

Weekly Aviation Headline News

WORLD NEWS

WFS opens the first new cargo terminal in Atlanta

Worldwide Flight Services (WFS) has opened the most modern cargo handling centre at Hartsfield-Jackson Atlanta International Airport supporting its focus on network expansion, facility investments and sustainability. WFS won the airport's tender for a 20-year lease to operate the new 100,000 sq ft Cargo Building C, which is a key part of the airport's multi-billion-dollar master plan to accommodate the future aviation needs of the region.

Volga-Dnepr Group and Astral Aviation join forces for humanitarian effort

Volga-Dnepr Group and Astral Aviation have signed an MoU with the aim to foster cooperation in the humanitarian sector. A new level of cooperation will strengthen the capabilities of both parties and will contribute to uninterrupted and stable supply chains of healthcare products, among them COVID-19 vaccines taking the first place.

Air New Zealand adds more cargo operations

Air New Zealand has been awarded more international cargo flights under the Government's Maintaining International Air Connectivity (MIAC) scheme. With the scheme extended through to October, the airline will operate around 30 flights per week to 13 destinations including Los Angeles, Hong Kong, and Shanghai, as well as maintaining air connectivity with key Pacific ports.



IATA are calling for automated solutions for COVID checks.

Photo: Delta

IATA pushes for digitalisation

For smoother restart of the travel process

The International Air Transport Association (IATA) warned of potential airport chaos unless governments move quickly to adopt digital processes to manage travel health credentials (COVID-19 testing and vaccine certificates) and other COVID-19 measures.

"Without an automated solution for COVID-19 checks, we can see the potential for significant airport disruptions on the horizon. Already, average passenger processing and waiting times have doubled from what they were pre-crisis during peak time—reaching an unacceptable

three hours. And that is with many airports deploying pre-crisis level staffing for a small fraction of pre-crisis volumes. Nobody will tolerate waiting hours at check-in

"We must automate the checking of vaccine and test certificates before traffic ramps up."

Willie Walsh, IATA's Director General

or for border formalities. We must automate the checking of vaccine and test certificates before traffic ramps up. The technical solutions exist. But governments must agree digital certificate standards and align processes to accept them.

And they must act fast," said Willie Walsh, IATA's Director General.

If Governments require COVID-19 health credentials for travel, integrating them into already automated processes is the solution for a smooth restart. IATA has stated. This would need globally recognised, standardised, and interoperable digital certificates for COVID-19 testing and vaccine certificates.

IATA asks the G7 to work with the air transport industry to take

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leadership in restarting the global travel sector. By engaging with the air transport industry, Walsh said we can ensure that government requirements for safe travel are met with solutions that can be efficiently operationalised.

"A good first step would be G7 agreement, with industry input, on a common set of COVID-19 travel requirements. The next step would be implementing and mutually recognising those requirements. If the G7 took these leadership measures, the freedom to

travel could be seamlessly restored for about a third of all journeys. Other countries could build on that leadership for a safe and efficient global restart of connectivity," said Walsh.

AIRCRAFT & ENGINE NEWS

SMBC orders 14 more 737 MAXs – expands MAX portfolio to 121 jets

As airlines adjust to the return to air travel, SMBC Aviation Capital (SMBC) has confirmed it has ordered 14 further 737-8 jets from Boeing Co. "We are pleased to have concluded an agreement with Boeing for the purchase of 14 low-cost-carrier-configured 737 MAX aircraft which is an aircraft we are seeing increased customer demand for following its successful return to service," said Peter Barrett, CEO of SMBC Aviation Capital. Including these 14 jets, SMBC's portfolio of MAX-family jets has been extended to 121 aircraft. The 737-8, a 737MAX variant, is proving a popular choice with carriers as a single-aisle jet which reduces fuel use and CO2 emissions by up to 16%, as well as lowering operating costs. In the first quarter of 2021, SMBC delivered 13 of the 737-8 variant to customers, including 11 to Southwest Airlines in the U.S. and two to TUI in Europe. "SMBC has been actively managing its portfolio in a very dynamic market. With this new order for the fuel-efficient 737-8, the lessor is well positioned to help its customers capture domestic travel demand in several countries and regions," said Ihssane Mounir, Boeing senior vice president of Commercial Sales and Marketing. According to Boeing, this SMBC purchase follows recent orders and commitments from Alaska Airlines, Southwest Airlines, and United Airlines, with the total number of gross orders and commitments for 737 MAX-family aircraft this year now above 250 airplanes.

CDB Aviation to lease two A330-300 P2F aircraft to Mexico's MasAir

CDB Aviation has reached an agreement with Mexico-based MasAir Cargo Airline (MasAir) for the lease of two Airbus A330-300 Passenger-to-Freighter ("P2F") aircraft, marking the lessor's first-ever lease transaction with an airline operator for the

Embraer delivers 600th Phenom 300 series aircraft to Superior Capital Holdings



Photo: Embraer Phenom 300E

Embraer has delivered the 600th Phenom 300 series business jet to Superior Capital Holdings based in Fayetteville, Arkansas. The aircraft will be used to support the company's business operations throughout the U.S. Originally launched in 2005, the Phenom 300 series is in operation in more than 35 countries and has accumulated more than 1.2 million flight hours. The milestone aircraft delivered to Superior Capital Holdings is the Phenom 300E, the newest, enhanced iteration of the light jet. In terms of performance, the enhanced Phenom 300E is even faster, capable of reaching Mach 0.80, becoming the fastest single-pilot jet in production. The aircraft is capable of a high-speed cruise of 464 knots, and a five-occupant range of 2,010 nautical miles (3,724 km) with NBAA IFR reserves.

