Sales and Marketing.

First CFM-powered Airbus A321P2F aircraft delivered to Titan Airways



Photo: Titan Airways took delivery of the first A321P2F aircraft

Titan Airways has taken delivery of its first passenger-to-freighter converted aircraft, a CFM56-5B-powered Airbus A321P2F. This delivery is the first of three Airbus A321 converted passenger-to-freighter aircraft on order. The U.K. airline is among the first carriers to operate the converted aircraft since the plane's initial production in 2020. The aircraft is leased to Titan Airways by an investment vehicle managed by affiliates of BBAM Limited Partnership (BBAM), which oversaw the aircraft conversion, together with Airbus-affiliated partners. The Airbus A321 Passenger to Freight conversion program was launched by ST Engineering and Airbus through their joint-venture Elbe Flugzeugwerke (EFW) in 2015. Modifying an A321 from a passenger to the P2F version involves integrating a large main deck cargo door in the forward fuselage, plugging the passenger windows, and deactivating most passenger doors. It is also more fuel efficient, resulting in lower emissions.



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AIRCRAFT & ENGINE NEWS

ACC Aviation transacts Boeing 737-400 to Frontera Flight Holdings, U.S.A.

ACC Aviation, the global aviation consultancy offering asset management and financial solutions to airlines, lessors and financiers, has successfully transacted a Boeing B737-400 (LY-MGC) from Lithuania's GetJet Airlines to Frontera Flight Holdings, U.S.A. The 1991-built aircraft (Serial No 24904) will be reconfigured from a 168-seat passenger fit to a dedicated freighter for onward lease to passenger and cargo airline Aeronaves TSM of Mexico. Work on the freighter conversion is scheduled to start later this summer by Aeronautical Engineers of Miami, FL. It will see the addition of a cargo door on the forward left side of the fuselage, plus modification of the main deck to carry multi-cargo containers or pallets of up to 23 tons (23,000 kg.). The transaction was finalized by ACC's asset management division, formerly known as Aerotask.



Boeing B737-400 to be converted into a freighter

Photo: GetSet Airlines

NOTICE OF DISPOSITION OF COLLATERAL

Wilmington Trust Company, in its capacity as "Loan Trustee" will sell eleven Airbus A321-200 aircraft bearing manufacturer's serial numbers 6698, 6780, 6797, 6798, 6894, 6895, 6899, 6949, 7005, 7036 and 7081 (the "A321 Aircraft"), two Airbus A350-900 aircraft bearing manufacturer's serial numbers 0024 and 0027 (the "A350 Aircraft") and four Boeing 787-9 aircraft bearing manufacturer's serial numbers 38478, 38479, 38459 and 38461 (the "787 Aircraft" and together with the A321 Aircraft and the A350 Aircraft, the "Aircraft") at a public sale on a date no earlier than April 14, 2021.

Any party interested in participating in the bidding process for the Aircraft should contact the Loan Trustee's remarketing and sales agent (the "Agent") at:

SkyWorks Leasing (Ireland) Limited
The Merrion Buildings
18-20 Merrion Street
Dublin 2
Ireland
Attention: Anders Hebrand
E-Mail: ahebrand@skyworks.aero

AIRCRAFT & ENGINE NEWS

TAM delivers additional Saab 340B cargo conversion

Continuing its successful series of Saab 340B cargo conversions, TAM has delivered an additional aircraft – ES-NSD, MSN 171 – to Estonian airline Nyx Air on March 10, thus complementing a vast fleet of Saab 340/2000 and ATR 72 regional airliners, including Saab 340s in full cargo configuration. With comprehensive experience gained from converting more than a dozen Saab 340s, TAM cargo conversions meet an increased market interest, with ES-NSD being the second aircraft delivered from TAM's Örebro workshops in 2021.



TAM delivers additional Saab 340B cargo conversion to Nyx Air

Photo: AFK

Pel-Air receives second Beechcraft King Air 350 for NSW Air Ambulance Service



The second Beechcraft King Air 350 aircraft for Pel-Air

Photo: Rex

Pel-Air, a subsidiary of Australia's independent regional and domestic airline Rex, has taken delivery of the second of five Beechcraft King Air 350 aircraft for the NSW Air Ambulance Service, commencing operations in January 2022. The first aircraft was delivered in November 2020. The King Air 350, with serial number FM-92, has been registered as VH-AAS. The aircraft arrived at Shellharbour Airport, NSW on March 15, after departing from the U.S.A. the week before. The aircraft will undergo modifications locally, as Pel-Air progresses its preparations for the start of operations at the Mascot base. Pel-Air is one of Australia's leading fixed-wing air ambulance providers, having already been the incumbent contractor for the Victorian State government for the past nine years.

