

# Weekly Aviation Headline News

## WORLD NEWS

### American Airlines Cargo returns to Greece

American Airlines Cargo is further expanding its European network with the reintroduction of service to the Greek capital, Athens. The new seasonal services that launched the week of June 7 include a Boeing 787-8 aircraft from Athens international Airport (ATH) to Chicago O'Hare International Airport (ORD), as well as a Boeing 777-200 aircraft from ATH to John F. Kennedy International Airport (JFK). The airline previously served the city two years ago, but with smaller equipment.

### AirBridgeCargo signs three-year contract at Atlanta cargo terminal

AirBridgeCargo Airlines (ABC) has signed a three-year contract to become the launch customer of Worldwide Flight Services' (WFS) new cargo terminal at Hartsfield-Jackson Atlanta International Airport (H-JAIA). Under the terms of the agreement, WFS will handle some 9,500 tonnes of cargo annually for AirBridgeCargo, carried onboard approximately 100 Boeing 747-400ERF freighter flights.

### Loganair goes carbon neutral

UK regional airline Loganair has announced its "GreenSkies" environmental programme as it commits to being fully carbon neutral by 2040. It becomes the first UK regional airline to take such an ambitious step towards managing and mitigating the environmental impact of flying. The new carbon offset programme will be launched from 1 July and becomes the first of its kind in the UK to directly relate the cost of flying to its environmental impact.



The new fund will concentrate on sustainability concepts.

Photo: United

## United to invest in innovative technologies

Through corporate venture capital fund

United Airlines launched a new, corporate venture fund – United Airlines Ventures – that will allow the airline to continue investing in emerging companies that have the potential to influence the future of travel. The new fund will concentrate on sustainability concepts that will complement United's goal of net zero emissions by 2050 - without relying on traditional carbon offsets - as well as revolutionary aerospace developments and innovative technologies that are expected to create value for customers and United's operation.

"Younger companies today have learned from aviation's rich history and are combining it with more

advanced technology and creative thinking to develop new ideas that give us the ability to revolutionise how airlines operate and in turn, the experience customers have when they fly," said United CEO Scott Kirby. "With United Airlines

**"With United Airlines Ventures, we're signalling our confidence in these companies and propelling them forward."**

*United CEO Scott Kirby*

Ventures, we're signalling our confidence in these companies and propelling them forward with our expertise and financial support to demonstrate that our commitment to innovation will strengthen our company and improve our customers' experience

more quickly than anyone ever anticipated."

Through United Airlines Ventures, United will continue to forge a new path by accelerating the growth of small- to medium-sized companies with strong potential.

United's current Vice President of Corporate Development and Investor Relations, Michael Leskinen, will assume the role of President of United Airlines Ventures in addition to his current responsibilities.

"United has always been a pioneer within the industry and United Airlines Ventures will help us grow companies that are pushing the

*Continued on page 3*

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envelope to make air travel better for our customers, our employees and our planet,” said Leskinen. “We’re making more than a financial commitment to companies within this new portfolio; we’re lending our expertise so that new ideas can really take off.”

United continues to be a leader in the adoption of new sustainable aviation technologies and innovations. Recently, the company announced its agreement to purchase 15 of Boom Supersonic ‘Overture’ aircraft with an option for an additional 35 airliners. Once in

service, Overture will not only re-introduce supersonic commercial flight, it is expected to be the first long-haul commercial aircraft to be net zero carbon from day one optimised to run on 100% sustainable aviation fuel (SAF).

**AIRCRAFT & ENGINE NEWS**

**ALC delivers new Boeing 737-9 aircraft to Aeromexico**

Air Lease Corporation (ALC) has delivered one new Boeing 737-9 aircraft on long-term lease to Aeromexico. This is the first of four new Boeing 737-9s Aeromexico has committed to lease long term from ALC. “ALC is pleased to deliver this new 737-9 aircraft to our long-term customer, Aeromexico,” said Steven Udvar-Házy, Executive Chairman of Air Lease Corporation. “This new technology 737-9 from ALC will play a key role in Aeromexico’s route network and overall fleet operations.”

**Orders and deliveries – Boeing and Airbus**

Airbus v Boeing: Orders and Deliveries					
May 2021 YTD					
	Airbus		Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	19	16	737	61	78
A320 Family	-51	180	747	2	2
A330	1	4	767	27	9
A350	0	19	777	23	9
A380	0	1	787	-16	13
<b>Total</b>	<b>-31</b>	<b>220</b>	<b>Total</b>	<b>97</b>	<b>111</b>

Source: Airbus

Source: Boeing

In May, Airbus delivered 50 aircraft to 32 customers and generated seven orders. During the same month, Boeing generated 73 aircraft orders including 34 737MAX jets from Southwest Airlines. Deliveries stood at 17 aircraft including the 100th 767-300F to FedEx.

**Boeing and Alaska Airlines to partner on latest Boeing ecoDemonstrator program**



An Alaska Airlines 737-9 is serving as the flying test lab for Boeing’s 2021 ecoDemonstrator program  
Photo: Boeing

Boeing and Alaska Airlines are partnering on the latest Boeing ecoDemonstrator program and will flight test about 20 technologies on a new Boeing 737-9 to enhance the safety and sustainability of air travel. In flights beginning this summer, Boeing and Alaska will test a new halon-free fire-extinguishing agent that significantly reduces effects on the ozone layer, evaluate an engine nacelle designed to reduce noise, and assess cabin sidewalls made from recycled material, among other projects. Since 2012, the ecoDemonstrator program has accelerated innovation by taking nearly 200 promising technologies out of the lab and testing them in the air to address challenges for the aviation industry and improve the passenger experience. “Boeing is committed to continually improve air safety and the environmental performance of our products,” said Stan Deal, Boeing Commercial Airplanes president and CEO. “We’re proud to collaborate with our hometown customer and other partners around the world this year to make flying more sustainable.” In five months of ecoDemonstrator flight tests, Boeing and Alaska will work with nine other partners to test new technologies. After tests are complete, the airplane will be configured for passenger service and delivered to Alaska.