Genesis delivers second Airbus A320 to Heston Airlines



Heston Airlines Airbus A320

Photo: Genesis

Genesis, the Dublin-based aircraft leasing company, has delivered a second Airbus A320 aircraft to Lithuanian-headquartered Heston Airlines. The delivery follows Heston Airlines successfully obtaining its Air Operators Certificate (AOC) approval. Heston Airlines is now poised and ready to take advantage of the recovery in the global market with its first two aircraft ready to enter service. Jonas Rinkauskas, CEO of Heston

Airlines said: "Heston Airlines has entered into global ACMI and charter market. We are delighted to offer two Airbus A320 aircraft (LY-FJI & LY-VUT) for commercial operations. Heston Airlines has a real dedicated group of professionals who are hugely talented, and ready to take-off to the skies."



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aircraft type. The A330 P2Fs on long-term lease to its newest customer in the Americas represent the first two positions from CDB Aviation's agreement with Germany-based EFW for the aircraft type's conversion announced in November 2020. The aircraft are scheduled to deliver to MasAir during the first half of 2022. The lessor expects the A330-300 P2F to bring next-generation technology and efficiency to the segment, offering more volumetric space than older freighters in this category. This aircraft can also seamlessly slot into the fleets of A320-family, A330, and A350 operators, in line with what cargo operators and freight forwarders are seeking.

Airbus A330neo first to receive green light for post-2028 environmental regulations

The A330-900 (neo) has become the first large airliner to be certified by EASA for ICAO's new CO2 emissions standard. With this milestone, not only is Airbus the first manufacturer to receive such certification for any commercial air-

craft world wide, but this also demonstrates that the aircraft which Airbus produce today, and will continue to produce well into the future, will comply with foreseeable CO2 regulations. The new requirement, adopted in 2017, has been developed by the UN's ICAO Committee on Aviation Environmental Protection (CAEP) and is now being cascaded to certifying airworthiness authorities worldwide. Moreover, it complements existing aircraft noise and engine emission standards and will be applicable both to new type-certified aircraft and to in-production aircraft. By January 2028, all aircraft being produced will need to comply with the ICAO CO2 standard. Existing in-service aircraft, meanwhile, are being covered by separate environmental measures.

Embraer presents ERJ 145 semi-private jet aftermarket modification

Embraer has developed a semi-private configuration for ERJ 145 jets as an aftermarket solution, which includes premium seats for the utmost comfort to passengers. The conversion will be possible through a supplemental type certificate (STC), currently under development by Embraer, and all ERJ 145 are eligible to be converted to a semi-private aircraft. "Embraer

constantly assesses customer needs to offer innovative solutions and support new market requirements, which is why we developed the new semi-private conversion," said Marsha Woelber, Head of Worldwide Executive Jets Customer Support & Aftermarket Sales, Embraer Service & Support. "We have identified this opportunity given the growing number of aircraft with semi-private interiors, which have doubled in two years, from 21 in 2019 to more than 40 in 2021. With the pandemic, we believe this number will increase even more." The 50-seater ERJ 145 aircraft can now be configured from 16 to 28 premium seats with a one-seat configuration on each side of the aisle, increasing social distancing and comfort. Other features are a flat floor and the removal of the overhead bins, which widen passengers' personal space. The full conversion process can be performed at Embraer-owned service centers. Embraer is targeting passengers who usually travel first class and may require more suitable flight options. The ERJ 145 semi-private jet allows these customers to avoid main crowded airports and save time, providing a premium experience to the passengers who will board from and disembark at a private terminal.

MRO & PRODUCTION NEWS

MTU Maintenance signs eight-year extension of GE Branded Service Agreement for CF34 engines

MTU Maintenance has signed an agreement for an eight-year GE Branded Service Agreement (GBSA) extension for CF34 engines with GE Aviation. The GBSA enables MTU to continue serving as an authorized service provider through 2030 for CF34-3, CF34-8C, CF34-8E, and CF34-10E engines and perform OEM maintenance, overhaul works coping, and component repairs,

as well as provide comprehensive materials support.

BAA Training expands in Spain and establishes Avia Repair Co.

BAA Training has established an MRO in Spain called Avia Repair Co., based at Lleida-Alguaire International Airport in the north-east of Spain. After a certification process, Avia Repair Co. will start providing maintenance, repair, and overhaul (MRO) services to BAA Training itself at the beginning, and other corporate clients in the future. This type of service will be the

third in the mix of services BAA Training already provides in Spain. The academy has a long record of carrying out flight training in its two bases – at Lleida-Alguaire International Airport and Castellón Airport – under the scope of the Ab Initio School. It has also recently opened a simulator training center in Barcelona that is fully functional today. Avia Repair Co. has started looking for qualified engineers and mechanics to join the company and plans to recruit at least ten employees in 2021 alone. Goncalo Antonio Nunes Penedo, appointed Director at Avia Repair Co, commented: "Avia Repair Co will apply the know-how of European quality standards in MRO and aim to ensure adequate turnaround

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time. For making this possible, the company will recruit profoundly detail-oriented maintenance experts with related experience to work in its fully equipped hangar located at Lleida-Alguaire International Airport.” BAA Training conducts all-year-round flight training due to having a fleet of 22 aircraft – 11 single-engine Tecnam P2002s, two multi-engine Tecnam P2006s, and nine single-engine Cessna 172s. All aircraft distributed over the two flight bases in Spain will be inspected and maintained in Avia Repair Co’s hangar.