GECAS subsidiary AFS Investments sells 18 Airbus A320neos to Air China

While the Boeing 737MAX remains grounded in China, 18 Airbus A320neos have been purchased by Air China from AFS Investments Inc, a subsidiary of aircraft lessor GECAS. This is a major boost for Airbus in its efforts to compete against COMAC and its soon-to-be-certified C919 narrow-body passenger jet. Based on list prices, the order is worth approximately US\$2.24 billion, with deliveries expected to be completed by the end of 2022. Air China commented that an attractive exchange rate and low financing costs had been major factors when agreeing the purchase, while this is the first deal involving Air China and Airbus since the Chinese carrier bought 20 A350s in 2019. GECAS is the air finance arm of General Electric and terms were agreed earlier this month for AerCap to purchase it for US\$30 billion, which will make AerCap the largest aircraft lessor with control of an estimated 18% of the current global leased fleet of Western-manufactured narrow-body and wide-body aircraft.



Air China

Photo: AirTeamImages

AIRCRAFT & ENGINE NEWS

ATR reveals recovery plan for 2021 and beyond



Photo: ATR

Based at Toulouse Blagnac airport in France, ATR (Aerei da Trasporto Regionale or Avions de Transport Régional), the aircraft manufacturer has revealed its plans for 2021 and beyond for dealing with the devastating effects of the COVID-19 pandemic on the aerospace industry as a whole. 2020 was not such a disastrous year for ATR as it managed to deliver ten aircraft and receive six gross orders during a year which saw nine new operators using ATR aircraft and 84 new routes opened. Additionally, ATR operators launched services in three new countries, while last December, the first purpose-built freighter (ATR 72-600F) was delivered to FedEx. For 2021 the company is looking to implement incremental improvements into the ATR aircraft family, to enhance operational efficiency, and reduce maintenance costs through system upgrades and state-of-the-art avionics. It is now well positioned to benefit from the resilience of a cargo market which is already at pre-COVID level. ATR expects air cargo to double its capacity over the next 20 years and point to point express deliveries can best be served by its aircraft. While the Short Take Off and Landing variant of the ATR 42-600 will

open a range of opportunities in airports with airstrips between 800m and 1,000m, ATR has estimated that approximately 900 older regional turboprop aircraft will need to be replaced in the coming years, and the company is well positioned to meet demand for new aircraft with its more sustainable, cost-efficient and modern planes.

Vallair places final B737-400 freighter with Malaysian operator M Jets International

Vallair has placed its final B737-400 freighter with Malaysian start-up operator, M Jets. The B737-400 is a legacy product for Vallair and the company will now focus its future freighter conversion programs on A321, B737NG and ATR variants. The aircraft, MSN 26605, will be the first freighter to enter into M Jets' fleet and will be operated under the brand Kargo Xpress. "The B737-400 is long established as a successful freighter," comments Gregoire Lebigot, CEO of Vallair. "Offering eleven container positions, the classic series, to which the -400 belongs, is well suited for a start-up operator because of its reliability and economical operating costs. In addition to this as the aircraft is well known throughout the world, finding suitable maintenance facilities, crew, engineers, as well as spare parts, will not be an issue." M Jets a subsidiary of MMAG Holdings Berhad, is the fifth cargo operator in Malaysia, and will serve to fulfil Malaysia's burgeoning supply chain demands, as well as those of neighboring countries which have seen a surge in air cargo driven by the demands of e-freight and e-commerce due to the pandemic. The conversion was carried out in 2018 by PEMCO Conversions. Although Vallair will no longer be converting this aircraft variant, it has confirmed that it will continue to offer legacy support.



The first B737-400 freighter to enter M Jets' fleet will be operated by Kargo Xpress

Photo: Vallair

FINANCIAL NEWS

Leonardo announces launch of Leonardo DRS IPO for a minority stake

Leonardo's wholly owned subsidiary in the U.S., Leonardo US Holding, has launched its initial public offering (IPO) for a minority stake of Leonardo DRS (DRS) common shares. The initial public offering consists of 31,900,000 shares of DRS common stock to be offered at an anticipated initial public offering price range of between US\$20.00 and US\$22.00 per share. All of the shares to be sold in the offering will be offered and sold by Leonardo US Holding and DRS will not receive any proceeds from the offering. Leonardo US Holding also intends to grant the underwriters a 30-day option to purchase up to an additional 4,785,000 common shares at the public offering price less applicable underwriting discounts and commissions. Post completion of the offering, Leonardo US Holding is expected to hold 78.0% of the issued and outstanding shares of common stock in DRS (approximately 74.7% if the underwriters' option to purchase additional shares is exercised in full). DRS expects to list its common stock on the New York Stock Exchange under the ticker symbol DRS.

EU Commission approves hybrid loan by the State of Finland to Finnair

Finnair and the State of Finland have signed an agreement on a hybrid loan of maximum €400 million to support Finnair. The decision was made by the Plenary Session of the Government on February 18, 2021. The arrangement has the approval of the EU Commission's competition authority in line with the European Union's state aid rules. The COVID-19 pandemic has led to travel restrictions which have caused severe losses to Finnair, which has been taken into account in the interest rate of the hybrid loan. Of the credit limit, approximately €350 million can be used by Finnair based on the state aid decision made by the Commission on March 12, 2021. Finnair is able to access the funds, if its cash or equity position would drop below the limits to be defined in the facility's terms and conditions. The remaining approximately €50 million-share will be brought to approval by the Commission at a later stage. Finnair's equity was €896.6 million at the end of 2020 and cash reserves were €823.7 million. (€1.00 = US\$1.20 at time of publication.)

