

# Weekly Aviation Headline News

## WORLD NEWS

### IAG Cargo celebrates its 10-year anniversary

This month, IAG Cargo celebrates its tenth anniversary. IAG Cargo was created in 2011 following the merger of British Airways World Cargo and Iberia Cargo. Today IAG Cargo operates in 60 countries, across 5 continents and employs more than 2,250 professionals worldwide. The business has grown significantly in its first ten years – integrating Vueling in 2013, Aer Lingus in 2015 and Level in 2016 to expand its network; invested in new facilities to increase capacity and developed innovative and specialist product offerings in areas like pharmaceutical, live animals and high security shipments.

### Frontier launches services from Dallas to Chicago and Nashville

Frontier Airlines has announced two new nonstop routes from Dallas/Fort Worth International Airport (DFW) to Chicago O'Hare and Nashville beginning in June 2021. Frontier now offers 10 nonstop destinations from Dallas this summer. "We're excited to add two popular destinations to our Dallas route map: Chicago and Nashville," said Daniel Shurz, SVP Commercial, Frontier Airline.

### GA Telesis signs global distribution agreement with Farwest Aircraft

GA Telesis (GAT) has signed a five-year agreement with Farwest Aircraft to become a global distributor for its extensive product line of aircraft maintenance tooling, electrical test equipment, and ground support equipment (GSE). This partnership is an essential addition to the growing offerings of GA Telesis' Tarmac Solutions Group (TSG) to supply airlines and MROs with critical tools and GSE to maintain and support its fleets.



Alia-250 prototype in UPS livery.

Photo: Beta Technologies

## UPS to buy ten Beta Technologies eVTOL aircraft with options for further 140

UPS will use Beta's eVTOL aircraft to transport parcels in small and mid-size markets

United Parcel Service (UPS) has confirmed, along with its subsidiary UPS Flight Forward, an agreement to purchase ten electric vertical take-off and landing (eVTOL) aircraft from Vermont-based Beta Technologies (Beta).

According to the American package delivery company, the purchases are to assist with speeding up deliveries in small markets, such as healthcare providers, and SMEs.

"These new aircraft will create operational efficiencies in our business, open possibilities for new services, and serve as a foundation for future solutions to reduce

the emissions profile of our air and ground operation," UPS chief information and engineering officer Juan Perez stated in a press release.

The aircraft in question will have

be of a time-sensitive type more usually transported in small fixed-wing aircraft and the aircraft will be able to fly one long route or make multiple short flights on one battery charge.

**"These new aircraft will create operational efficiencies in our business, open possibilities for new services, and serve as a foundation for future solutions to reduce the emissions profile of our air and ground operation."**

*UPS chief information and engineering officer Juan Perez*

a cruising speed of 170 mph (270kph) and a range of 250 miles (400 kilometers), with a cargo capacity of 1,400 pounds (635kilograms). Cargo will often

The deal also includes an option to buy up to a further 140 of the aircraft from Beta and delivery of the first ten units is expected to take place in 2024. Rather than relying on airports,

the fully electric aircraft will take off and land on-property at UPS facilities, creating a "micro air feeder network without the noise

*Continued on page 3*





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or operating emissions of traditional aircraft,” according to Beta founder and CEO Kyle Clark.

UPS will also be using Beta’s proprietary modular charging stations, which will rapidly recharge the aircraft in less than an hour, leveraging used aircraft batteries that are no longer optimal for flight. This contract with UPS represents a third major contract for Beta as

it enters into the cargo and cargo-adjacent markets. The eVTOL developer’s launch customer is United Therapeutics, which aims to use the aircraft to transport human organs for transplant. Beta also has significant contracts with the U.S. Air Force through the latter’s Agility Prime program, which could see the aircraft for military logistics applications. It is also anticipated that at some point in the future these eVTOL aircraft will be operated autonomously.

## AIRCRAFT & ENGINE NEWS

### C&L Aerospace signs deal with HAC to purchase Saab 340 aircraft fleet

C&L Aerospace has signed a contract with Hokkaido Air System (HAC) to purchase the regional airline’s three Saab 340B aircraft and will be taking delivery between April 2021 and January 2022. This agreement marks the first Saab purchase for C&L since the conclusion of its ten-aircraft deal with Japan Air Commuter in early 2021. C&L, headquartered in the USA, is one of the largest Saab 340 MRO facilities and a dominant player in Saab 340 after-market support. Its comprehensive and proven Saab 340 sales and support services were a key to the success of this agreement.

### Boeing obtains approval for 737 MAX 8200 – now one step closer to Ryanair deliveries

The U.S. Federal Aviation Administration (FAA) has approved the design for the Boeing 737 series MAX 8200 variant, which also includes all of the design improvements recommended for the 737 MAX following a 20-month review after the two fatal air crashes. The approval from the FAA moves Boeing one step closer

### VistaJet orders ten Bombardier Challenger 350 business jets



Photo: Bombardier Challenger 350 business jet

Bombardier has confirmed that worldwide fleet operator VistaJet is the customer for a previously disclosed firm order for ten Challenger 350 business jets. Bombardier announced the sale involving its best-selling Challenger platform on December 23; it was one of the biggest jet orders of 2020. VistaJet said in a press release that its firm order for ten Challenger 350 business jets is in response to “a growing and urgent demand” in the super-midsize segment. The Bombardier Challenger 350 aircraft represents the total package of performance and cabin experience. It is the ideal business jet to respond to a growing interest in private aviation amid a worldwide pandemic.