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**AIRCRAFT & ENGINE NEWS**

**ADAC rescue helicopter first to fly on sustainable aviation fuel**

A rescue helicopter has flown on sustainable aviation fuel (SAF) for the first time, achieving a new milestone in international aviation. Operated by the German non-profit organization ADAC Luftrettung, the Airbus H145 rescue helicopter had its Arriel 2E engines refueled with biofuel, a type of SAF, at the air rescue station at Munich’s Harlaching Clinic. The H145 was using a second-generation biofuel – the SAF of choice of the aviation industry – which reduces CO2 emissions up to 90% compared to its fossil-fuel equivalent, because it is produced from residual and waste materials from the circular economy such as used cooking oils and fats. As a result, the fuel has no impact on agricultural food production. The fuel used for the first rescue helicopter flight in Munich was produced by TotalEnergies at its facility in France from used cooking oil, without using any virgin plant-based oil. With this SAF, the ADAC Luftrettung fleet could achieve a 33 percent reduction in CO2 emissions, which, with more than 50,000 rescue missions and more than 3.3 million kilometers flown per year, equates to a reduction of around 6,000 tons of CO2. ADAC Luftrettung and engine manufacturer Safran Helicopter Engines share the same ambition to contribute to the development of sustainable aviation fuel. To this effect they are launching a project with one ADAC rescue helicopter in Cologne. The project will study all aspects of biofuel usage on the H145, with an operational campaign to start as early as summer 2021.



A rescue helicopter has flown on sustainable aviation fuel (SAF) for the first time  
Photo: Airbus

**World2Fly takes delivery of new Airbus A350-900 from ALC**



Photo: World2Fly Airbus A350-900

Air Lease Corporation has delivered one new Airbus A350-900 aircraft, featuring Rolls-Royce Trent XWB engines, on long-term lease to World2Fly, based in Palma de Mallorca, Spain. This aircraft is the first of two new A350-900 aircraft confirmed to deliver to the airline from ALC’s order book with Airbus. “We are delighted to deliver our first of two new A350-900 aircraft to our new customer, World2Fly,” said Matthew Stevens, Assistant Vice President of Marketing, Air Lease

Corporation. “ALC is pleased to help launch World2Fly with new A350-900 aircraft and we are confident the A350-900 will help distinguish World2Fly in the marketplace.”

**Embraer’s Eve and Helisul announce partnership to develop UAM products and services in Brazil including order of up to 50 eVTOL aircraft**

Embraer’s Eve Urban Air Mobility and Helisul Aviation, one of the largest helicopter operators in Latin America, have announced a partnership that will focus on creating an ecosystem-wide approach to prepare for urban air mobility operations in Brazil. In addition to collaborating on a suite of products and services, the partnership includes an order for up to 50 eVTOLs (electric vertical takeoff and landing aircraft), with deliveries expected to start in 2026. Over the last few years, Eve and Helisul have been collaborating to evaluate how to co-create solutions for urban air mobility, leveraging Brazil’s existing air taxi infrastructure – one of the largest in the world – for the use of Eve’s eVTOL. Helisul and Eve plan to begin their partnership working together in a proof of concept (POC) operation, using helicopters in order to validate parameters that will apply to the future eVTOL aircraft operations. This partnership aims to develop new services and procedures that, together with communities and other industry stakeholders, can create a safe and scalable operating environment for eVTOL aircraft operations to expand, focusing on critical aspects to design for all users, including how to maximize accessibility and inclusiveness in vertiports and eVTOL aircraft boarding operations.



Photo: Eve EmbraerX

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**AIRCRAFT & ENGINE NEWS**

**Airbus to test A320neo with 100% SAF**



Airbus A320neo take off

Photo: Airbus

Airbus, Safran, Dassault Aviation, ONERA and the Ministry of Transport are jointly launching an in-flight study, at the end of 2021, to analyze the compatibility of unblended sustainable aviation fuel (SAF) with single-aisle aircraft and commercial aircraft engine and fuel systems, as well as with helicopter engines. This flight will be made with the support of the “Plan de relance aéronautique” (the French government’s aviation recovery plan) managed by Jean Baptiste Djebbari, French Transport Minister. Known as VOLCAN (VOL avec Carburants Alternatifs Nouveaux), this project is the first time that in-flight emissions will be measured using 100% SAF in a single-aisle aircraft. Airbus is responsible for characterizing and analyzing the impact of 100% SAF on-ground and in-flight emissions using an A320neo test aircraft powered by a CFM LEAP-1A engine. Safran will focus on compatibility studies related to the fuel system and engine adaptation for commercial and helicopter aircraft and their optimization for various types of 100% SAF fuels. ONERA will support Airbus and Safran in analyzing the compatibility of the fuel with aircraft systems and will be in charge of

preparing, analyzing and interpreting test results for the impact of 100% SAF on emissions and contrail formation. In addition, Dassault Aviation will contribute to the material and equipment compatibility studies and verify 100% SAF biocontamination susceptibility. The various SAFs used for the VOLCAN project will be provided by TotalEnergies.

**Embraer signs contract with GrandView Aviation for Phenom 300MED**

Embraer has signed a contract with GrandView Aviation for a Phenom 300MED STC (Supplemental Type Certificate) conversion. The aircraft will be converted at Embraer’s Service Center in Fort Lauderdale, Florida, and operated by on-demand charter operator GrandView Aviation. “We originally selected the Phenom 300 as our national fleet platform due to its flexibility and high utilization reliability. With the Phenom 300MED conversion, our aircraft can transition from a passenger cabin interior to medevac in a matter of hours, allowing for maximum operational efficiency,” said Jessie Naor, Chief Operating Officer at GrandView Aviation. “We already operate diverse missions, and the Phenom 300MED further adds to our ability to meet a wide variety of client needs.” The Phenom 300MED is a unique Medevac solution for the Phenom 300 series aircraft and is available through an STC, developed and certified by Embraer and utilizing Aerolite equipment. The Medevac solution, which is also available for new aircraft, is exclusively installed by Embraer’s Services & Support organization, ensuring the highest quality, reliability, and service experience, direct from the manufacturer.