IAI financial year 2020 net income increased 48%

Israel Aerospace Industries (IAI), Israel's largest national military and civilian security defense company, has issued its consolidated financial

MRO & PRODUCTION NEWS

AJW Group and MENA Aerospace join forces to enhance aircraft support in the Middle East



AJW Group and MENA Aerospace join forces

Photo: MENA Aerospace

rotary-wing aircraft operating in the Middle East. This strategic partnership is positioned to provide integrated product solutions and services to customers all around the Middle Eastern region with customers benefitting from:

- Access to AJW's extensive global inventory of more than 450,000 line items valued at US\$500 million,
- Streamlined repair and overhaul services with AJWs tailored repair programs and in-house at AJW Technique, the group's state-of-the-art MRO facility based in Montreal
- Seamless logistical support throughout the Middle Eastern region
- State-of-the-art facilities located at Bahrain International Airport.

The mutually beneficial partnership allows AJW to further develop its business in the Middle East region alongside MENA, an established aviation company that is well known and highly respected with an existing infrastructure and business network to offer regional customers a superior service in the supply and repair of aircraft spares.

IAI and Aviatc to establish aircraft maintenance center in Lithuania

Israel Aerospace Industries (IAI) has signed a Memorandum of Understanding (MOU) with Aviatc MRO UAB for a strategic cooperation in establishing an aircraft maintenance center at the Siauliai Airport, Lithuania. The new site will provide aircraft maintenance and overhaul services, the conversion of B737NG passenger airplanes into cargo configuration, and the training, certification, and licensing of personnel.

Aviatc will run the maintenance center and will support the interaction with the Lithuanian regulators, including planning and infrastructure development.



Aircraft maintenance at IAI MRO

Photo: IAI

statements for the year ended December 31, 2020. The company's revenues in 2020 reached a record of US\$4,184 million, representing the highest sales revenues ever recorded in company history, compared with US\$4,108 million in 2019. The increase is mainly a result of the increase in the sales of the ELTA Group and the Systems Missiles & Space Group. The sales

of the Military Group in 2020 increased by 14% to US\$3,508 million compared with US\$3,080 million last year, an increase of US\$428 million. The Aviation Group's sales in 2020 decreased by approx. 18% to US\$1,187 million compared with US\$1,442 million last year – US\$25 million of the decrease can be attributed to the crisis in the global aviation industry. Sales for exports in 2020

FINANCIAL NEWS

accounted for 71% of sales at approx. US\$2,991 million (approx. US\$1,193 million to Israel, representing 29% of sales), similar to the figures recorded in 2019. Net income in 2020 grew by 48% to approx. US\$133 million (approx. 3.2% of sales), compared with net income of approx. US\$90 million in 2019 – the highest net income in IAL history. The Military Group's net income in 2020 increased by approx. 13% to approx. US\$248 million compared with approx. US\$219 million in 2019, an increase of US\$29 million. The Aviation Group's net loss in 2020 amounted to approx. US\$32 million compared with a loss of approx. US\$21 million in 201. EBITDA in 2020 amounted to approx. US\$397 million, compared with approx. US\$324 million in 2019, an increase of approx. 23% compared to last year. Gross profit in 2020 grew by 15% to approx. US\$665 million (about 16% of sales) compared with approx. US\$577 million (approx. 14% of sales) in 2019. The growth in gross profit was derived mainly from increased sales of the Systems Missiles & Space Group and the ELTA Group. The Military Group's gross profit in 2020 increased by 15% to approx. US\$598 million compared with approx. US\$520 million in 2019, an increase of approx. US\$78 million. The Aviation Group's gross profit in 2020 increased to approx. US\$78 million compared with approx. US\$74 million in 2019. Operating income in 2020 grew by 61% to approx. US\$195 million (approx. 4.7% of sales), compared with operating income of approx. US\$121 million in 2019 (approx. 2.9% of sales), an increase of approx. US\$74 million. The Military Group's operating income in 2020 grew by 18% to approx. US\$285 million compared with approx. US\$241 million in 2019, an increase of US\$44 million. The Aviation Group's operating loss in 2020 amounted to approx. US\$10 million compared with an operating income of approx. US\$1 million in 2019. Net finance expenses in 2020 amounted to approx. US\$21 million compared with approx. US\$12 million in 2019.