Airbus gives suppliers heads-up of production plans

Airbus continues to expect the commercial aircraft market to recover to pre-COVID levels between 2023 and 2025, led by the single-aisle segment. The Company is therefore providing suppliers with an update of its production plans, giving visibility in order to schedule necessary investments and secure long-term capacity and production-rate readiness, in line with the expected recovery. “The aviation sector is beginning to recover from the COVID-19 crisis”, said Guillaume Faury, Airbus CEO. “The message to our supplier community provides visibility to the entire industrial ecosystem to secure the necessary capabilities and be ready when market conditions call for it. In parallel, we are transforming our industrial system by optimizing our aerostructures set-up and modernizing our A320 Family production facilities. All these actions are set in motion to prepare our future.” Airbus has confirmed an average A320-family production rate of 45 aircraft per month for Q4 2021 and calls on suppliers to prepare for the future by securing a firm rate of 64 by Q2 2023. In anticipation of a continued recovering market, Airbus is also asking suppliers to enable a scenario rate of 70 by Q1 2024. Longer term, Airbus is investigating opportunities for monthly rates as high as 75 by 2025. Currently, the A220 production rate is at around five aircraft per month from Mirabel and Mobile, the rate is confirmed to rise to around six per month in early 2022. Airbus also envisages a monthly production rate of 14 by the middle of the decade. The A350-family, currently at an average production rate of five per month, is expected to increase to six by autumn 2022. A330-family production remains at an average monthly rate of two per month.

GA Telesis and Air Transport Services Group announce joint venture

GA Telesis, LLC, a global aviation services integrator, has entered into a joint venture agreement with Air Transport Services Group, a

AIRCRAFT & ENGINE NEWS

SWISS concludes Airbus A220 fleet renewal with 30th delivery

Swiss International Air Lines AG (SWISS) has taken delivery of its 30th new Airbus A220 aircraft at Zurich Airport, to mark a further milestone in the biggest fleet renewal program in its corporate history. SWISS was the launch carrier and first operator of the new short- and medium-haul twin-engine jet, which was designed and developed from



Photo: SWISS takes delivery of its 30th A220 aircraft

scratch. The Airbus A220 emits over 20% less carbon dioxide than comparable aircraft types. SWISS’s 30th A220, a 300 model with the registration HB-JCU, was named ‘Davos’ following its Zurich arrival. SWISS now operates nine of the smaller Airbus A220-100s (seating 125 passengers) and 21 of the larger Airbus A220-300s (with 145 passenger seats).

Breeze Airways launches with 13 Embraer jets



Breeze Airways has launched on May 27 and will have a planned fleet of 13 Embraer jets

Photo: Embraer

On May 27, Breeze Airways, the new U.S. carrier from JetBlue founder David Neeleman, started operations, with a planned fleet of 13 Embraer jets. The first flights operate between Charleston, SC, Tampa, FL and Hartford, CT, with remaining destinations to be added each week through July 2021. Breeze will take delivery of all 13 leased jets through the summer, to reach an initial fleet of ten E190s, and three E195s, with plans to grow the fleet further before the end of the year. The E190 jets will be configured to seat 108 guests while the E195 aircraft will have 118 seats. Neeleman, CEO and Founder of Breeze Airways, said, “Embraer’s E-Jets are phenomenal at building out new airlines, and growing and supporting new routes. They are the masters at doing this, as proven by my previous airline ventures – and, no middle seats! The flexibility the family of aircraft provides, allows us to meet fluctuating demand profitably – exactly what all airlines need right now. Having the E-Jets as a core part of our team gives me enormous confidence.” Earlier this month Breeze signed a long-term pool program agreement with Embraer to support a wide range of repairable components for the airline’s E190s and E195s fleet. The agreement included full repair coverage for components and parts, as well as access to a large stock of components at Embraer’s distribution center, which will support the start of the airline’s operation.

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leading provider of aircraft leasing and air cargo transportation and related services, to build a GA Telesis Specialized Procedures Aeroengine Hospital (SPAH) in the Central or Midwest of the United States. The SPAH will be capable of inducing more than 200 engines per year. While the specific location is under evaluation, consideration will be given to a centralized location in the United States with a strong interstate and airport network. The SPAH will target engines manufactured by General Electric, Pratt & Whitney, International Aero Engine, and CFM International, and will initially offer the following services:

- Engine lease return inspections
- QEC installations
- Boroblend repairs
- Top case repairs
- Accessory gearbox repairs
- Hot section repairs
- Compressor rear frame repairs
- Engine storage and preservation
- Airworthiness directives
- Service bulletin implementation
- Engine module changes
- Engine test and thrust conversions
- Engine troubleshooting
- Engine MPD tasks

The grand opening of GA Telesis' first SPAH in Helsinki, Finland is scheduled for June 13, 2021. The SPAH in Helsinki includes a state-of-the-art integrated test cell capable of producing 100,000 lbs. of thrust. The U.S.-based SPAH is projected to be operational in Q1 of 2022 with full FAA approvals and is similarly evaluating proposals for the design, construction, and location of a state-of-the-art test cell projected to also produce up to 100,000 lbs. of thrust.

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AeroCentury reports first-quarter 2021 results

AeroCentury, an independent aircraft leasing company, has reported a first-quarter 2021 net loss of US\$5.4 million, compared to a net loss of US\$10.2 million for the first quarter of 2020. Revenues and other income decreased by 47% to US\$2.5 million in the first quarter of 2021 from US\$4.8 million in the first quarter of 2020. The decrease was primarily a result of a 43% decrease in operating lease revenues to US\$2.7 million in the first quarter of 2021 from US\$4.8 million in the first quarter of 2020. This was a consequence of reduced rent income from the sale of aircraft during the fourth quarter of 2020 and first quarter of 2021 and reduced rent for two assets in the 2021 quarter as a result of lease

AIRCRAFT & ENGINE NEWS

IndiGo once again opts for new CFM LEAP-1A engines – this time for 310 new Airbus aircraft



IndiGo A320neo aircraft

Photo: Airbus

Low-cost Indian carrier IndiGo has announced that it has once again turned to CFM International and its LEAP-1A engine to power its fleet of 310 new Airbus A320s, A321s, and A321XLRs. The agreement involves 620 newly installed engines together with a multi-year service agreement and associated spare engines. This is the second major deal IndiGo has struck with CFM International as back in 2019 it signed a deal for LEAP-1A engines and a long-term service agreement for an order of 280 A320neo-family aircraft.