Phenom 300MED Medevac

Photo: Embraer

**Southwest orders 34 more 737 Max 7s in preparation for boost in travel demand**



Southwest Airlines’ Boeing 737-700s will be replaced by the new 737 MAX 7 aircraft  
Photo: AirTeamImages

Southwest Airlines (Southwest) has confirmed it has ordered a further 34 Boeing 737 MAX 7 aircraft with delivery scheduled for 2022. Including those already on order, this takes Southwest’s anticipated deliveries of the MAX 7 in 2022 to 234 aircraft. Like many major airlines, Southwest sees the mass COVID-19 vaccination program and the easing of travel restrictions as sound reason to be optimistic with regard to increased travel demand after suffering heavy losses in 2020. On Tuesday, the American carrier altered its second-quarter average cash burn forecast to between US\$1 million and US\$2 million per day, as opposed to between US\$1 million and US\$3 million per day. Southwest also confirmed it anticipates revenue for June to improve on May’s figures through a combination of increased leisure passenger traffic and an uptick in prices. “Passenger demand and booking trends remain primarily leisure-oriented,” it said in a statement. On May 25, Boeing reported that total orders and commitments for the 737 MAX for 2021 had passed 250 aircraft, following an order for 14 737 MAX 8s from SMBC Aviation Capital. This figure

also included orders from Southwest, Alaska Airlines, and United Airlines.

**MRO & PRODUCTION NEWS**

**StandardAero extends long-standing relationship with Vietnam Airlines**

Vietnam Airlines, the national flag carrier of Vietnam, has awarded StandardAero a new contract for the support for Pratt & Whitney Canada PW127M engines, powering its fleet of ATR 72-500 regional turboprops. StandardAero will support the airline from its OEM-authorized PW100 Designated Overhaul Facility (DOF) in Gonesse, France. This new contract award extends the long-standing relationship between the two companies. StandardAero has supported Vietnam Airlines' PW127M engine fleet from its Gonesse facility since 2013, providing a range of services including overhauls, hot section inspections (HSIs), and engine repairs.

**Next Level Aviation to support Pratt & Whitney CSA through consignment of used serviceable engine accessories**

Pratt & Whitney CSA, the serviceable materials business unit of Pratt & Whitney, and Next Level Aviation, a leader in the global distribution of used serviceable materials (USM), have signed an agreement regarding the sale of USM for aircraft engines. This contract furthers Pratt & Whitney's commitment to providing its customers with cost-effective products at world-class lead times. It also further enhances Next Level Aviation's position as a leading global supplier of USM primarily supporting Boeing and Airbus aircraft platforms and associated jet engines. This agreement between Pratt & Whitney CSA and Next Level Aviation pairs the resources and technical expertise of Pratt & Whitney CSA with the sales, marketing, and delivery expertise of Next Level Aviation. This powerful combination provides Next Level Aviation's global customer base of airlines, leasing companies, and maintenance, repair, and overhaul (MRO) shops with significant value and cost savings.

**GA Telesis signs agreement with Cargo Aircraft Management for CF6-80A/A2 repair, disassembly, and inventory management services**

GA Telesis (GAT) has signed an agreement with Air Transport Services Group's wholly owned subsidiary Cargo Aircraft Management (CAM) to provide repair, disassembly, and inventory management services for CF6-80A/A2 engines. This agreement will be managed by GAT's Flight Solutions Group (FSG) and marks a further expansion of GAT's partnership with

**Honeywell to provide cockpit technologies for 7-seater Lilium Jet**



Lilium's 7-Seater Jet

Photo: Honeywell

Honeywell has been selected by Lilium to develop the 7-seater Lilium Jet's avionics and flight control systems. The compact fly-by-wire system will act as the flight control system on the all-electric 7-seater Lilium Jet, responsible for controlling its moveable parts, including the 36 control surfaces and ducted fans that provide its high level of maneuverability in every stage of flight. Honeywell, one of the first major aerospace manufacturers to create a dedicated urban air mobility business unit, has designed a flight control system that draws on its decades of experience providing such systems for commercial airliners. This system, which has been tailored for the Lilium Jet's unique design, will play a crucial role in ensuring smooth, comfortable, and emission-free air travel for passengers. Alongside the flight control system, Honeywell is delivering the next-generation integrated avionics system, which will provide a simplified user interface for the pilot to fly the Lilium Jet. The selection of Honeywell's next-generation UAM avionics system is the result of an ongoing collaboration between Lilium and Honeywell to converge on the specific technical requirements suitable for the Lilium Jet. The avionics system is designed to reduce training time and will support operation by a single pilot, freeing up greater passenger capacity.

CAM and ATSG. The engines will be inducted for disassembly starting in June 2021 by the Component Solutions division of FSG. The removed material will be routed for repair via Component Solutions' expansive, approved MRO vendor base. Upon completion, the used serviceable material (USM) will be made available to CAM for use on its engines as well as GA Telesis' other airline and MRO customers worldwide.

**Causeway Aero Group opens new composites facility**

Causeway Aero has opened a brand new 7,000 ft<sup>2</sup> production facility in Sligo in the northwest of the Republic of Ireland and is currently in the advanced stages of receiving EASA Part-21G approval from the Irish

Aviation Authority. As the Lisburn facility is now outside EASA and approved by the U.K. Civil Aviation Authority, it also means that Causeway will be one of the few aerospace companies able to deliver against alternative approvals and Form 1, offering maximum flexibility for customers. In addition to having a readily available skilled workforce, the strategic location is just a two-hour drive from the company's headquarters in Lisburn, Northern Ireland, from the aircraft leasing community in Dublin, and from the MRO cluster in Shannon. Part of the new facility has been taken over by Inter-Tec Aero, a new part of Inter-Tec Group, a long-term partner of Causeway that has used its EASA Part-21J Design Organisation Approval to assist with a number of interior and seat projects.