Fraport retains positive outlook despite posting €690 million 2020 fiscal year loss

Fraport AG Frankfurt Airport Services worldwide (Fraport) has released its financial results for fiscal year 2020, ending December 31. For the first time in 20 years net profit for the Group dropped into negative territory at €-690.4 million, despite the implementation of extensive cost-cutting measures. Group revenue decreased by 54.7% year-on-year to €1.68 billion. Adjusting for revenue from construction relating to capacitive capital expenditure at Fraport's subsidiaries worldwide (based on IFRIC 12), Group revenue was down 55.4% to €1.45 billion. This was the consequence of the dramatic reduction in passenger traffic at Frankfurt Airport, which fell

Lufthansa Technik develops new onboard patient transport units

Lufthansa Technik AG has begun the strategic further development of its proven patient transport unit PTE (German: Patiententransport-einheit) for the air transport of patients in intensive medical care. Based on an order placed by the German Armed Forces in 2020, an initial 26 PTE NG (New Generation) units will be produced over the next two years. The further development for the German Armed Forces is based on the Patient Transport



The first-generation PTE, here seen installed in an Airbus A319 Photo: LHT

Unit (PTU) NG in international service, of which Lufthansa Technik recently delivered eight additional units to NATO's Multinational Multi Role Tanker Transport fleet. One goal of the further development is to make the PTE NG flexible deployable on all suitable aircraft types of the German Armed Forces. To enable it to be used, for example, on both the Airbus A400M and the future Airbus A321neoLR of the German Air Force, it will receive all the necessary military and civil approvals as both aviation and medical equipment. The specification and airworthiness certification will be carried out by Lufthansa Technik. The specialized Swiss medical device manufacturer Aerolite has been contracted to develop and manufacture the system. For installation in different aircraft types, the partners have also developed a special concept that allows electrical connection to various on-board power systems with direct and alternating current. Installation requires no tools and takes only a few minutes. The German Armed Forces currently operate 37 first-generation PTEs, which were procured at the time for the Airbus A310 MRTT and C-160 Transall. Almost all of them are still in daily service, and since 2018 they have also installed on the Airbus A400M. The new generation will also meet the requirements of the German Air Force's future transport fleet. The wealth of experience gained from Bundeswehr missions flows directly into the PTE NG.

INFORMATION TECHNOLOGY



Hong Kong Express Airbus A320 aircraft

Photo: AirTeamImages

Low-cost carrier **Hong Kong Express** has inked a deal with **Swiss-AS** in January 2020 to implement the AMOS Airline Edition to manage maintenance activities of a modern fleet of 24 Airbus 320, 320neo, and 321 aircraft types. HK Express placed its confidence in Swiss-AS not only as a software product provider, but also as a cloud and operational services provider by subscribing to the AMOS Cloud Hosting Solution. This option relieves airlines from the requirement to operate a technical infrastructure on-premises, which is not their primary domain of expertise, and provides an attractive and effective cost alternative. The AMOS Cloud Hosting Solution package comes along with the AMOS Operational Services (AOS) which covers all duties arising from the AMOS application server and database administration and have Swiss-AS taking responsibility for this broad range of tasks. Economies of scale allow Swiss-AS to provide customers the possibility to outsource the operation of AMOS at a lower cost versus training and using in-house resources.

FINANCIAL NEWS

by 73% year-on-year to 18.8 million passengers, and reductions of between 34% and 83% in passenger traffic at China's Xi'an Airport and Slovenia's Ljubljana Airport respectively to reflect the full range of reductions across all Group airports. Fraport substantially reduced operating expenses (cost of materials, personnel expenses and other operating expenses) by nearly a third, after adjusting for the additional expenses for personnel-reduction measures. This enabled Fraport to achieve a slightly positive EBITDA (before special items) of €48.4 million in fiscal 2020, down 95.9% year-on-year. When taking into account the extra expenses of €299 million for personnel-reduction measures, Group EBITDA in 2020 fell to minus €250.6 million (2019: €1.18 billion). Group EBIT slipped to minus €708.1 million (2019: €705.0 million), while the Group result (net profit) amounted to minus €690.4 million (2019: €454.3 million). Fraport AG's executive board chairman, Dr. Stefan Schulte, said: "We are looking back on an extremely challenging year 2020. Unlike almost any other industry, aviation has been hit hard by the COVID-19 pandemic. Nevertheless, we are now seeing the light at the end of the tunnel. The rollout of vaccination programs and greater availability of testing options provide the prerequisites for air traffic to rebound – starting this summer at the latest. People want to finally travel again, while airlines are ready to ramp up their capacities. At the same time, we have realigned our company to become leaner and more agile. Therefore, we will emerge even stronger from this historic crisis. As the operator of the Frankfurt Airport global hub and thanks to our Group airports worldwide, we are well positioned to fully benefit from the air travel relaunch, while our long-term growth perspectives remain intact." (€1.00 = US\$1.20 at time of publication.)