The airline is currently operating seven A320neo and 15 A321neo with LEAP-1A engines. This agreement secures LEAP-1A engines and service agreements for the carrier's A320neo-family aircraft that will be delivered from 2023 onwards. The LEAP engine has logged more than 10 million engine flight hours in less than five years of commercial service and is capable of reducing fuel consumption and CO2 emissions by 15%. With its fleet of 280+ aircraft, IndiGo operates roughly 1,200 daily flights, connecting 66 domestic and 24 international destinations.

Virgin Galactic makes first test flight to outer space from Spaceport America, New Mexico



VSS Unity in space over New Mexico

Photo: Virgin Galactic

Virgin Galactic has successfully made its first rocket-powered flight from Spaceport America in New Mexico to outer space, some 55 miles (89 kilometers) above sea level. The two pilots were on board the VSS Unity shuttle which launched from VMS Eve, travelling at up to three-times the speed of sound during the flight, before gliding back

down through the atmosphere and landing back at Spaceport. Virgin Galactic founder Sir Richard Branson told The Associated Press that commercial flights could begin next year. "Today was just an incredible step in the right direction," said Branson. "It tested a lot of new systems that the teams have been building and they all worked." Virgin Galactic CEO Michael Colglazier said at least two more undated test flights lie ahead — the next with four mission specialist passengers in the cabin. Pending trials also include a flight that will take Branson to the edge of space. "The flight today was elegant, beautiful," Colglazier said. "We're going to analyze all the data that we gather on these flights. But watching from the ground and speaking with our pilots, it was magnificent. So now it's time for us to do this again." Virgin Galactic said the flight provided an assessment of upgrades to a horizontal stabilizer, other flight controls and a suite of cabin cameras designed to provide live images of the flight to people on the ground. In addition, the shuttle carried a scientific payload as part of a cooperation with NASA's Flight Opportunities Program. Preparations for the latest flight included a maintenance review of the special carrier plane that flies the six-passenger spacecraft to a high altitude prior to it firing its rocket motor as it then pushes towards space.

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amendments related to the COVID-19 outbreak. The results for the quarter ended March 31, 2021 also reflected reduced depreciation expense compared to the first quarter of 2020, primarily as a result of aircraft sales, and increased professional fees and other expenses, mainly due to higher legal expenses. During the first quarter of 2021, the Company recorded a bad debt allowance of US\$821,000 related to one of its sales-type finance leases. During the first quarter of 2021, the Company recorded an impairment loss of US\$1,940,400 on its two assets held for sale, based on expected sales proceeds, which had an aggregate fair value of US\$347,400. The results for the quarter ended March 31, 2020 included impairment losses totaling US\$6.7 million, arising from estimated sales proceeds for three regional jet aircraft and an older turboprop aircraft that is being sold in parts. Results also included a US\$1.2 million bad debt allowance related to two of the Company's aircraft that are subject to finance leases and a US\$1.9 million non-cash charge related to the Company's interest rate swaps, which is included in interest expense.

Attestor acquires majority stake in Condor

Asset manager Attestor has acquired 51% of Condor shares and set the course for a secure future of the airline. Attestor will invest €200 million of equity capital and will provide a further €250 million to modernize Condor's long-haul fleet. This will ensure the rapid ramp-up of flight operations after the Corona pandemic and will further enable the long-term development of Germany's popular leisure airline under the strong Condor brand. All 4,050 jobs at the airline and the company's own maintenance subsidiary Condor Technik will be retained. Attestor is initially acquiring a stake of 51% in Condor, while the remaining 49% will remain with SG Luftfahrtgesellschaft, which holds its shares on behalf of Germany's federal government and the government of the state of Hesse. The investor has the option of acquiring the remaining shares at a later time. In order to secure jobs in the long term, the German federal government and the state of Hesse are supporting Condor's repositioning with a restructuring of the KfW loan. This measure is subject to approval under EU state aid legislation. Condor will repay the remaining KfW loan as agreed in due time. (€1.00 = US\$1.22 at time of publication.)

Garmin International acquires Scottsdale-based AeroData

Garmin® International, a unit of Garmin, has announced the acquisition of AeroData, a

MRO & PRODUCTION NEWS

Airbus starts structural assembly of first A321XLR



Production has started in Germany with the structural assembly of the center and rear fuselages for the A321XLR
Photo: Airbus

In May, Airbus' manufacturing partner Premium AEROTEC delivered the first fully equipped Rear Center Tank (RCT) to Airbus' major component assembly facility in Hamburg – a key component of the A321XLR's performance. Heralding the start of the assembly of the aircraft's rear fuselage and the center fuselage in the dedicated "Structure Pilot Line". The RCT, which is unique to the new long-range A321XLR, is a permanently installed high-capacity fuel tank that makes maximum volumetric use of the aircraft's lower fuselage. Integrated in fuselage sections 15 and 17 and located behind the main landing gear bay it holds up to 13,100 liters, which is more fuel than several Additional Centre Tanks (ACTs) combined could previously hold in the A321 aircraft family. The integration of the RCT represented a significant challenge for the teams to ensure the smooth integration of the new rear center tank and its new fuel systems. Operations faced a very tight time schedule for the overall development and the industrial set-up. Around this time, the COVID-19 pandemic started to impact collaborative work on the XLR plateau. "It was yet another significant challenge, but we quickly adapted using digital means with a "co-design approach" to achieve a solution for the aircraft," said Stephan Meyer, Head of A321XLR Industrial Centre Aft Fuselage. "We are proud of this great product, developed and industrialized under such difficult circumstances, which is well underway," he concludes.