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## AIRCRAFT & ENGINE NEWS

to delivery of the jet to Ryanair as approval is still awaited from the European Union Air Safety Agency (EASA). Ryanair placed its first order for the 197-seat 737 MAX 8200 in 2014. In December 2020 the Irish low-cost carrier placed an additional order for a further 75 of the MAX 8200 variant, which has a greater capacity than the MAX 8. Boeing said on Wednesday that it would "continue to work with global regulators to safely return the 737-8 and -9 to service. Our teams are also focused on ensuring future members of the 737 family meet all regulatory requirements." Ryanair Group Chief Executive Michael O'Leary said last week that the airline expected to receive eight of the MAX aircraft in April, and a further eight in May.

### Robinson R66 Police Helicopter joins Polk County Sheriff's aviation fleet



R66 Police Helicopter joins Florida's Polk County Sheriff's Office  
Photo: Robinson

Robinson Helicopter Company has delivered one R66 Police Helicopter, serial number 1025, to Florida's Polk County Sheriff's Office (PCSO). PCSO's R66 Police helicopter is the first R66 Police helicopter configured with a Wescam MX-10 EO/IR imaging system and an HD infrared sensor, a system widely used by homeland security and law enforcement agencies. In addition to a standard Spectrolab SX-7 Starsun searchlight system, PCSO's R66 includes an optional Aerocomputers UC-6000 digital mapping system, auxiliary fuel tank, impact resistant windshield, Garmin's G500H TXi 1060 flight display with synthetic vision, and NVG-rated instruments for a future NVG certification. PCSO air support flies on average 1,100 hours each year. Centrally located between Orlando and Tampa, PCSO provides air support for every law enforcement agency in its 2,000 square mile county as well as surrounding counties.

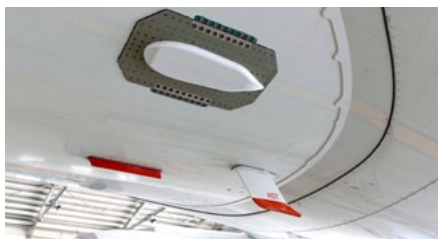
### SA's Pegasus Vertical Business Jet gets ready for lift-off

The Pegasus Vertical Business Jet (VBJ), being developed in South Africa, is entering its next phase with two quarter-scale models which will be ready for testing and engineering by May 2021 and a full-scale, unmanned hover model by the end of the year. This follows the successful hover demonstration of a 1/8-scale model in July last year and the registration of patent rights in South Africa, Europe, and the U.S. The aircraft is set to revolutionize business travel globally and free travelers from the burden of the time-consuming drive to the airport. The aircraft, which combines and enhances the characteristics of a helicopter with the luxury, range, and speed of a business jet, has been hailed by the urban mobility project as the sixth most likely to succeed globally in a 2019 independent review by Abbott Aerospace. The review included 100 different projects, including some sponsored and supported by Boeing, Airbus, and various governments around the world as well as venture capital companies with billions of dollars in funding. "Most of these are of the air taxi type, therefore, more compelling and exciting for us, is that we were ranked first in the VTOL airplanes aimed at business jet type mission profile," says Dr. Reza, who first conceptualized the Pegasus VBJ. The aircraft seats seven people, including the pilot and has a range of 4400km from a runway take-off and 2124km from vertical take-off. Its endurance is 6.6 hours (runway) or 3.18 hours (VTOL). Flight speed is up to 796km/h. The unique flight control system being developed by Callen Lenz in the U.K. will ensure enhanced safety and ease of flight from a pilot's perspective. Pegasus has partnered with Centurion-based aeronautical engineering company Epsilon Engineering Services in the further development of the aircraft. Transportation and Industrial designer Tamir Mizrahi joined Pegasus in January 2021 as the VBJ's exterior and interior innovation designer.



Photo: Pegasus Vertical Business Jet

### Lufthansa Airbus A350-900 "Erfurt" to become climate research aircraft



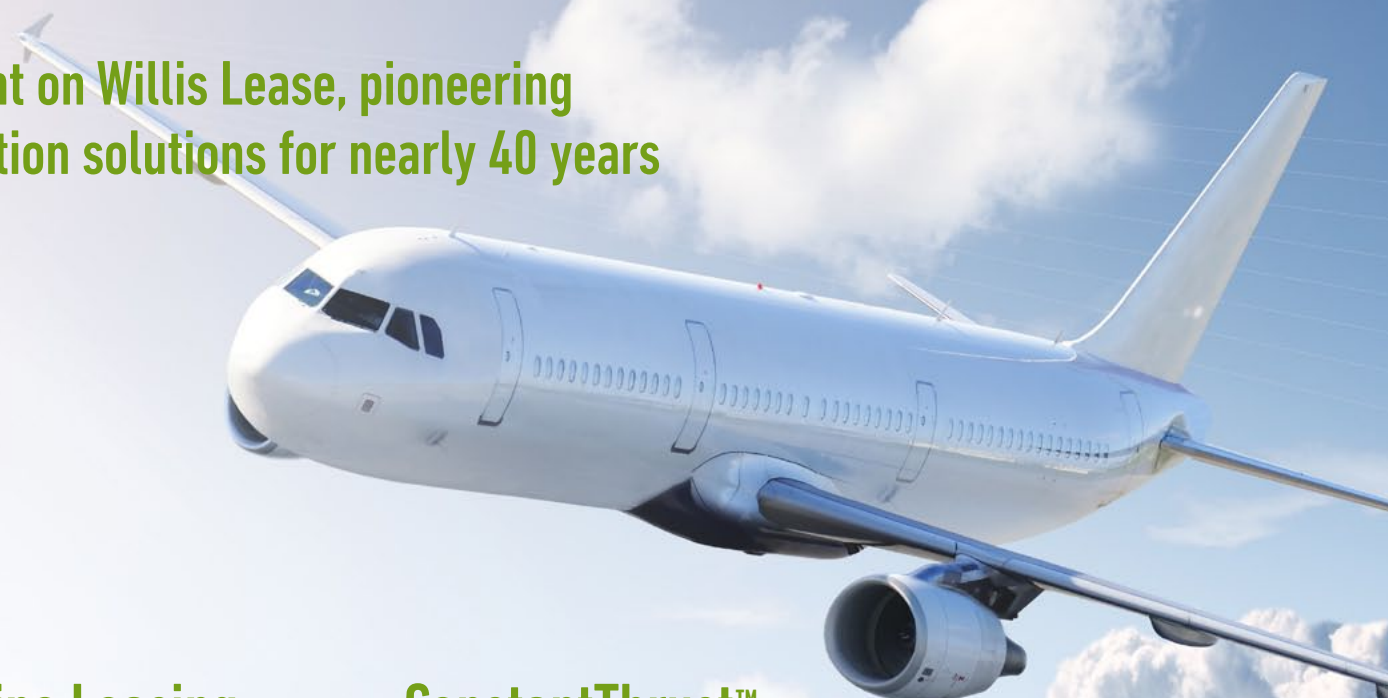
An air intake system below the belly of the A350-900 "Erfurt".  
Photo: Lufthansa