**MRO & PRODUCTION NEWS**

**Recaro Aircraft Seating sets new comfort benchmark with fully equipped cabin on Aeroflot’s Airbus fleet**

Recaro Aircraft Seating (Recaro) has set a new comfort benchmark by fully equipping Aeroflot’s Airbus fleet. More than 50 shipsets of the BL3710 and CL4710 will be installed in the economy class and business class, respectively. The first of Aeroflot’s new A320/A321 fleet took flight for the first time on May 25. Delivery of the aircraft includes a total of more than 10,000 Recaro seat pax and will continue through 2028. The economy-class seats feature leather dress covers and the business-class seats are covered in fabric and leather for an enhanced comfort experience. Headquartered in Moscow, Aeroflot is the national airline of Russia and remains committed to comfort and maintaining its position as the largest airline in the country. In 2019, the airline transported more than 37 million passengers to 340 destinations in 57 countries.



Aeroflot BL3710 economy-class seats

Photo: Recaro Aircraft Seating

**S7 Technics’ new Russian MRO facility for Honeywell auxiliary power units now 85% complete**

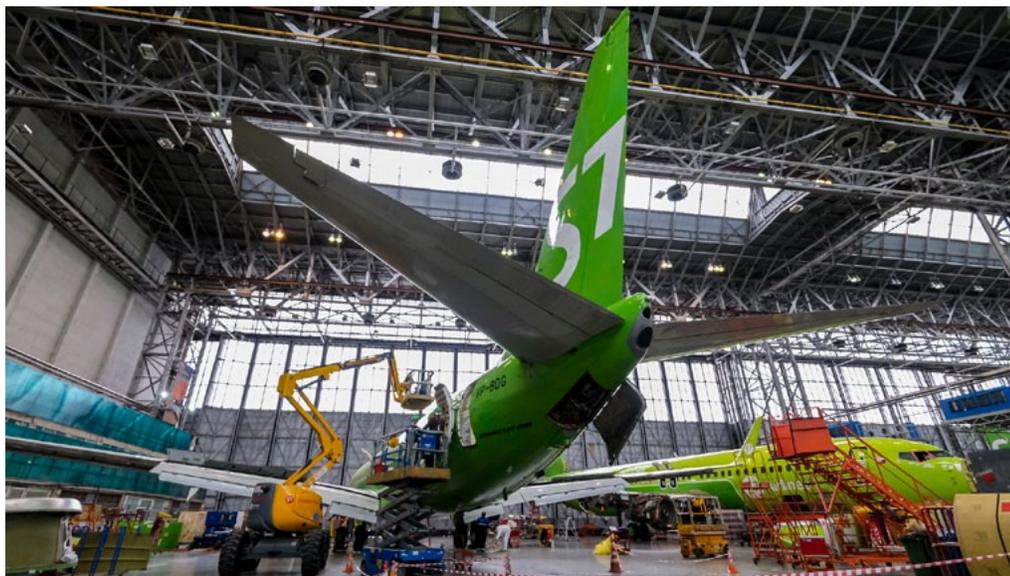


Photo: S7 Technics

Russia’s S7 Technics, a leading MRO provider in both Russia and CIS has confirmed that its first Russia-based MRO facility for the repair of Honeywell auxiliary power units (APUs) has reached 85% completion, with the opening of the facility due in the fourth quarter of the year. The facility will be based at Sheremetyevo International Airport, the busiest of four major airports which serves the Russian capital, Moscow. S7 Technics has already been appointed a Honeywell partner for the authorized services of APUs for the 131-9A/B and RE-220 types, which are installed on the world’s most popular aircraft – the Airbus A320 family, the Boeing 737 family, and the Russian SSJ-100. This year has seen the

commencement of the major portion of the construction work of the new repair shop, which includes the reconstruction of former warehouse premises to create production facilities. An extension will be built which will operate as the spare parts warehouse. The majority of plant and equipment has already been purchased for washing, inspections and various repair tasks, with the remainder due on completion of the building work. A fully equipped test cell for repaired APUs has also been delivered. In the newly completed repair facility, S7 Technics specialists will perform major repairs of aircraft auxiliary power units, which includes total reassembly, cleaning of parts, components and assemblies, as well as their inspection. Operation of the MRO facility will be carried out under the EASA Certificate Part-145 of S7 Technics.

**FINANCIAL NEWS**

**KKR acquires Atlantic Aviation for US\$4.475 billion**

Macquarie Infrastructure Corporation (MIC) and KKR, a global investment firm, have signed a definitive agreement for MIC to sell its Atlantic Aviation business to KKR for US\$4.475 billion in cash, assumed debt, and reorganization obligations. Atlantic Aviation operates one of the largest networks of fixed-base operations (FBOs) in the U.S. providing a full suite of critical services to the private aviation sector. The purchase price implies a multiple of Atlantic Aviation’s 2019 Earnings Before Interest Taxes and Depreciation (EBITDA) of 16.2 times. MIC expects to receive US\$3.525 billion at closing following the reorganization of MIC into a limited liability company, Macquarie Infrastructure Holdings (MIH). The reorganization was approved by MIC shareholders on May 6, 2021 and is expected to be completed shortly before the closing of the Atlantic Aviation sale. The Atlantic Aviation sale is expected to result in cash proceeds of approximately US\$3.298 billion being available for distribution to unitholders after a disposition payment by MIH to MIC’s external manager of approximately US\$227 million. The disposition payment was calculated in accordance with the disposition agreement entered into by and between MIC and the company’s external manager on October 30, 2019. The MIH board of directors is expected to authorize a cash distribution of approximately US\$37.35 per unit following closing of the transaction. The sale of Atlantic Aviation is expected to close in the fourth quarter of 2021, subject to customary regulatory approvals and approval from MIC shareholders. MIC expects to seek approval of the Atlantic Aviation sale at a special meeting of shareholders to be conducted as soon as practical following clearance of the related proxy statement by the Securities and Exchange Commission. KKR is making its investment in Atlantic Aviation primarily through its global infrastructure investors and core investments strategies.