Virgin Atlantic to raise additional £160 million to further combat air travel crisis

Having received backing for a £1.2 billion rescue deal back in August 2020 which Virgin Atlantic claimed would secure its future for approximately 18 months, the struggling carrier has announced it is raising a further £160 million in new financing to help combat the effects of the global pandemic on demand for flights. It is understood that Richard Branson's Virgin Group will provide about £100 million and the remaining £60 million would include deferrals. This latest fundraising exercise follows on from the sale and leaseback of a pair of Boeing 787s in January in a £165 million deal with Griffin Global Asset management to shore up the carrier's balance sheet. Since the COVID-19 pandemic hit the travel industry Virgin Atlantic shed 4,650

INFORMATION TECHNOLOGY



Cebu Pacific Airbus A320

Photo: AirTeamImages

Cebu Pacific, the largest carrier in the Philippines, has selected the **FLYdocs®** Aircraft Records Management platform for its fleet of 66 aircraft. The agreement will see the founding member of the Value Alliance adopt a fully paperless approach to its records management. The FLYdocs® platform has an enhanced integration with leading planning and maintenance software, AMOS, to seamlessly interface the two systems to deliver a full digital aircraft compliance on-demand. André Fischer, CEO at FLYdocs said: "This long-term partnership with Cebu Pacific comes at a time when we are really investing a lot of resources into the Asia-Pacific market. We are excited to partner with Cebu Pacific on its journey to becoming a truly paperless company with now both FLYdocs® and AMOS seamlessly working together to provide improved operational efficiencies. There are several players in the market, and we are delighted that FLYdocs continues to stand out as the leading platform of choice for a growing number of airlines."

OTHER NEWS

Emirates and TAP Air Portugal

have signed a Memorandum of Understanding (MoU) to expand the codeshare partnership currently in place between both airlines. The new agreement will see customers of both airlines benefit from seamless connectivity on many new routes across the Americas, North Africa and East Asia. Emirates and TAP Air Portugal will also explore ways to



Photo: Emirates and TAP Air Portugal aircraft fins

enhance the co-operation on their respective frequent flyer programs including reciprocal earning and redemption opportunities and popular benefits such as lounge access. In addition, both airlines plan on supporting each other's stopover programs in Dubai and Lisbon, with Emirates also supporting TAP Air Portugal as it looks at potential expansion opportunities in the UAE. Subject to required regulatory approvals, the expanded agreement is expected to come into effect from May 1, 2021, and will provide customers with seamless booking, ticketing and travel benefits across 70 destinations on both airlines' networks.

FINANCIAL NEWS

jobs and reduced costs by £335 million last year. The £1.2 billion rescue package announced in July 2020 involved only private funds with no government backing involved. Virgin Group provided £200 million, the Davidson Kempner hedge fund loaned Virgin Atlantic £170 million, and both Delta Air Lines, a 49% stakeholder in the carrier, and Virgin Group, agreed to defer £400 million in fees. Creditors also agreed to defer £450 million in payments. Aircraft deliveries over the next five years were amended, while all operations at Gatwick airport were closed down, accounting for over 3,000 of 2020's job losses. (£1.00 = US\$1.39 at time of publication.)

INFORMATION TECHNOLOGY

IBM and **MHIRJ**, the Montréal-based aviation group created from the acquisition of the Bombardier's CRJ Series program by **Mitsubishi Heavy Industries**, announced their collaboration to build MHIRJ's consolidated business on the cloud. MHIRJ, which provides aircraft maintenance, repair and overhaul services, has chosen to deploy the SAP S/4HANA ERP solution hosted on the IBM cloud to create a transparent and streamlined view of its business. The new open hybrid platform will allow MHIRJ to control its overhead expenses, while reducing its physical footprint. Although the frequency of flights has decreased significantly due to the COVID-19 pandemic, commercial aircraft still require maintenance. In fact, many airlines are shifting their focus to smaller aircraft, like the CRJ serviced by MHIRJ, while the largest aircraft have been grounded for months. By investing in innovative technology, MHIRJ will be able to drive down costs, drive up efficiency, and improve customer service in the aftermarket supply chain.

OTHER NEWS

Alaska Airlines continues to strengthen its Pacific Northwest connections with the announcement of four new routes, which includes linking Boise to Chicago O'Hare and Austin, and two new destinations from Seattle. On June 17, Alaska will begin daily nonstop service between Boise and Chicago, and between Boise and Austin. Both routes will be flown year-round with **Horizon Air's** Embraer 175 jet and its three-class cabin. With these new flights, Alaska will have 28 daily departures to 12 cities from Boise this year. The flights between Idaho's largest city to the Windy City will allow Alaska's guests to connect to American Airlines' domestic and international network. With Alaska joining American in the

OTHER NEWS



Photo: SITA Letterkenny, Ireland

SITA, a leading IT provider to the air transport industry, is significantly expanding its Agile DevOps teams by over 55 people in Letterkenny, Ireland to develop the next generation of its highly successful SITA AT AIRPORTS portfolio. These new roles include software engineers, test engineers, UX designers, scrum masters, and product owners. As

the air transport industry begins its slow recovery from COVID-19, airports, airlines, and governments are looking to further streamline their operations and passenger journey through automation and digitization. To meet this growing demand, SITA is accelerating the innovation and development of new solutions across baggage management, airport operations, passenger processing, and border management. These solutions are used in more than 1,000 airports and more than 60 governments globally. David Lavorel, CEO SITA AIRPORTS & BORDERS, said: "We all are eager to see our industry rebound, and technology is a vital component of its recovery. Airports and airlines are looking to technology to automate the passenger journey while digitalizing their operations to drive new cost efficiencies. Many of these solutions are being developed in Letterkenny.