Predicting the weather even more accurately, analyzing climate changes even more precisely, researching even better how the world is developing. This is the goal of a globally unique cooperation between Lufthansa and several research institutes. Converting an aircraft into a climate research plane poses major challenges. Lufthansa has chosen the most modern and economical long-haul jet in its fleet – an Airbus A350-900 named "Erfurt" (registration D-AIXJ). In three stages, the "Erfurt" will now become a flying research laboratory. In Lufthansa Technik's hangar in Malta, the first and most extensive conversion work was carried out. Preparations were made for a complex air intake system below the belly. This was followed by a series of test insertions, at the end of which came the certification of a climate research laboratory weighing around 1.6 tons, the so-called CARIBIC measurement laboratory. The acronym CARIBIC stands for "Civil Aircraft for the Regular Investigation of the atmosphere Based on an Instrument Container"

is part of a comprehensive European research consortium. The "Erfurt" is expected to take off from Munich at the end of 2021 for its first flight in the service of climate research, measuring around 100 different trace gases, aerosol and cloud parameters in the tropopause region (at an altitude of nine to twelve kilometers). Lufthansa is thus making a valuable contribution to climate research, which can use these unique data to assess the performance of current atmospheric and climate models and thus their predictive power for the Earth's future climate. The special feature: Climate-relevant parameters can be recorded at this altitude with much greater accuracy and temporal resolution on board the aircraft than with satellite-based or ground-based systems. The A350 conversion, which has now been launched, was preceded by an extremely elaborate planning and development phase of about four years involving more than ten companies (in particular Lufthansa, Lufthansa Technik, Airbus, Safran, enviroscope, and Dynatec) as well as the Karlsruhe Institute of Technology (KIT) as representative of a larger scientific consortium.

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## MRO & PRODUCTION NEWS

### Second Airbus A350 of the German Air Force to receive its interior at Lufthansa Technik

The second of a total of three Airbus A350-900s of the German Ministry of Defense's Special Air Mission Wing arrived at Lufthansa Technik in Hamburg for cabin completion. After the first aircraft 10+03 "Kurt Schumacher" was initially equipped with a transitional cabin last year to ensure an early entry into service, 10+01 "Konrad Adenauer" will now receive the first full government cabin for an aircraft of this type. Delivery to the Luftwaffe is planned for fall 2022. In parallel with the revised exterior appearance, which has been updated with, among other things, titles in the "Bundes Sans" font and wingtips in large-scale black, red and gold, the 10+01 will also differ significantly from the 10+03 in the interior. In contrast to the latter's open cabin design, the various functional areas for political-parliamentary flight operations will now be structurally separated from one another, as was already the case with the two predecessors based on the Airbus A340. The rest of the cabin will be available to the delegations flying with them, as usual. It will feature seating with generous seat pitch, an appropriate number of washrooms and modern galley equipment. In October, the third Airbus A350, registered 10+02, will arrive in Hamburg to also receive the full government cabin. When both 10+01 and 10+02 have been redelivered to the German Armed Forces, 10+03, which is currently already in service, will also return to Lufthansa Technik to be converted from the transitional to the full government cabin.



Airbus A350 of the GAF

Photo: LHT

### Honeywell to provide navigation and sensor technology for Pipistrel's unmanned cargo aircraft



Pipistrel Nuuva V300 cargo unmanned aerial vehicle

Photo: Honeywell

Pipistrel has selected Honeywell's next-generation Attitude Heading Reference System and Air Data Module for its Nuuva V300 cargo unmanned aerial vehicle (UAV). The technologies provide critical navigation and motion-sensing data and will work in tandem with Honeywell's Compact Fly-By-Wire system onboard the aircraft. If the fly-by-wire system operates as the "brain" of an aircraft's flight controls, the Attitude Heading Reference System (AH-2000) and Air Data Module (ADM) act as the "heart," supplying critical motion data to all avionics systems and many mechanical systems. Both the AH-2000 and ADM are key enablers for safe and efficient vehicle operations with potential to serve several flight applications, including urban air

mobility vehicles, commercial aircraft, business jets and helicopters. Pipistrel's Nuuva V300 is a long-range, large-capacity, autonomous UAV. It will take off and land vertically with battery power, meaning it does not require a runway, and has significantly lower operating costs than helicopters. It can carry loads up to 460 kilograms (around 1,000 pounds) for more than 300 kilometers (about 186 miles), making it an ideal solution for deliveries to areas traditionally accessible only by helicopter.