**Airbus Helicopters acquires ZF Luftfahrt-technik**

Airbus Helicopters and ZF Friedrichshafen AG have signed an agreement regarding the acquisition of ZF Luftfahrttechnik GmbH by Airbus Helicopters as part of its strategy to strengthen its maintenance, repair, and overhaul (MRO) capabilities. This step is also a contribution to improving and maintaining the fleet availability of the programs covered

**MRO & PRODUCTION NEWS**

**Spirit AeroSystems named exclusive nacelle provider for Rolls-Royce Pearl 10X engine**



The Pearl® 10X engine

Photo: Rolls-Royce

Spirit AeroSystems has entered into an exclusive agreement with Rolls-Royce to design and build the next generation of slimline nacelles for the company’s newest engine, the Pearl®10X. The company’s brand new, ready-for-assembly, ultra-slim nacelle improves laminar flow to improve aircraft performance and

acoustic impedance. The Rolls Royce work is another example of Spirit’s diversification strategy to grow its presence in the business jet market. The Pearl 10X is a powerful and efficient engine, enabling operators to travel ultra-long distances at nearly the speed of sound for outstanding airport accessibility. For production, Spirit will leverage its composite and fabrication capabilities at its Wichita facility to support the program. Spirit will provide competitive aerostructures with kits that Rolls-Royce can seamlessly install during final assembly, helping to speed up processes. As a significant provider of engine strut and nacelle products for all kinds of aircraft, Spirit learned from its work on the BR725, a Rolls-Royce engine, to create process improvements to confidently produce the volume of nacelles required for the new Pearl 10X program. The company applied advanced digital design techniques to continue to advance the affordability of robotic manufacturing and industrialization.

**F/LIST business unit METAL receives certificate from Austro Control**

F/LIST’s METAL business unit has reached its next milestone: The Austrian aviation agency Austro Control has granted the business unit recognition as a production facility in the form of a POA (Production Org. Approval). This means that the company’s latest division is qualified in accordance with EASA Part-21, sub-part G and can issue an official release certificate for all components manufactured there for the aviation sector. The approval covers the provisions of Class 2 – the manufacture of aircraft cabin components made of metal and/or composite panels with a decorative surface. This confirms that F/LIST’s METAL business unit has implemented a monitored quality assurance system which enables it to manufacture components under its sole responsibility, and to release them for installation in aircraft with an official release certificate (EASA Form 1) without any further inspection.

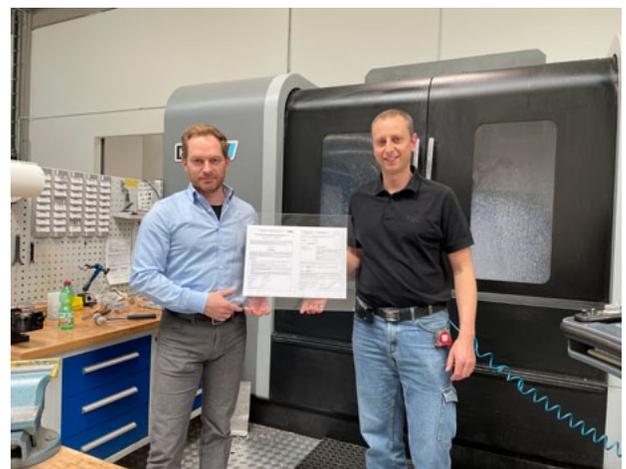


Photo: F/LIST has been granted production organization approval by the Austrian aviation agency Austro Control

**FINANCIAL NEWS**

by the ZF Luftfahrttechnik product portfolio. Located in Kassel-Calden, ZF Luftfahrttechnik is currently an MRO service partner for the majority of the German Bundeswehr helicopter fleet. It has also delivered more than 10,000 gearboxes all over the world. It is a supplier of the H135 main gearbox, the tail gearbox of the Tiger helicopter, and has a share in the H145 program. In 2020, the company achieved revenues of € 85.3 million (US\$104 million) and employed 370 people. The acquisition has been approved by the relevant bodies of both companies. It remains subject to regulatory approvals, as well as other conditions usual in this type of transaction, which should be completed in 2021.

**Fly Leasing shareholders approve acquisition by Carlyle Aviation**

Fly Leasing Limited (FLY) has received shareholder approval to be acquired by an affiliate of Carlyle Aviation Partners (Carlyle Aviation), the commercial aviation investment and servicing arm within Carlyle's US\$59 billion global credit platform. Approximately 99.9% of the votes cast at the special general meeting of FLY's shareholders voted in favor of the transaction. Closing of the transaction remains subject to the satisfaction or waiver of customary closing conditions, including receipt of regulatory approvals. The transaction is expected to close prior to the end of July 2021. Upon closing, FLY shareholders will receive US\$17.05 per share in cash for each FLY share that they own. Following the closing of the transaction, FLY shares will no longer be listed on the New York Stock Exchange and the company will become part of Carlyle Aviation.

**OTHER NEWS**

In May, **Finnair** carried 82,800 passengers, which was 210.4% more than in May 2020 when the COVID-19 impact was already clearly visible as the carrier operated only a minimum network due to strict and extensive travel restrictions. The number of passengers in May 2021 was 2.3% more than in April 2021 (month-on-month figures are not fully comparable as there is one day less in April compared to May). The overall capacity measured in available seat kilometers (ASKs) increased in May by 318.3% year-on-year but decreased by 0.6% month-on-month. Finnair operated 65 daily flights (cargo-only

**MRO & PRODUCTION NEWS**

**Liebherr to supply cockpit static inverter for Airbus A320 and A330 families**

Liebherr-Aerospace has been selected by Airbus to supply the cockpit static inverter for the Airbus A320 and A330 families. It is the first contract for the company in the segment of aircraft systems ATA Chapter 24 – Electrical Systems – and opens the door for Liebherr to deploy its know-how and latest stand-alone power electronics technologies in this high-potential business



Aerial view of Liebherr-Aerospace's facility in Toulouse (France) Photo: Liebherr

sector. Liebherr-Aerospace's cockpit static inverter will replace the current version. It offers a more reliable, lightweight, fully digital solution, and is based on wide band-gap technology together with enhanced connection functions. Two Liebherr companies have developed the cockpit static inverter: Liebherr-Elektronik GmbH and Liebherr-Aerospace Toulouse SAS, the former based in Lindau (Germany) which is Liebherr's center of excellence for electronics and a major player in its field, and which is also responsible for all activities regarding the hardware, including production, while the latter is Liebherr's center of excellence for air management systems in Toulouse (France), providing the inverter's software. Both companies have vast experience in power electronics and joined forces to offer Airbus the latest technology.