HAECO and AeroLogic extend MRO partnership

HAECO Hong Kong, a member of the HAECO Group, has extended its long-term agreement with German cargo airline AeroLogic. Under the new agreement, HAECO Hong Kong will provide heavy maintenance services to AeroLogic's Boeing 777-200 freighter fleet between 2021 and 2024, covering the current fleet of 18 Boeing 777F aircraft. The extension in partnership is a testament to the



AeroLogic Boeing 777-200F

Photo: AirTeamImages

long-standing collaboration between the two companies. HAECO Hong Kong has been the maintenance, repair, and overhaul (MRO) service provider in support of AeroLogic's business growth since 2012. Over the years, its scope of services has included C1 base-maintenance and the completion of four C12-checks for the cargo airline. The company is committed to providing reliable and high-quality aircraft MRO services to bolster AeroLogic's international operations.

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privately held provider of aircraft performance software and services tailored to commercial and business aviation. AeroData's portfolio includes products such as runway analysis, takeoff, and en-route performance, weight and balance, automated passenger and cargo load planning, global airport obstacle database, around-the-clock NOTAM monitoring, and other customized software solutions. AeroData serves more than 135 airlines worldwide with continued expansion underway. Offering performance data to more than 70% of airline flights in North America, AeroData supports all major commercial aircraft including Airbus, ATR, Boeing, Bombardier, and Embraer. Headquartered in Scottsdale, Arizona, AeroData will continue to operate from that location under the AeroData brand. Financial terms of the acquisition have not been disclosed.

Future looks brighter for Norwegian – successfully raises NOK 6 billion in capital

SeaburySecurities LLC (Seabury), the investment banking arm of Seabury Capital Group LLC, has announced that acting as Lead Financial Restructuring Adviser, it has successfully helped Norwegian Air Shuttle ASA (Norwegian) complete its multi-jurisdictional financial restructuring while also raising SEK6 billion in capital. This latest news comes as a culmination of the involvement of courts in Norway, Ireland and the U.S. Having initially raised NOK 3 billion of debt with the Norwegian Government in mid-2020 through a NOK 10 billion debt-to-equity swap, in November 2020, the Government announced it would not support a second capital injection without further restructuring of the airline. With the support of Seabury as Lead Financial Restructuring Advisor, BAHN AS, as lead Counsel, and Matheson, as Irish counsel, Norwegian entered an Irish Examinership (the Irish version of U.S. Chapter 11) with Kieran Wallace from KPMG as Examiner. In December 2020, Norwegian entered a Norwegian Reconstruction process as well under the leadership of Havard Wiker, from Ro Sommernes, as Reconstructor. After support to the process provided by Norwegian's shareholders and creditors, judgements validating the successful Irish Examinership and Norwegian Reconstruction was passed in February and March 2020 subject to a minimum recapitalization of NOK 4.5 billion. A U.S. recognition of those judgement through a U.S. Chapter 15 process has also been undertaken. Today's NOK 6 billion capital raise comprises NOK 1,875 million of a convertible perpetual bond, a NOK 395 million rights issue, and the remainder as private placement, including a series of strategic Nordic investors. Norwegian

MRO & PRODUCTION NEWS

Honeywell, Denso ascend into urban air mobility with expanded alliance



DENSO eVTOL image

Photo: Honeywell

DENSO, a leading mobility supplier, has signed a long-term agreement with Honeywell, establishing an alliance focused on electric propulsion units to meet new aerospace needs. Drawing from their automotive and aerospace backgrounds, the companies will develop and manufacture electric propulsion systems for aircraft, initially prioritizing the urban air mobility (UAM) segment with a focus on air taxis and delivery vehicles. Honeywell and Denso are in advanced discussions with current and prospective customers and intend to deliver flight-test configurations of the electric propulsion systems within the next year. This focus on electrified power sources will not only help the companies fulfil UAM's promise of providing cleaner, safer, more efficient, quieter, and freer-moving transportation in and between cities, but also strengthen each company's efforts to achieve carbon neutrality by 2035. The formal alliance follows the companies' initial teaming agreement in 2019. DENSO's ability to produce quality components at mass scale paired with Honeywell's storied aerospace expertise make for an alliance ready to take UAM to new heights. Additionally, the alliance's electric propulsion systems will integrate seamlessly with Honeywell's fly-by-wire avionics and actuation systems, extracting the most thrust and lift from every watt of electricity.

Airbus performs first five-bladed H145 retrofit of DRF Luftrettung helicopter



The retrofitted five-bladed H145 helicopter of DRF Luftrettung

Photo: Airbus Helicopters/Christian Keller

Airbus Helicopters, in cooperation with DRF Luftrettung, has performed the first retrofit of a four-bladed H145 helicopter into the new five-bladed version. The helicopter, an H145 of the German HEMS operator, was first delivered in 2018 and will be deployed at DRF's base in Villingen-Schwenningen, Germany. The upgrade to the five-bladed version can be performed by every Part145 maintenance organization by following the associated service bulletin issued by Airbus Helicopters. It consists of exchanging the rotor system, updating the helicopter's Helionix avionics suite, and installing a new horizontal stabilizer. The innovative five-blade bearing-less rotor increases the useful load and further enhances the mission capabilities of the aircraft, while eliminating rotor hub maintenance.

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will now focus on flying narrow-body aircraft with a fleet starting at 51 Boeing 737NG aircraft but aimed at increasing in 2022 to 70 aircraft. During this restructuring process, the airline has substantially reduced its liabilities mainly through the cancellation of aircraft orders with Airbus and Boeing worth NOK 85 billion. (US\$1.00 = NOK 8.36 at time of publication.)