## MRO & PRODUCTION NEWS

### Vallair widens MRO proficiency adding A330 aerostructure repair capabilities

Vallair, the multi-faceted aviation business dedicated to the support of aircraft operators and lessors, has increased its MRO offering to include A330 aerostructure repair capabilities. The capability will be offered at its facility in Châteauroux, France where it currently repairs a variety of parts, including nacelles, inlet cowls, fan cowls, thrust reversers and flight controls.

"We are always seeking new ways to support our customers, and by constantly assessing and reacting to the demands of the market Vallair is able to fine tune our capabilities," comments Malcolm Chandler, Head of Commercial & Marketing at Vallair. "To date our aerostructure capability has focused on narrow-body aircraft such as the B737 and the A321, so this will be a new path for Vallair. We have upskilled our current workforce to accommodate these additional services and work on A330 thrust reversers and inlet cowls will begin this month. Currently our turn-around times for narrow-body thrust reversers are four to five weeks, with five to six weeks for outer workscopes, and we will maintain these efficient TATs for the A330."

Vallair has recently been awarded a ten-year lease for a new state-of-the-art full-service aircraft maintenance, repair, overhaul, and cargo conversion hangar which is being constructed adjacent to its existing aerostructures repair and logistics facility. This significant project in partnership with the Centre Val de Loire Region and the Chateauroux Airport Establishment further establishes Vallair's MRO footprint in central France, and further complements its MRO & painting facilities in Montpellier. Vallair will introduce new repair workscopes for A330 aerostructure components in Q2, 2021.



PW4000 TR workshop

Photo: Vallair

### HAECO Cabin Solutions achieves TSO for Vector Light seat



Vector Light seats

Photo: HAECO

HAECO Cabin Solutions, a business unit of the HAECO Group specialized in aircraft seating, interiors, and cabin reconfiguration, has successfully obtained FAA Technical Standard Order (TSO) certification for Vector Light, the newest member of its Vector seating line, setting a new benchmark in weight and comfort onboard single-aisle aircraft. Doug Rasmussen, President and Group Director of HAECO Cabin Solutions, said: "Vector Light, with a weight of 7.9 kg per passenger for a fully equipped seat, has achieved significant weight savings, best-in-class passenger comfort, and low-cost of ownership without compromising on the quality and reliability, which define our Vector seating line." Utilizing a patent-pending primary structure and making intelligent use of advanced materials, such as titanium and flexible, slotted, body-contouring carbon fiber, this "design-forward" seat maximizes available cabin space and enhances passenger comfort through a comprehensive ergonomic approach and offers industry-leading living space at a narrow pitch.

### Atitech awarded integrated logistic support contract for Italian Presidential fleet

Atitech has been awarded a contract for the integrated logistic support of the A319CJ fleet of the Presidency of the Italian Republic, operated by the 31st wing of the Italian Air Force. The contract will have a duration of four years starting from July 1, 2021 and has a value of €28 million (US\$33.3 million). Atitech has already supported the A319CJ fleet since November 2017, previously supported by Iberia, after having won the tender announced by NATO (NSPA). "Atitech continues to confirm itself as a reliable and expert supplier to provide high-quality and reliable integrated services to military and civilian customers, taking care of everything needed to fly them safely," declared Atitech President Lettier.



Vector Light seats

Photo: HAECO



## FAI Technik completes extensive Challenger 604 refurbish project



Challenger 604 interior

Photo: FAI Technik

Nuremberg, Germany-based MRO, FAI Technik GmbH, part of the FAI Aviation Group, has completed its latest full refurbishment, a pre-owned Bombardier Challenger 604 (MSN 5412) on behalf of a corporate client. The aircraft, which was handed over to its new Germany-based owner earlier in the month, will be operated under NCC regulations by FAI Technik's parent company, FAI rent-a-jet GmbH. This latest project represents FAI's first extensive refurbishment on the Challenger series. The one-million-euro project took approximately 2500 manhours to complete and features VIP seating for 12 passengers, which includes high-gloss carbon fiber veneer surfaces, soft furnishings in tasteful shades of grey, polished smoked nickel with glossy clear-coat metal plating throughout, and stylish white marble countertops and stone floors in the galley and restroom. The luxury interior is complemented by Gogo's Aviator 300 with intermediate gain antenna, Wi-Fi internet and Collins' Airshow 500 installation. Exterior designer paint was undertaken by Satys in Norwich, U.K., and features a VIP finish in silver-grey metallic. The Challenger 604 refurbishment follows FAI Technik's recent prototype installation of Collins Ku-Band Highspeed Internet System on a Challenger 850. Meanwhile FAI Technik has completed eight installations of Honeywell's Ka-Band on Bombardier BD700 aircraft. The MRO division has also successfully installed Collins ultra-high-speed Ku-Band inflight connectivity system on Global Express and Challenger 850 aircraft and will soon commence the prototype installation on a Challenger 605.