Photo: Lufthansa Cargo hub Munich

The **Lufthansa Cargo Pharma Centers** in Munich and Chicago, which opened in summer 2020, were recently CEIV Pharma-certified. This means that, in addition to CEIV Pharma certification as an airline, **Lufthansa Cargo** offers an excellent pharma network of 32 stations worldwide. After extensive testing, the CEIV Pharma label of the International Air Transport Association also confirms Lufthansa Cargo in Munich and Chicago as a reliable operator for handling and storage of urgent and temperature-sensitive shipments according to the highest international standard. This is also particularly relevant for the transport of highly sensitive COVID-19 vaccines, as these are being transported worldwide and must be done so with the utmost reliability. The state-of-the-art cold storage facility opened at Munich Airport in August 2020 is the first cold storage facility there with CEIV Pharma certification. Covering almost 1,000 square meters, it offers two different cooling areas (+2 to +8 °C and +15 to +25 °C) as well as a deep-freeze cell, so during both storage and handling, the temperature of highly sensitive pharmaceutical shipments can be optimally maintained.

OTHER NEWS

oneworld alliance on March 31, guests can expect a seamless travel experience.

Europe's aviation sector welcomed the proposal by the European Commission for a Digital Green Certificate system. This proposal requires EU States to issue common, interoperable and mutually recognized certificates for COVID-19 vaccination, testing, and recovery status that will facilitate free movement during the COVID pandemic and support the restart of travel. Industry associations **Airlines for Europe** (A4E), **ACI EUROPE** (Airports Council International), **ASD** (Aerospace and Defence Industries Association of Europe), **CANSO**, **European Regions Airline Association** (ERA), and **International Air Transport Association** (IATA) view these certificates as a key tool to facilitate a safe and efficient resumption of travel and tourism in Europe. They call on the EU Council and the European Parliament to urgently approve the Commission proposal, and for all EU States to immediately begin preparations for their implementation. Recent polling showed that 54% of Europeans aim to take a trip before the end of July 2021, revealing the strong pent-up demand for mobility. Among this group, 41% wish to travel to another European country, underlining the benefit of a common EU framework. 89% of people agree that governments need to standardize testing and vaccine certificates. The associations are therefore urging EU governments to ensure the certificates are operational in time for the peak summer travel months – with vaccination certificates, in particular, enabling the elimination of all restrictions to travel whilst recognizing that vaccination should not be mandatory in order to travel. But even if the COVID-19 situation permits the restart of travel, the industry warned that a more detailed plan is needed to energize economic recovery and restore freedom of movement as soon as governments are able to re-open their borders. With utmost urgency, work on an EU roadmap setting out the conditions, criteria and possible timing for the easing and lifting of travel restrictions must begin. This should also include a simple, harmonized implementation of testing policies. In stark contrast to the restart roadmap set out by the U.K., EU work has yet to be initiated on this – leaving hundreds of thousands of travel and tourism businesses and their employees across Europe in the dark as to their prospects for a restart and related planning. It is also preventing Europeans from planning longed-for family reunions, business trips or holidays, which will be crucial in helping to restore Europe's economies. The latest data released by ACI EUROPE shows the striking milestone of over 7,500 lost air routes across



Photo: Aviator Finland introduces the electric tow truck Kalmar FB600EL to its operations

conventional tractor increases Aviator Finland's capability within wide-body operations and is a welcome addition to the company's arsenal of ground support equipment (GSE). The machine is suitable for towing weights of up to 600,000 kilograms and can be used for aircraft of the majority of Aviator's customers, including Embraer ERJ190s, Airbus A319-321s, A330s, A350s and Boeing 737s, 757s, and 787s. As the global attention to eco-consciousness continues to grow, the Kalmar FB600EL tow truck marks the next step in Aviator's sustainability initiative towards electrically operated GSE. When fully charged, the vehicle can be in operation for four hours. It is capable of handling aircraft, while producing zero emissions and less noise than conventional diesel-powered units.