INFORMATION TECHNOLOGY

After over a decade of being widely recognized as a global leader in digital records management for the aviation sector, **flydocs** now has ambitions of revolutionizing the future of the commercial aviation asset lifecycle. In this new chapter, the brand identity takes on a more modern and minimalistic view to complement the simplified messaging that flydocs will be driving in the market to support its strategic ambition of becoming the partner of choice for its employees, customers, and the wider aviation industry. Speaking on the rebrand, flydocs CEO Andre Fischer said: "This process has been extremely exciting for me personally and it's certainly an important milestone for all of us here at flydocs. We have now developed a clear strategy which triggered the inception of our new brand story which is all about simple messaging, sustainable partnerships, and digital technology. We are very intentional about being customer-centric and driving innovation whilst living our core values of transparency, respect, and collaboration. This rebrand really supports us in repositioning ourselves very uniquely as a trusted partner that delivers real value through our global team of experts and our digital solutions." To coincide with the rebrand, flydocs launched a new website that continues the evolution of the new creative identity, vision, mission, and values, better aligning to its true value proposition. The website showcases the new flydocs brand identity with a focus on brand experiences of its people, asset solutions, and industry partners.

OTHER NEWS

SAS and **Airtours** are extending their cooperation on charter and scheduled flights in a new agreement that runs until 2024, starting in the summer of 2021. The value of the contract is more than SEK 800 million (US\$97 million) over four years. SAS will initially fly Airtours customers to and from Stockholm and Gothenburg to a range of destinations around the Mediterranean during the summer of 2021. The number of destinations will be further expanded by

MRO & PRODUCTION NEWS

Lufthansa Technik supports Flair Airlines' Boeing 737 MAX 8 aircraft



Photo: Flair Airlines Boeing 737 MAX

Lufthansa Technik and Canadian ultra-low-cost carrier Flair Airlines have signed a comprehensive Total Component Support (TCS®) contract covering repair and overhaul of components for the airline's fleet of Boeing 737MAX 8 aircraft. Up to 24 aircraft from the airline's current and future fleet are included over a period of ten years. Support for the aircraft started in April 2021. With the Total Component Support TCS® agreement, Flair benefits from an individual supply concept that enables short, rapid transport paths. The new contract also includes support for the aircraft's Engine Related Components (ERC). Component support of the 737 MAX 8 fleet will be ensured through a home base stock in Toronto and Calgary. Lufthansa Technik already provides component support for Flair's Boeing 737-800 aircraft and has also performed landing gear overhaul for these aircraft in the past.

C&L Aviation Group signs order for multiple ERJ 135/145 semi-private aftermarket modifications



Photo: C&L Aviation Group signs order for multiple ERJ 135/145 semi-private aftermarket modifications

C&L Aviation Services (C&L), a C&L Aviation Group company, has signed an additional contract for multiple ERJ 135 and 145 semi-private aircraft modifications. The upgrades come on the heels of recently completing similar upgrades on a number of ERJ 135 aircraft. The project consists of converting the aircraft to a 16-23 seat first-class experience complete with in-seat power, LED lighting, WIFI, removal of overhead bins, upgraded leather interior seating, 1X1 seating using C&L's flat-floor modification STC, and the installation of a premium Bongiovi speakerless cabin audio system. C&L began upgrading the cabins of ERJ aircraft in 2018 and since then has performed over 20 such projects for multiple customers ranging from 16- to 30-seat conversions. Many of these plans were in place before the onset of the global pandemic, however, since that time C&L has begun talks with numerous customers looking for innovative and cost-effective solutions that provide passengers with a luxurious, more comfortable, and socially distanced method of air travel.

OTHER NEWS

summer 2022. The entire charter production that SAS flies for Airtours will be flown with new Airbus A320 aircraft. SAS has been renewing its fleet in recent years, replacing older planes with newer, more fuel-efficient engines, and thereby reducing carbon dioxide emissions.

Qantas customers can now book seven new domestic routes and travel on more wide-body aircraft between major capital cities to help meet strong demand for domestic travel across Australia. The new routes – Townsville to Adelaide/Melbourne/Sydney, Adelaide to Cairns/Hobart, Sydney-Uluru, and Perth-Gold Coast – provide direct connections and reduce travel time for customers. They bring the total number of routes Qantas and Jetstar have added since the start of the pandemic to 45. Five of the routes will be operated by Embraer E190 regional jets as part of QantasLink's partnership with Alliance Airlines. The first Qantas flights operated by the 94-seat E190s took off on May 25, between Adelaide, Darwin and Alice Springs. Customers will also see more wide-body aircraft with Business Suites on flights between the East Coast capital cities into Perth and Darwin. Usually used for long-haul international flights including Perth-London, the 236-seat Boeing 787-9 Dreamliner will begin operating up to nine Sydney-to-Perth flights per week. Qantas' wide-body Airbus A330-200 aircraft, which serviced international routes into Asia, will operate on more flights into Darwin from Sydney and Brisbane, and also into Perth from Sydney and Melbourne. These will be added to the A330s already flying on east-west routes. The additional flying will see Qantas' capacity exceed 100% of pre-COVID levels in the coming months and the group's market share around 70%.