## MRO & PRODUCTION NEWS

### TrueAero Asset Management partners with Air Lease Corporation

TrueAero Asset Management (TAAM) has announced the commencement of a leasing and part-out consignment relationship with Air Lease Corporation (ALC). The inaugural aircraft is a CFM56-5B-powered A320-200 owned by Air Lease's Thunderbolt managed aircraft platform. One engine will join TAAM's diverse and sizeable fleet of managed lease assets, while the other engine will be dismantled alongside the airframe. TrueAero's materials division will manage the teardown and consignment of ALC's material. TrueAero is a global aviation investment platform offering investors, lessors, and operators a suite of solutions across capital deployment, asset management, technical services, and material consignment. Its corporate headquarters is located in Sebastian, Florida, with sales, marketing, and finance hubs across the Americas, Europe, and Asia.

### AJW Technique secures ten-year lease renewal

AJW Technique, the maintenance hub for AJW Group's component repair and overhaul services has signed a ten-year lease renewal for its state-

## Qatar Airways opens new state-of-the-art engine facility



Official opening of Qatar Airways' new engine facility  
Photo: Qatar Airways

Qatar Airways has opened a new state-of-the-art engine facility as part of the vision to streamline the cost of its technical maintenance operations by more than US\$2.2 million per year, further supporting the airline's growth despite the challenges of the COVID-19 pandemic. Located in the Qatar Airways Technical Maintenance complex, the new 9,000 ft<sup>2</sup> engine facility was officially opened on April 7, 2021. It is estimated the new facility will enable the airline to improve workflow by over 1,800

man-hours per month, or 23,400-man hours per year, by centralizing its engine production and engine parts storage processes, increasing the number of its engine production lines from four to eight covering a variety of aircraft engine types. In addition to this, the ultramodern facility is able to house a total of 80 engines of varying sizes in a temperature- and humidity-controlled environment, with two special 'dust control' rooms to limit the presence of dust and harmful particles, as well as a dedicated supply chain area to minimize waiting times for the ordering and transportation of spare parts.

## MRO & PRODUCTION NEWS

of-the-art facility at the Technoparc, situated next to Montreal's International Airport. As part of AJW Group, established in 1932, with a reputation for high quality, efficient, and cost-effective repair solutions, AJW Technique boasts a wide range of capabilities across avionics, electrical, electro-mechanical, fuel systems, galley equipment, hydraulics, instruments, oxygen, pneumatics, and power generation and is a renowned centre of excellence for safety slide repair and fulfilment since 2012. The state-of-the-art facility provides repair and overhaul services to over 1,000 customers across 100 countries, with 6,000 capabilities in commercial and business aircraft. The ten-year lease renewal secures AJW Technique's commitment to the continued growth and acceleration of its renowned repair business.

## FINANCIAL NEWS

### **RINA acquires Interconsulting Engineering in move to strengthen Space and Defense arm**

RINA, the multinational inspection, certification and engineering consultancy company, has acquired the entire share capital of Interconsulting Engineering, headquartered in Rome, through its subsidiary RINA Consulting. Interconsulting Engineering brings cutting-edge know-how in the design and development of integrated systems, applications and high-tech solutions in avionics to the group. With a turnover of approx. €5 million (US\$6 million) and 50 employees specializing in electronic systems, the company has participated in major Italian and international aerospace programs. The acquisition, which has obtained the sector-specific authorizations, represents a further step forward in the implementation of RINA's strategy to grow in the Space and Defense sectors. This strategic move will augment RINA's existing expertise in safety-critical software engineering and complex electronic systems prototyping.

### **EU gives go-ahead for €4 billion Air France state bail-out, despite Ryanair protestations**

The EU has given the green light for the French government to inject up to €4 billion into Air France by increasing its current 14.3% stake in Air France KLM to 30%. The deal has been subject to weeks of negotiations as the EU has always been keen to ensure that any aid given to European carriers does not give them an unfair advantage. To mitigate the situation, the commission, which is the EU's anti-trust regulator, has demanded

## MRO & PRODUCTION NEWS

### **AFI KLM E&M to maintain ASL Airlines' Boeing 747-400ERF freighter fleet**



ASL Airlines

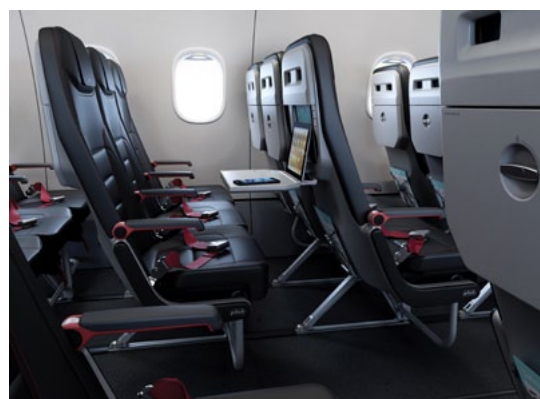
Photo: AirTeamImages

AFI KLM E&M and Belgian airline ASL Airlines Belgium have signed an agreement to extend their component support contract covering a fleet of five Boeing 747-400F and 747-400ERF aircraft. The range of services to be delivered by AFI KLM E&M includes component repairs, dedicated pool access, as well as logistics, and line maintenance support. Moreover, ASL Airlines will rely on AFI KLM E&M's operational expertise. By signing this contract renewal, the two companies are extending a long standing cooperation, started in 2006 for a fleet of two aircraft. The new contract includes three additional aircraft of the ASL Airlines Belgium fleet. ASL received its fifth Boeing 747-400freighter in October 2020.