Aviator, a Nordic one-stop shop for aviation ground handling services, has introduced Kalmar FB600EL, a fully electric tow tractor for pushback and maintenance towing of wide-body aircraft, to **Aviator Finland** operations, increasing its bases operational capability and reducing Aviator's environmental footprint. The fully electric sixty-ton



Photo: Air Canada Airbus A220

Air Canada has announced ambitious plans for its long-term commitment to advancing climate change. Canada's flag-carrying airline has targeted 2050 as the year it will reach net-zero greenhouse gas (GHG) emissions for global operations. In the mid-term, the carrier has set a target of reducing GHG emissions by 30% compared to 2019 levels by 2030 in both its air and ground operations. As part of its campaign, it will be investing CA\$50 million in sustainable aviation fuel (SAF), along with carbon reduction and removal. To meet these targets, Air Canada will focus on the energy-efficient Airbus A220 and Boeing 737 MAX for its operational fleet of aircraft which are expected to average approximately 20% less fuel per seat and emit approximately 20% less CO2 and 50% less nitrogen oxide than the aircraft they replace. From the innovation angle, the company will continue to evaluate the viability, safety and performance of new electric, hydrogen and hybrid operational technologies, and other innovations such as electric drones to complement and support its business network. With regard to carbon reductions and removals, Air Canada will explore carbon negative emission technologies and other direct emission reduction and removal strategies in addition to further developing its carbon offset strategy for CORSIA compliance. Future progress comes from a place of strength as the carrier has improved fuel efficiency by 43% since 1990. Between 2016 to 2019, it reduced more than 135,000 tons of GHG from its air operations through fuel efficiency initiatives, and its work in fuel sustainability. "Economic growth and sustainability are equally important, and we have a strong track record for both. Despite the severe impact of the COVID-19 pandemic, we remain deeply committed to long-term sustainability. Climate change is critical, and we believe we can and must do more to address this for the future of our environment," said Michael Rousseau, President and Chief Executive Officer, Air Canada.

OTHER NEWS

Europe's transport network has just been passed. Air passenger traffic remains in the doldrums as a direct consequence of the current restrictions. The situation is particularly acute in the U/EEA/Switzerland and the U.K., with a -89.3% decrease in passenger volumes in February compared with the previous year. This contrasts with the rest of the wider European market (including Russia and Turkey) who are reporting only a 56% decrease. A planning roadmap is essential because a restart of air travel is complex. The industry is operating at massively reduced capacity, with hundreds of thousands of employees laid off or on salary support. A successful restart will include bringing aircraft and terminals back into service, and marketing and ticketed services brought back online. Bearing in mind these facts, say the associations, the need for urgent coordinated and forward-looking planning at EU level is self-evident. The ICAO Council's recent approval of requirements for globally accepted COVID-19 test certificates, including the technology framework for secure digital versions and the future incorporation of vaccination certificates now provides a global framework for further action.

Worldwide travel retail platform, **Travelport**, has signed a multi-year extension of its full content agreement with **American Airlines** (American), including an agreement on the distribution of American's NDC content. The agreement also supports American's new codeshare and extended services relationship for domestic bookings with **Alaska Airlines** and **JetBlue Airways**. As part of the agreement, Travelport will roll out several enhanced functionalities to simplify how its tens of thousands of connected agencies shop and manage NDC bookings with. This rollout includes the airline's new Main Plus offer, which provides either a main cabin extra seat or preferred seat along with an additional free checked bag and boarding privileges. The partners will continuously deliver the end-to-end NDC retailing capabilities agencies need to upsell, personalize, and change bookings over the course of 2021.

INDUSTRY PEOPLE

- The General Aviation Manufacturers Association (GAMA) has announced the addition of three board members to serve on its Executive Committee leadership team. The Executive Committee is comprised of members of GAMA's Board of Directors, who provide strategic

leadership for the association and lead its policy committees. **David Coleal**, CEO of Incora, will serve as chair of the Airworthiness and Maintenance Policy Committee. The committee works with authorities to promote appropriate regulations and policies for maintenance and repair stations. Coleal has previously served on the Executive Committee and chaired the Environment Committee. Coleal has been a member of the GAMA Board of Directors since 2015. **Joe Ben Bevirt**, founder and CEO of Joby Aviation, and **Roei Ganzarski**, CEO of magniX and Executive Chairman of Eviation, will serve as co-chairs of the Electric Propulsion and Innovation Committee (EPIC). The committee works to create an environment conducive to efficient design, production, operation, and maintenance of hybrid and electric propulsion aircraft, including eVTOLs. This will be Bevirt and Ganzarski's first time serving on the Executive Committee. Bevirt has been a member of the GAMA Board of Directors since 2018 and Ganzarski has been a member since 2019. The additions to the GAMA Executive Committee were elected by the Board of Directors during its winter board meeting.



Alessandro Luzi

- ATR has appointed **Alessandro Luzi** as managing director of the company's Eastern Support (AES) subsidiary, based in Singapore, effective as of March 1, 2021. Luzi joined ATR in 2008 as Cockpit and Cabin Design Engineer and has since developed with leadership roles as Head of Aircraft Interiors and Systems Installation and subsequently leading the development of the ATR 72-600F as the project's Chief Engineer. He will replace **Jean-Pierre Clercin** who will become ATR's Head of Sales for the Asia Pacific Region, and will continue to work from the Singapore offices. The ATR Eastern Support Facility has also officially moved premises from Changi Business Park to Seletar Aerospace Park, where it will be located alongside the ATR Training Centre, on the Airbus campus, in the local aerospace cluster. The relocation also provided an opportunity to upgrade the ATR-600 simulator to the latest avionics standard 3.1, improving the visual system and qualifying UPRT and full-stall and icing capabilities.