**RBI Hawker Australia gains CASA Part 145 maintenance approval**



Photo: RBI Hawker

RBI Hawker has received Part 145 maintenance organization approval from the Australian Civil Aviation Safety Authority (CASA) for its new rotary blade repair facility in Brisbane, Australia. This approval authorizes the company to commence operations. The RBI Hawker Australia facility is a new 1,000 m<sup>2</sup> hangar based in Eagle Farm, Brisbane. The facility offers advanced repair and static balance techniques for rotor blade repair on all Bell helicopter models and Leonardo AW139 and AW109 models. RBI Hawker has been providing maintenance support to both commercial and military helicopter operators in the Middle East, Africa, Asia, Eastern Europe and wider regions from Dubai since 2005. The company is an authorized Bell CSF and Leonardo Service Center with an extensive OEM-approved standard and expanded repair portfolio. The company is working to extend these same services and capabilities to Australian and Pacific operators. RBI Hawker Limited, a joint venture between Hawker Pacific Airservices, a Jet Aviation company, and Bell, was established in 2005 and is one of the leading rotary repair companies in the world.

**OTHER NEWS**

included) on average, which was 80.6% more than in May 2020 but 3.0% less than in April 2021. The differences between capacity figures compared to May 2020 are explained by the longer average stage length of operated flights and by the larger gauge of operated aircraft. Finnair’s traffic measured in revenue passenger kilometers (RPKs) increased by 305.9% year-on-year and by 9.1% month-on-month. The passenger load factor (PLF) decreased by 0.9% points to 29.0% year-on-year but increased by 2.6% points month-on-month. The ASK increase in Asian as well as in North Atlantic traffic was 100.0% year-on-year as there were no related passenger flights in May 2020. In European traffic, ASKs were up by 67.6%. ASKs in domestic traffic increased by 141.7%. RPKs increased in Asian and North Atlantic traffic by 100.0% year-on-year, in European traffic by 193.8%, and in domestic traffic by 257.8%. The PLF was 11.8% in Asian traffic, but it was supported by the strong cargo operations and a high cargo load factor. The PLF was 22.7% in North Atlantic traffic, 49.6% in European traffic and 69.9% in domestic traffic. Passenger numbers increased in Asian and North Atlantic traffic by 100.0% year-on-year, in European traffic by 179.2%, and in domestic traffic by 239.6%.

**Air Navigation Solutions (ANSL)** has announced the launch of a ground-breaking unit training program that enables **air traffic control officers (ATCOs)** to utilize simulators as a key training element throughout full unit training. It is the first on-the-job training (OJT) program that uses simulators consistently throughout the entire unit training plan (UTP) to be approved for use in the U.K. and is leading around the world – finally taking **air traffic control (ATC)** training to the level that airline pilot training has been at for decades. When arriving at a new airport, every ATCO needs to undergo unit training which prepares and validates them to be a controller at that specific location. However, the live operation at large hub airports do not present trainees with many opportunities to practice their basic skills during the initial phase of training due to consistently high traffic levels. At less busy airports the lack of traffic can sometimes hinder progress in the later stages of training. The structured use of simulators under ANSL’s newly created Unit Validity Course (UVC), part of the enhanced UTP, ensures that ATCOs can receive initial ‘light traffic’ training – which can easily scale as trainees gain skills and experience – in a controlled traffic environment. The UVC is a 14-week assessed classroom and simulator course and replaces the previous Level 1 training phase that was carried out in the live operation. This course must be completed before ATCO trainees can progress to handling live traffic in the Visual

**INFORMATION TECHNOLOGY**



Photo: Icelandair Boeing 757 in Aurora Borealis livery

**ASQS GmbH**, a provider of integrated, web-based aviation Quality and Safety Management software has announced a new contract win with **Icelandair**. Icelandair, a part of Icelandair Group, is implementing ASQS’ web-based integrated safety and quality management software IQSMS as auditing, reporting, and safety management tool in its international and domestic flight operations. The introduction of the system will take place in different phases and has already started with the implementation process of the IQSMS Quality Management Module. Tomas Ingason, CIO of Icelandair Group: “We are pleased to implement the IQSMS software, which will provide us with great opportunities to simplify and streamline our operational safety and quality management across our international and domestic operations.”

**OTHER NEWS**



Kansai International Airport

Photo: P. Olivier

**VINCI Airports** and its partner **ORIX**, concession owners of **Kansai International Airport**, Japan, began modernization works of the airport’s Terminal 1 on May 28, the largest works program since the airport was opened in 1994. In line with Japan’s tourism strategy and economic development of the Kansai region, the works continue and accelerate the modernization of the Kansai Airport, initiated from the start of the concession in 2016. The goal is to create more capacity and improve the passenger experience without building a new terminal – an approach based on optimizing existing spaces that fits with VINCI Airports’ environmental objectives. The works will involve enlarging and completely renovating the airport’s international passenger journey: security controls, boarding, departures, retail spaces, and arrivals. The new journey will showcase the architecture of the building designed by Renzo Piano, while new technologies will optimize flow and enhance the passenger experience. Domestic passengers will also benefit from a new, more functional, and compact space with a broader range of services and a vast retail offering available right up to the boarding point. All the renovated spaces will be designed to the most stringent environmental standards for reducing energy consumption and will enhance accessibility and comfort for all users. The works, supported by the Japanese government, will make the airport the “First Pavilion” of the Osaka-Kansai Japan Expo 2025. They will offer visitors an immersion in a welcoming and experiential space that will showcase Japan’s innovation culture, right from their arrival in the country.