Air New Zealand has been awarded more international cargo flights under the Government's Maintaining International Air Connectivity (MIAC) scheme. With the scheme extended through to October, the airline will operate around 30 flights per week to 13 destinations including Los Angeles, Hong Kong, and Shanghai, as well as maintaining air connectivity with key Pacific ports. With the trans-Tasman and Cook Islands bubbles now well under way, these services are currently operating outside of the MIAC scheme. Air New Zealand General Manager Cargo Anna Palairt says it's encouraging to have been awarded more flights under the Government scheme. "MIAC is helping our import and export community maintain essential trade with key international markets during an extended period of disruption and we're really proud to be part of making that happen. Operating these

MRO & PRODUCTION NEWS

Iberia Maintenance returns 29 aircraft back into service for Iberia Group

Iberia will resume flights to several summer destinations in June. The carrier will fly to Italy, Croatia, Portugal, and the U.S.A. For that reason, Iberia Maintenance is working intensively to overhaul a total of 46 IAG Group and third-party customer airplanes and their engines for the summer season. 29 of these aircraft are from Iberia Group's A320 family, 23 for Iberia, and six for Iberia Express. A clear sign of the



Iberia Maintenance is getting aircraft ready to resume flights for the summer season
Photo: Iberia Maintenance

reactivation of operations for the summer season, which involves the meticulous attention and overhaul of the aircraft and engines after more than a year on the ground due to the reduction of air activity during the pandemic. In this period, Iberia Maintenance has assisted more than 150 aircraft by offering preservation services in Madrid, Palma de Mallorca, Malaga, and Seville. Several days of work are required for an aircraft to be operational again, according to the maintenance programs of each operator. The covers that protect the aircraft against external damage from insects, birds or corrosion are removed and engines, systems such as hydraulics, electrical or avionics, and essential elements such as the landing gear, brakes, and wheels are checked, among other tasks. In some aircraft, it will also be necessary to carry out heavy maintenance work at the Iberia Maintenance facilities in La Muñoz, as the aircraft's entry into service coincides with the recurrent overhaul scheduled for the aircraft.

OTHER NEWS



Hawaiian Airlines

Photo: AirTeamImages

Hawaiian Airlines (Hawaiian) is seeking qualified candidates to fill more than 400 positions ahead of what is expected to be a busy summer travel season. Hawaiian saw a rebound in demand in the first quarter and has been rebuilding its network and workforce to accommodate steadily growing interest in travel to its home state. The need for team members on Maui is particularly acute, and Hawaiian

is offering a US\$2,000 sign-on bonus to attract experienced applicants for most jobs on the Valley Isle. Hawaii's hometown airline currently employs about 6,850 people, more than 90% of whom are based in the state. Most new positions are in airport operations and include guest service agents, ramp agents, operations managers, and aircraft mechanics in Honolulu, Maui, Hilo, Kona, Lihue, and in select cities on the U.S. West Coast; the majority of which are part-time positions. Full-time job opportunities at the company's corporate office in Honolulu are in IT, marketing, human resources, and sales. Although Hawaiian recalled nearly all furloughed employees, it is hiring to backfill vacant positions and to fill openings that support new routes. The company recently launched nonstop services between Honolulu and Orlando, Austin and Ontario in California, and added flights connecting Maui to Long Beach and Phoenix.

OTHER NEWS

services also allows us to bring Kiwis home where other commercial services haven't been able to operate."

Having reported an overall adjusted net loss of US\$2.26 billion for the quarter ended March 31, a loss for the fifth quarter in a row, **Delta Air Lines** (Delta) has run up a debt of US\$346 million in unpurchased credits through **Monroe Energy**, a 185,000-barrel-a-day Delta-owned refinery. In the meantime, Delta is looking to convince the White House to remove the obligations to comply with the U.S. Renewable Fuel Standard (RFS). Refiners like Monroe Energy are required, by law, to blend billions of dollars in biofuel with their own fuel, or buy credits from other refineries, though this can be at a cost of millions of dollars. Delta has tried, unsuccessfully, to sell Monroe Energy, based in Trainer, Pennsylvania. A spokesman pointed to comments on an April 15 investor call by the airline's co-chief financial officer, Gary Chase, who said a "huge escalation in the cost of RINS" from 60 cents to 70 cents at the end of the fourth quarter to above US\$1.00 now has impacted "near-term performance." Chase suggested the price movements were among "short-term dislocations" affecting the refinery. Refiners in the past have suspended the purchase of credits, known as RINS, if there has been a cashflow problem, if they anticipate the cost of RINS falling, or if they anticipated regulatory relief to reduce their compliance requirements. According to company filings,

INDUSTRY PEOPLE



Carsten Holm

- GA Telesis Engine Services OY (GATES), the engine heavy maintenance unit of global aviation integrator GA Telesis, has appointed **Carsten Holm** as Managing Director. Holm will be responsible for operational and P&L

results for the GATES operation in Finland while also overseeing regulatory compliance. Before being named Managing Director, Holm was GATES' Chief Operating Officer, driving production, engineering, and planning processes. He joined GA Telesis in 2015, holding several positions of increasing responsibility, including Chief Commercial Officer and Vice President of Technical. Prior

Astronics Corporation

has released that the United States, Canada, and EASA have approved Astronics' Max-Viz 1200 and 1400 Enhanced Vision Systems (EVS) for Airbus Helicopter EC130 B4 and T2 models. In cooperation with **AVIO dg** in Calgary, Canada, Astronics obtained the Supplemental Type Certificates (STC) for its Max-Viz 1200 and 1400 EVS from the



The Astronics Max-Viz 1200 & 1400 Enhanced Vision System carries US, Canada, and EASA STCs for the Airbus EC130 B4 & T2 Helicopters
Photo: Astronics

U.S. Federal Aviation Administration (FAA), Transport Canada Civil Aviation (TCCA), and the European Union Aviation Safety Agency (EASA). The initial Maz-Viz 1400 installation using the newly approved STC was performed by Ontario-based **EuroTec Canada Ltd.**, part of **EuroTec Vertical Flight Solutions LLC**, headquartered in Euroda, Kansas. The EVS will be displayed on the upgraded Garmin TXi avionics.