## FINANCIAL NEWS

### **Causeway Aero Group acquires Pitch Aircraft Seating Systems**

Causeway Aero Group has acquired Pitch Aircraft Seating Systems for an undisclosed sum. This follows the award, in March 2019, of a contract for Causeway to certify, manufacture, and assemble the Pitch PF3000 lightweight, fixed back economy class seat, at its facility in Lisburn, Northern Ireland. The Pitch brand completes Causeway's 'nose to tail' aero interiors capability and represents a unique opportunity for Causeway to have an important role in the recovery of the commercial aviation industry in the wake of the COVID-19



The PF3000 economy class seat

Photo: Causeway Aero Group

pandemic, especially as low-cost carriers will be a key element in re-generating travel. While Causeway will continue to provide integration, engineering and production support to major interior manufacturers by providing high quality bespoke components, the well-established Pitch brand will continue and be marketed separately as it has become synonymous with aesthetic appeal, high quality and high durability in the high-density cabin environment.



## FINANCIAL NEWS

Air France to release up to 18 slots per day at Paris' second-largest airport, Orly. "This gives competing carriers the chance to expand their activities at this airport, ensuring fair prices and increased choice for European consumers," EU competition commissioner Margrethe Vestager said. Like airlines worldwide, Air France had been hit heavily by the COVID-19 pandemic and in 2020 posted a €7.1 billion loss. It should be noted that the Netherlands' flag-carrier KLM, which forms an alliance with Air France, will not benefit from the aid, though in a joint statement Le Maire and his Dutch counterpart Wopke Hoekstra said a recapitalization of KLM by the government of the Netherlands was being looked at. Rival airline Ryanair has been highly critical of previous French aid for Air France, claiming that it distorts competition. Ryanair, which is Europe's biggest airline in terms of passenger numbers, is also looking to challenge Germany's substantial bailout of Lufthansa in the EU courts as well as schemes in Spain, the Netherlands, Denmark and Portugal. However, the French and Dutch ministers defended their support for their airline group. "The connectivity of France and the Netherlands is of great importance for both economies and therefore the recovery of the Air France – KLM Group is in the best interest of the two states," they said, while further underlining both carriers' commitment towards environmental stability. (€1.00 = US\$1.19 at time of publication.)

## INFORMATION TECHNOLOGY

**CAE** has announced the expansion of its digital solutions portfolio with the addition of **RB Group**, a leading provider of fully integrated solutions that modernize the way airlines and business aircraft operators interact with their crew. This announcement further supports CAE's expansion into digital flight crew management and represents another important milestone in the company's goal to unite operators and crew in a single, interconnected digital ecosystem. Following the acquisition of Merlot Aero's crew management and optimization software in December 2020, the addition of RB Group enhances CAE's product portfolio with powerful digital tools that further improve airline operations and crew work-life balance. The suite of applications includes a digital logbook, and the crew engagement RosterBuster app. With over 400,000 users globally and over 500 airlines currently supported, the RosterBuster crew app empowers aviation professionals with relevant and instant information and allows users to connect to their airline operations, communicate with fellow crew members, and manage their busy day-to-day lives with ease.

## Arrangement Agreement between Transat and Air Canada terminated by mutual consent

Transat A.T. (Transat) has released that the contemplated arrangement with Air Canada under the revised Arrangement Agreement between Transat and Air Canada dated October 9, 2020 (the Arrangement Agreement) has been terminated by mutual agreement of Transat and Air Canada, effective immediately.

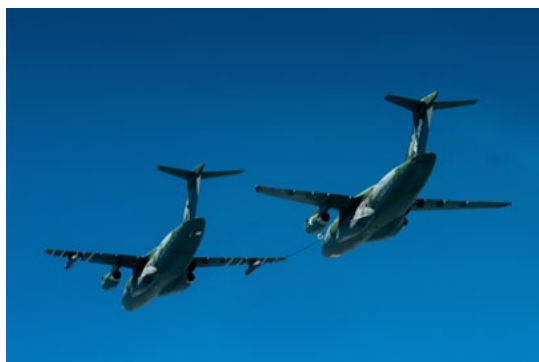


Photo: Air Transat

The parties have reached this agreement after having been advised by the European Commission that it would not approve the transaction. In connection with the termination of the Arrangement Agreement, Air Canada has agreed to pay a CA\$12.5 million termination payment to the corporation and to waive its entitlement to a US\$10 million termination fee in the event of an acquisition of Transat by a third party in the twelve months following termination of the Arrangement Agreement. As previously stated, the corporation requires new financing totalling at least of CA\$500 million in 2021. The Corporation has been taking and will continue to take all measures available to it to preserve cash and, as previously announced, it has put in place a CA\$250 million short-term subordinated credit facility, which matures on June 30 and will need to be replaced or extended before that date. The Corporation is actively pursuing negotiations to secure long-term financing, including under the Large Employer Emergency Financing Facility (LEEFF) and via prospective support from the Canadian government for businesses in the travel and tourism sector. Discussions on both topics are at an advanced stage and Transat's management is confident that a satisfactory financing will be secured in the coming weeks.