**OTHER NEWS**

Control Room (VCR). The simulators also form a large part of the second and third phases of the new UTP. The advanced technology gives trainers the ability to generate any specific traffic scenario required at any given point in the training, regardless of what the live environment can provide. In addition, the ability to pause the simulation to reflect and discuss decisions during training offers an extra dimension that is not available with live traffic. The simulators have also been approved for use as part of the final unit endorsement assessment, limiting the impact of interruptions to the VCR, should it be required.

The **International Air Transport Association** (IATA) has reported that domestic travel demand improved in April 2021 compared to the prior month, although it remained well below pre-pandemic levels, while recovery in international passenger travel continued to stall in the face of government-imposed travel restrictions. Total demand for air travel in April 2021 (measured in revenue passenger kilometers or RPKs) was down 65.4% compared to April 2019. That was an improvement over the 66.9% decline recorded in March 2021 versus March 2019. The better performance was driven by gains in most domestic markets. International passenger demand in April was 87.3% below April 2019, little changed from the 87.8% decline recorded in March 2021 versus two years ago. Total domestic demand was down 25.7% versus pre-crisis levels (April 2019), much improved over March 2021, when domestic traffic was down 31.6% versus the 2019 period. As with March, all markets except Brazil and India showed improvement compared to March 2019, with both China and Russia reporting traffic growth compared to pre-COVID-19 levels.

**Asia-Pacific airlines'** April international traffic was down 94.4% compared to April 2019, incrementally improved compared to the 94.9% decline registered in March 2021 versus March 2019. The region experienced the steepest traffic declines for a ninth consecutive month. Capacity was down 86.3% and the load factor sank 47.7 percentage points to 33.5%, the lowest among regions.

**European carriers** saw an 87.7% decline in traffic in April versus April 2019, barely changed from the 88.2% decline this March compared to the same month in 2019. Capacity fell 78.2% and load factor dropped 37.3 percentage points to 48.4%.

**Middle Eastern airlines** posted an 82.9% demand drop in April compared to April 2019, which was weaker than the 81.6% decline this March versus the same month in 2019. Capacity declined 65.3%, and load factor fell 41.1 percentage points to 39.6%.

**All Nippon Airways** (ANA) will operate cargo freighters connecting Hangzhou Xiaoshan International Airport (HGH) and Tokyo Narita International Airport (NRT) for two round trip flights in June. A Boeing 767 freighter with maximum load capacity at roughly 50 tons has been selected for the route. ANA is operating the freighters in response to increased demand



Photo: ANA Cargo

for transportation of cargo with growth of cross-border e-commerce, and in addition aims to further support the global supply-chain network by responding to a broad range of demand for transporting cargo such as electronic devices to North America and Europe. While adjusting its services to meet the changing market conditions and strong demand for cargo, ANA will operate more than 2,000 cargo flights using freighter and passenger aircraft in June. ANA is committed to using its fleet of two Boeing 777 freighters and nine Boeing 767 freighters to meet demand and facilitate international commerce.



The Boeing 737 Full Flight Simulator

Photo: Rex

**Rex** has announced the acquisition of a Boeing 737 Full Flight Simulator (B737 FFS) from Boeing U.S. Training & Flight Services. The B737 FFS satisfies the qualification Level D requirements promulgated by the Civil Aviation Safety Authority (CASA) and will be used for type ratings, recurrent training, and proficiency checks. It is also certified for Upset Recovery Training (UPRT) and can be configured for a number of variants of the B737, including the B737-800, B737-700, and the B737 Boeing Business Jet (BBJ). The B737 FFS will continue to be housed at and maintained by Ansett Aviation Training (AAT) in Brisbane. It will later be co-located with the SAAB 340 FFS at Rex's Simulator Centre in Sydney when the latter is ready in two years' time. Rex will make the B737 FFS available for use by other carriers, within Australia and internationally, whenever spare slots are available. The acquisition of the Boeing 737 FFS bolsters Rex's position in the domestic market by strengthening its training capabilities and demonstrates Rex's long-term commitment to domestic operations in Australia.

**OTHER NEWS**

**North American carriers'** April demand fell 77.9% compared to the 2019 period, an improvement over the 80.9% decline this March versus two years ago. Capacity sagged 59.3%, and load factor dropped 37.8 percentage points to 45.0%.

**Latin American airlines** experienced an 81.1% demand drop in April, compared to the same month in 2019, slightly bettering the 82.1% decline this March compared to March 2019. April capacity was down 75.8% and load factor dropped 18.0 percentage points to 64.6%, which was the highest load factor among the regions for a seventh straight month.

**African airlines'** traffic fell 78.3% in April versus April two years ago, marking a significant deterioration compared to a 73.7% decline recorded this March compared to March 2019. April capacity contracted 64.0% versus April 2019, and load factor fell 29.1 percentage points to 43.9%. (Because comparisons between 2021 and 2020 monthly results are distorted by the extraordinary impact of COVID-19, unless otherwise noted all comparisons are to April 2019, which followed a normal demand pattern).

Having challenged financial aid provided to **KLM** and **TAP**, **Ryanair** has successfully challenged the EU's approval of a €550 million state loan package for struggling German vacation carrier **Condor**. However, while the top European court's ruling has annulled the EU's approval of the loan, it has also suspended the application of the ruling in light of the COVID-19 pandemic. The Luxembourg-based General Court's decision was similar to rulings last month in which it annulled EU approval of €3.4 billion in state aid for the Netherlands' KLM and a potential total of €1.2 billion for Portugal's TAP. The Court has requested more complete reasoning for the EU's approval of the aid. The loan to Condor to assist it after the collapse of holiday air travel due to COVID-19 came shortly after the parent company of Polish airline **LOT** pulled out of a takeover bid for the former subsidiary of **Thomas Cook**, the travel company. This resulted in an extension of insolvency proceedings, from which the restructured company emerged late last year. Last month, Condor announced that investor Attestor Capitol would take a majority stake. The General Court found that it was "incumbent on the Commission to examine with particular care whether the cancellation and rescheduling of Condor flights as a result of the travel restrictions imposed in the context of the pandemic were in fact the decisive cause of the additional costs incurred by Condor as a result of the extension of the insolvency proceedings". Ryanair had also argued that the proposed €550 million loan constituted an unfair state bailout. (€1.00 = US\$1.22 at time of publication.)