Thomas C. Hutton

- The Board of Directors of GAMMA Aerospace has appointed **Thomas C. Hutton** as Chief Executive Officer of the company. Hutton joins GAMMA Aerospace after having served as Chief Executive Officer of Cadence Aerospace, a provider of highly complex aerospace components and assemblies to commercial and defense customers. Headquartered in Mansfield, Texas, GAMMA Aerospace is a specialized, end-to-end provider of engineered air frame and flight components for leading original equipment manufacturers and Tier-1 suppliers in the aerospace and defense industries.

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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	tejpaal@nihalaero.com.sg	+65 90260551
A319-100	Nihalaero	CFM56-5B5/3	3744	2010	Apr 2021	Sale / Lease	Tejpal Singh	tejpaal@nihalaero.com.sg	+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	Q2/2021	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	CF6-80E1A4/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	tejpaal@nihalaero.com.sg	+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	Q2/2021	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	k.ebach@lhaero.com	+49-6731-497-368
CF34-10E	Now - Lease				
CF34-8C	Now - Lease				
CF34-3B1	Now - Sale				
CF34-3A	Now - Sale / Lease				
(2) CF34-8C5B1	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) CF34-3B1	Now - Sale / Lease				
(1) CF34-3B1 (dual release tag)	Now - Sale	FL Technics	Modestas Valiusevicius	m.valiusevicius@fltechnics.com	+370 6 54 96179
CF34-8E(s)	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1 (513) 782-4272
(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
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	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(2) CFM56-5A	Now - Sale	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
(1) CFM56-3C1 unserviceable	Now - Sale	KMS Aero	Sharon Brady	sharonbrady@kmsaero.com	+353 868161287
(2) CFM56-3B1 unserviceable					
(4) CFM56-7B26	Now - Sale / Lease	Altavair	Clive Bowen	clive.bowen@altavair.com	+44 20 7535 1602



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5B4/P (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaaviation.com	+1 786 785 0787
(1) CFM56-5B5/P	Now - Lease				
(1) CFM56-5B6/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	tejpaal@nihalaero.com.sg	+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.				
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) PW4062-3	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaaviation.com	+1 786 785 0787
PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW121	Now - Sale/Lease/Exch.	Magellan Aviation Group	Anthony Spaulding	anthony.spaulding@magellangroup.net	+1 980-423-0715
(1) PW127F	Now - Sale/Lease/Exch.				
(1) PW127M	Now - Sale/Lease/Exch.				
(1) PW150A	Now - Sale/Lease/Exch.				
(1) PW123	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(3) PW150A	Now - Sale/Lease/Exch.				
(4) PW127M	Now - Sale/Lease/Exch.				
PW119B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
PW119B	Now - Lease				
PW120A	Now - Lease				
PW121 (ATR)	Now - Lease				
PW124B	Now - Lease				
PW123B	Now - Lease				
PW125B	Now - Lease				
PW127F	Now - Lease				
PW150A	Now - Lease				
PW127M	Now - Lease				
PW150A RGB	Now - Lease				

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW120A	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) PW120	Now - Sale/Lease/Exch.				
(1) PW123E	Now - Sale/Lease/Exch.				
(4) PW126	Now - Sale/Lease/Exch.				
(1) PW121	Now - Sale/Lease/Exch.				
(2) PW123	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) PW120A	Now - Sale				
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610
RB211 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) RB211-535E4	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(2) Trent 772B-60	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) Trent 772C-60	Now - Sale/Lease/Exch.				
(1) Trent-556-61	Now - Sale/Lease/Exch.				
(1) Trent 556A2-61	Now - Sale/Lease/Exch.				
(1) Trent XWB-84k	Now - Lease				
(1) Trent772B-60	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) Trent 892B-17	Now - Sale	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
(1) Trent 892B-17	Now - Sale / Exchange				
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) V2522-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) V2524-A5	Now - Sale/Lease/Exch.				
(1) V2527-A5	Now - Sale/Lease/Exch.				
(1) V2527E-A5	Now - Sale/Lease/Exch.				
(1) V2527M-A5	Now - Sale/Lease/Exch.				
(1) V2530-A5	Now - Sale/Lease/Exch.	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2533-A5	Now - Lease				
(1) V2527-A5	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiairline.com	+1 786 785 0788
(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 Trent 892B-17 Modules	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
(2) GTC331-200ER, (2) GTC331-9A, (1) GTC331-9B (1) A321 Enhanced Landing Gear 2020 OH	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
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
(2) GTC331-350, (2) APS2300	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(1) APS3200, (1) GTC331-9B				
(1) GTC331-150RJ, (2) GTC331-100M, (1) RE220RJ, (1) PW126 RGB, (1) PW901A (1) APS1000-C12, (1) APS1000-C3	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
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 Engine stands now available	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) PW901A, (1) PW901C(1), PW125B RGB	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368