Delta's US\$346 million outstanding liability on biofuel credits is approximately double its full-year 2020 RFS compliance costs of US\$172 million and appreciably greater than the US\$58 million it paid in 2019. The current US\$346 million due represents the current value of credits the company would need to buy to comply with the RFS, credits which are meant to be handed in to the Environmental Protection Agency each year.

to joining GATES, Holm gained extensive experience with management and technical positions at the Danish cargo airline, Star Air.

- Vortex Aviation, the global on-wing and quick-turn turbine engine repair organization has appointed **Mitch Schuldiner** as Director of Operations for its Davie, Florida engine shop. Schuldiner is an aviation industry veteran who brings over 30 years of experience to Vortex Aviation. His contribution further strengthens the company's leadership team as it provides innovative engine on-wing and quick-turn repair services to a diverse customer base. As Director of Operations, he will provide operational oversight of on-wing and off-wing maintenance, repair, and troubleshooting at the Davie, Florida engine shop ensuring continuous production of services is consistent with established standards and applicable regulatory requirements.

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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	FPG Amentum	V2527M-A5	3705	2008	Q2/2021	Sale / Lease	Eoin Kirby	eoin.kirby@fpg-amentum.aero	+353 86 027 3163
A319-100	BBAM	CFM56-5B5/P	2214	2004	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
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
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	airframe only	2152	2004	May 2021	Sale	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	DVB Bank	V2533-A5	7015	2015	Now	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A321	DVB Bank	V2533-A5	7180	2015	Now	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
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 (12x)	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	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
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	CFM56-7B20	32414	2002	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-700	GA Telesis		34300	2006	Now	Sale / Lease	Mauro Francazi	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	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	CFM56-7B	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	BBAM	CFM56-7B27/3B4E	40242	2011	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
B737-900	BBAM	CFM56-7B26/3	34953	2007	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B777-300ER	BBAM	GE90-115B	41081	2012	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
B787-8	DVB Bank	Trent 1000G	35304	2013	Now	Sale	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B787-8	DVB Bank	Trent 1000G	35305	2013	Now	Sale	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-200F	Regional One	CF34-3B1	7452	2000	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200LR	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-700	Regional One	CF34-8C5B1	10205	2005	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
D0328 Jet	Regional One	PW306B	3185	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ170-100LR	Regional One	CF34-8E5	17000123	2006	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ-145LR	Regional One	AE3007A1	145304	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ-145LR	Regional One	AE3007A1	145331	2000	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
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				
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
(1) 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.				
(3) 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) CF6-80C2B1F	Now - Sale/Exchange	Chromalloy Asset Management	Hema Krishan	Hkrishan@chromalloy.com	+1 845-587-7102
(1) CF6-80C2B1F	Q3/2021 - Sale/Exchange				
(1) CF6-80C2B6F	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaaviation.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



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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				
(2) CFM56-7B26/3	Now - Lease				
(2) CFM56-7B26	Now - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(2) CFM56-5B5/P	Now - Sale / Lease				
(2) CFM56-7B22	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbank.com	+44 207 256 4449
(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) CFM56-7B27	Now - Sale/Lease/Exch.				
GE90 Engines	Sale / Lease	Company	Contact	Email	Phone
(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
(1) PW4062-3	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaaviation.com	+1 786 785 0787
(1) PW4062-3	Now - Sale / Exchange	Chromalloy Asset Management	Hema Krishan	Hkrishan@chromalloy.com	+1 845-587-7102
(1) PW4060-3	Q3/2021 - Sale/Exchange				
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) PW123	Now - Sale/Lease/Exch.				
(1) PW127F	Now - Sale/Lease/Exch.				
(1) PW127M	Now - Sale/Lease/Exch.				
(1) PW150A	Now - Sale/Lease/Exch.				
(3) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(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.				
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 1000-J3	Now - Lease				
(1) Trent XWB-84k	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) Trent772B-60	Now - Lease				
(1) Trent 892B-17	Now - Sale				
(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.	Chromalloy Asset Management	Hema Krishan	Hkrishan@chromalloy.com	+1 845-587-7102
(1) V2533-A5	Now - Sale/Lease/Exch.				
(1) V2527-A5	Now - Lease				
(4) V2533-A5	Now - Lease				
(1) V2527-A5	Now - Lease				
(1) V2527-A5	Now - Sale / Lease	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	Magellan Aviation Group	Anthony Spaulding	anthony.spaulding@magellangroup.net	+1 980-423-0715
(2) V2527-A5	Now - Sale/Lease/Exch.				
(3) V2533-A5	Now - Lease				
(1) V2527E-A5	Now - Lease				
(1) V2527-A5	Now - Sale / Lease				
(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	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
(2) GTC331-200ER, (2) GTC331-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTC331-9B					
(1) A321 Enhanced Landing Gear 2020 OH		CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
Neutral CFM56-7B QEC Kit	Now - Sale				
(1) RE220, (1) APS3200, (1) GTC331-9A	Now - Sale / Lease	Magellan Aviation Group	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTC331-9B, (1) GTC331-500B	Now - Sale / Lease				
A320 Landing gear shipsets	Now - Sale	GA Telesis	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
(2) GTC331-350, (5) GTC331-9A	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(1) APS3200, (2) GTC331-9B					
(1) GTC336-150RJ, (2) GTC336-100M,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A					
(1) APS1000-C12, (1) APS1000-C3		REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTC331-9A (2), GTC331-9B(2)	Now - Lease				
GTC331-200, GTC331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
TSCP700-4E	Now - Sale				
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	GA Telesis	John Wales	apu@gatelesis.com	+1-417-622-7215
(5) GTC331-9A, (1) GTC331-9B, (1) GTC331-200					
(2) GTC331-350, (2) GTC331-500, (1) APS3200B		Stephen Toutt	stands@gatelesis.com	+1-954-676-3111	+1-954-676-3111
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000					
(1) APU GTC131-9A, (1) APU GTC131-9B	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available	Now - Lease				
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368