## MILITARY AND DEFENCE

### Embraer successfully concludes aerial refueling qualification between two KC-390 Millennium aircraft



Aerial refueling between two KC-390 Millennium aircraft  
Photo: Embraer

Embraer has reached another important milestone in the development of the KC-390 Millennium multi-mission military freighter program with the successful conclusion of the aerial refueling qualification between two KC-390 Millennium aircraft, proving, for the Brazilian Air Force (FAB), this new operational capacity of the aircraft. The in-flight refueling capacity between two aircraft of the same model using inflight refueling underwing "pods" is

unique in this category. This allows KC-390 Millennium operators to expand their logistical transport capacity and during search and rescue operations, which increases the autonomy and range of their missions. The demonstrations were conducted at Embraer's Gavião Peixoto site in flights with aerial refueling between two aircraft. Pilots and engineers from FAB joined the flights, when the excellent flight qualities of the airplane and the low workload for the crew were demonstrated as a result of the "fly-by-wire" system control laws, which were developed by Embraer specifically for the KC-390. Since its entrance into service, the KC-390 has proven its excellent performance and capacity as a new-generation multi-mission aircraft. Recently, the four-aircraft fleet operated by the Brazilian Air Force exceeded 2,500 flight hours in operation, being used extensively in operations to fight COVID-19 in Brazil. In addition to FAB, the Portuguese and the Hungarian Air Forces have ordered the aircraft.

## OTHER NEWS

**Leonardo**, through its U.S. subsidiary Selex ES, will provide **Dallas Fort Worth International (DFW) Airport** with its AeroBOSS Runway Incursion Warning System (RIWS), part of the company's portfolio of airport surface management systems, surveillance, en route navigation and precision approach and landing systems. The AeroBOSS RIWS can alert drivers of vehicles to any potential hazards before they enter the runway area. By doing so, the technology will help prevent runway incursions, enhance coordination between ground vehicles and improve overall safety. The contract includes the supply of hardware and software as well as the integration of RIWS technology onto 500 vehicles. There are nearly 3,100 airports worldwide with commercial air carrier service, but only a small percentage have runway incursion prevention systems. AeroBOSS has been developed for Air Navigation Service Providers (ANSPs) and airports to improve safety in an efficient and cost-effective manner. The RIWS program is expected to become a model for other airports. Selex ES Inc. is currently delivering the same world-class level of safety to more than 25 airports worldwide.



Photo: Dallas Fort Worth International Airport



Full Flight Simulator A320ceo

Photo: BAA Training

The first state-of-the-art Airbus A320 FFS is ready for training in a brand-new pilot training centre, **BAA Training Spain**, located in Barcelona, 10 minutes away from El Prat airport. The Airbus A320 operational readiness, in fact, signifies that pilot training operations are ready to begin. The Airbus A320 FFS, manufactured by **CAE**, is EASA UPRT CS-FSTD (A) issue 2 Level D approved and certified. It supports both CFM and IAE ceo engine types. It has the latest innovative Tropos 6000XR visual system, offering pilots an authentic visual feel. Many customized and generic scenes are available and tailored to airport characteristics. The FFS has been given a C Level airports certificate. The equipment is fully suited for completing the upset prevention recovery training, a mandatory part of type rating training, checking, and recurrent training.

The **International Air Transport Association (IATA)** has released figures for the global air cargo markets for February 2021, clearly showing that demand continues to exceed pre-COVID-19 pandemic levels. Strong month-on-month growth compared to January 2021, February's demand exceeded February 2019 levels by 9%. Current demand has now reached the same level seen in 2018, prior to the US-



Photo: IAG Cargo

China trade war. Because comparisons between 2021 and 2020 monthly results are distorted by the extraordinary impact of COVID-19, unless otherwise noted all comparisons to follow are to February 2019 which followed a normal demand pattern. Global demand, measured in cargo ton-kilometers (CTKs), was up 9% compared to February 2019 and +1.5% compared to January 2021. All regions except for Latin America saw an improvement in air cargo demand compared to pre-COVID levels and North America and Africa were the strongest performers. The recovery in global capacity, measured in available cargo ton-kilometers (ACTKs), stalled owing to new capacity cuts on the passenger side as governments tightened travel restrictions due to the recent spike in COVID-19 cases. Capacity shrank 14.9% compared to February 2019. "Air cargo demand is not just recovering from the COVID-19 crisis, it is growing. With demand at 9% above pre-crisis levels (Feb 2019), one of the main challenges for air cargo is finding sufficient capacity. This makes cargo yields a bright spot in an otherwise bleak industry situation. It also highlights the need for clarity on government plans for a safe industry restart. Understanding how passenger demand could recover will indicate how much belly capacity will be available for air cargo. Being able to efficiently plan that into air cargo operations will be a key element for overall recovery," said Willie Walsh, IATA's Director General.



**Wizz Air Abu Dhabi**, the newest national airline of the United Arab Emirates, will start the operation of the Tel Aviv – Abu Dhabi route on April 18, 2021, following the announcement that Israel has been added to the green list, meaning travelers will no longer need to quarantine upon arrival in Abu Dhabi. The connection between Tel Aviv and the capital of United Arab Emirates will open new opportunities for Israeli travelers and will strengthen connections between the two Middle Eastern countries. The new route will carry three weekly flights in April 2021. Starting from May 2021, Wizz Air Abu Dhabi will operate flights between the two destinations on a daily basis.