**INDUSTRY PEOPLE**



Stefan Vasic

• Swiss International Air Lines (SWISS) has appointed **Stefan Vasic** as its new Head of Marketing. In his new function, which he will assume on July 1, Vasic will be responsible for SWISS' marketing communications in Switzerland and for

implementing all marketing actions within the overall framework of the Lufthansa Group's global marketing strategy. He will report to Head of SWISS Brand Experience Caroline Drischel, who took up her new position in charge of the amalgamated departments of Brand Management & Marketing Communication and Product Management, with overall responsibility for the customer experience throughout the travel chain, on February 1. Vasic has held a range of positions at SWISS since 2007. He is presently Head of Sponsoring & Events, Social Media and Tourism Partnerships, with responsibility for the SWISS sponsorship portfolio, partner management, event logistics, newsletter, marketing, and social media strategy. Prior to this he served as a SWISS media spokesperson.



Randy Miller

West Star Aviation has named **Randy Miller** as Technical Sales Manager for the Challenger/Global division at its Grand Junction, CO (GJT) location. Miller has over 25 years of aviation experience, previously working

at StandardAero, Textron, Western Aircraft, and West Star. He restores and flies antique aircraft, including a 1942 450hp Boeing Stearman and a 1946 Aeronca 7AC. He provides scenic rides and performs aerobatics via his personal Vintage Aviation business.



Bill Thompson

EirTrade Aviation, the aviation technical asset services and trading company, has opened a new facility in Dallas, Fort Worth, Texas. The 22,000 ft<sup>2</sup> facility will be headed by **Bill Thompson** who joined EirTrade in April 2021 and will complement EirTrade's existing operations

in Europe and Asia. Despite having opened its doors only last month, EirTrade shortly expects to receive its first CF6-80C2, RB211 and CFM56-7B engines into the facility. "I am delighted to be leading EirTrade's expansion into the U.S., especially at a time when the industry is looking for ways to extract maximum value from older assets and source equipment quickly and cost effectively," said Thompson. "We will be working with EirTrade's existing infrastructure as an extension of its global activities to support U.S. contracts where a stateside warehouse will deliver improved TATs and improved opportunities for part-outs, storage, and consignments. My intention is to maintain a small, focused team which will not only bring a wealth of experience across the CFM56 and V2500 engine types, but also augment our overall capabilities by giving us insight into other engine lines which EirTrade has not previously supported, such as the CF6, and RB211."



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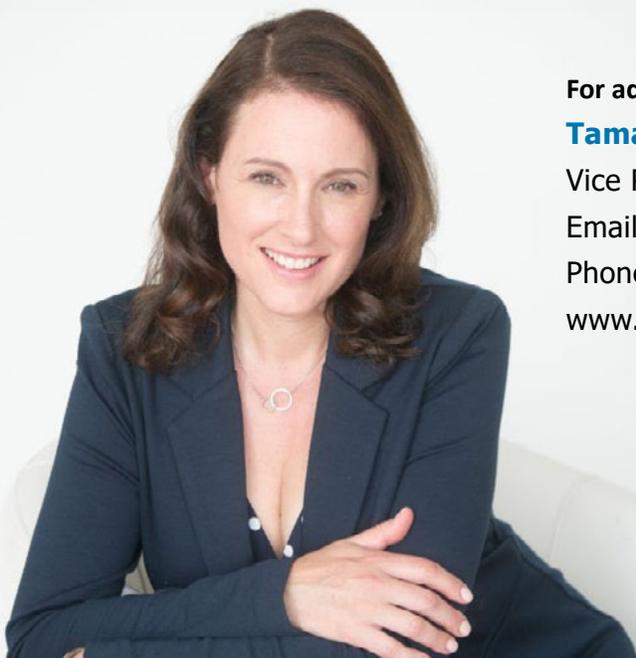
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THE AIRCRAFT AND ENGINE MARKETPLACE

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
A320-233ceo	FPG Amentum	V2527E-A5	4457	2010	Q3/2021	Sale / Lease	Lei Ma	ma.lei@fpg-amentum.aero	+852 9199 1875
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	CFM56-7B26E	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.)**

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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	GE90-115BL2	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
<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				
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
<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) CF6-80C2B1F	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@ftaiair.com	+1 786 785 0787
(2) CF6-80E1	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
(1) CF6-80E1A4B	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
<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



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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@dvbbank.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	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.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.				
<b>GE90 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(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>
(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				
<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) 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				
(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.				
(2) V2533-A5	Now - Sale/Lease/Exch.	Chromalloy Asset Management	Hema Krishan	Hkrishan@chromalloy.com	+1 845-587-7102
(1) V2527-A5	Now - Sale/Lease/Exch.				
(4) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2527-A5	Now - Lease				
(1) V2527-A5	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.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@dvvbank.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) V2527E-A5	Now - 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) GTCP331-500B	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
(2) GTCP331-200ER, (2) GTCP131-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCP131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
Neutral CFM56-7B QEC Kit	Now - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
(1) RE220, (1) APS3200, (1) GTCP131-9A	Now - Sale / Lease	Magellan Aviation Group	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTCP131-9B, (1) GTCP331-500B	Now - Sale / Lease				
A320 Landing gear shipsets	Now - Sale	GA Telesis	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
(2) GTCP331-350, (5) GTCP131-9A	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(1) APS3200, (2) GTCP131-9B					
(1) GTCP36-150RJ, (2) GTCP36-100M,	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					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(5) GTCP131-9A, (1) GTCP131-9B, (1) GTCP331-200		GA Telesis	John Wales	apu@gatelesis.com	+1-417-622-7215
(2) GTCP331-350, (2) GTCP331-500, (1) APS3200B, (1) APS3200C					
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000			Stephen Toutt	stands@gatelesis.com	+1-954-676-3111
(1) APU GTC131-9A, (1) APU GTC131-9B	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available	Now - Lease				
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368