Wizz Air Abu Dhabi

Photo: AirTeamImages

## OTHER NEWS

In March, **Finnair** carried 86,300 passengers, which was 82.7% fewer than in March 2020 even though the COVID-19 impact was then already visible. The number of passengers in March 2021 was 1.1% lower than in February 2021. The overall capacity measured in available seat kilometers (ASK) decreased in March by 81.3% year-on-year. Finnair operated 74 daily flights (cargo-only included) on average, which was 34.6% compared to March 2020. The differences between capacity figures are explained by the shorter average stage length of operated flights and by the smaller gauge of operated aircraft compared to March 2020. Finnair's traffic measured in revenue passenger

kilometers (RPKs) decreased by 92.0%. The passenger load factor (PLF) decreased by 33.4% points to 24.6%. The ASK decline in Asian traffic was 78.7%. The North Atlantic capacity decreased by 91.4%. In European traffic, the ASKs were down by 85.0%. The ASKs in domestic traffic decreased by 65.3%. RPKs decreased in Asian traffic by 96.4%, in North Atlantic traffic by 99.3%, in European traffic by 89.4%, and in domestic traffic by 59.6%. The PLF was 9.9% in Asian traffic but it was supported by the strong cargo operations and a high cargo load factor. The PLF was 5.3% in North Atlantic traffic, 39.6% in European traffic, and 58.9% in domestic traffic. Passenger numbers decreased in Asian traffic by 96.2%, in North Atlantic traffic by 99.2%, in European traffic by 85.5% and in domestic traffic by 65.1%.

## INDUSTRY PEOPLE



Sugato Bhattacharjee

• **Sugato Bhattacharjee** has been appointed President of the Nexcelle engine nacelle joint venture of Safran Nacelles (Safran) and Middle River Aerostructure Systems, a subsidiary of ST Engineering.

Bhattacharjee is a member of the Middle River Aerostructure Systems (MRAS) leadership team who brings extensive experience in management, design, manufacturing, and engineering – including managerial positions on international jet engine programs and in the joint venture environment. Prior to his appointment as Nexcelle President, Bhattacharjee was MRAS' Senior Product Manager for regional nacelle programs. He began his aviation

industry career in 1996, joining GE Aviation as a structural design engineer, then progressing through a number of expanded roles involving product design and manufacturing. Bhattacharjee assumed the Executive Engineering Manager role before joining the product management executive team for GE's GEnx high-thrust turbofan jet engine. In 2010, Bhattacharjee transitioned to CFM as the Manufacturing Programs Director. He served as the Executive Director of Customer Training and MRO (Maintenance, Repair and Overhaul) – working with GE Aviation customers worldwide. The Nexcelle presidency rotates between MRAS and Safran Nacelles. Bhattacharjee succeeds Patrice Provost, a Safran Nacelles employee, who was the president since early 2019. Provost continues his relationship with Nexcelle as one of the joint venture's two Executive Vice Presidents.



Willie Walsh

• Former International Airlines Group (IAG) CEO **Willie Walsh** has officially taken over from **Alexandre de Juniac** as the Director General (DG) of the International Air Transport Association (IATA), becoming the organization's 8th DG. His succession was made official at the 76th IATA Annual General Meeting on November 24, 2020. Having served as IAG's CEO for 11 years since the Group's inception, he had previously been CEO at Aer Lingus for four years, after originally joining the carrier as a pilot. Thereafter he became CEO of British Airways for six years. Walsh will be based at IATA's executive office in Geneva, Switzerland and had served on the IATA Board of Governors between 2005 to 2018, including serving as Chair (2016-2017).

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# THE AIRCRAFT AND ENGINE MARKETPLACE

## Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-112	DVB Bank	CFM56-5B63	3586	2008	Q2/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-131	DVB Bank	V2522-A5	2375	2005	Q2/2021	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
A320-200	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	Q2/2021	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	Q2/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	4552	2010	Q2/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-232	DVB Bank	V2527	4323	2010	Q2/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-232	ALTAVAIR	V2527-A5	4621	2011	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
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	Q2/2021	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	Now	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	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-700	BBAM	CFM56-7B22	38126	2011	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-700	BBAM	CFM56-7B22	38127	2011	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-700	BBAM	CFM56-7B20	32414	2002	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
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	Q2/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	30294	2004	Q4/2021	Sale	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	33798	2003	Q2/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	33799	2004	Q2/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	34015	2004	Q2/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B	30659	2003	Now	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	34597	2006	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
B777-300ER	ALTAVAIR	GE90-115B	39686	2013	Now	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	Now	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
<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	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
<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@dvbbank.com	+44 207 256 4449
(1) CF6-80E1A4B	Now - Sale / Lease	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.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					
(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@dvbank.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	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
(1) CFM56-7B22/3	Now - Sale				
(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	kebach@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	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.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	May 2021 - Sale	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
(1) V2527-A5	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaaviation.com	+1 786 785 0788
(2) V2522-A5	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
(2) V2527-A5	Now - Lease				
(2) V2527-A5	Now - Sale/Lease/Exch.	Magellan Aviation Group	Anthony Spaulding	anthony.spaulding@magellangroup.net	+1 980-423-0715
(3) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111

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

Description	Company	Contact	Email	Phone
(1) GTC331-500B	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules				
(2) GTC331-200ER, (2) GTC131-9A, (1) GTC131-9B	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH				
Neutral CFM56-7B QEC Kit	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
(1) RE220, (1) APS3200, (1) GTC131-9A	Magellan Aviation Group	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTC131-9B, (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) GTC131-9B				
(1) GTC36-150RJ, (2) GTC36-100M, (1) RE220RJ, (1) PW126 RGB, (1) PW901A	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) APS1000-C12, (1) APS1000-C3				
GTC131-9A (2), GTC131-9B(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				
Neutral V2500-A5 QEC Kits (2) 745K9001-64	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) APU T-62T-40C	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
(8) GTC131-9A, (1) GTC131-9B, (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, CFM56-5A/B/C, CFM56-7, PW4000				
(1) APU GTC131-9A, (1) APU GTC131-9B	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available				
(2) PW901A, (1) PW901C(1), PW125B RGB	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368