

# Weekly Aviation Headline News

## WORLD NEWS

### Comair to voluntarily extend suspension of services

Following President Ramaphosa's announcement that South Africa will remain on an adjusted LEVEL 4 lockdown for at least the next two weeks, Comair will extend the suspension of scheduled kulula.com and British Airways (operated by Comair) flights, until 31 August 2021. The prohibition of all non-essential travel in and out of Gauteng, very little to no demand for business travel and international travel bans resulted in Comair temporarily suspending all scheduled flights from Monday, 5 July 2021.

### British Airways adopts new bag drop service offering

British Airways has teamed up with AirPortr to create new convenient fast bag drop areas before heading to the departure's concourse at British Airways' London flagship Terminal 5 at Heathrow airport. With the first drop-off point planned at the Heathrow Express train platforms, customers will be able to quickly and securely drop-off their luggage at peak times, before travelling bag-free straight through to security. AirPortr's team seal, secure, and check in bags for customers' flights, before being collected from the reclaim at their destination.

### Qatar Airways Cargo launches WebCargo platform in the U.S.

Qatar Airways Cargo announced the further roll out of third-party eBooking platform WebCargo by Freightos across the United States of America, effective 19 July 2021. Forwarders in the USA will be able to conduct eBookings with access to live rates and available capacity on the WebCargo platform. This will further improve their booking experience with the airline, resulting in higher efficiencies and instant responses for confirmation.



Air Astana Group has registered a half year net profit of US\$4.9 million.

Photo: Bengt Lange

## Air Astana returns to profit And receives 5-star COVID safety rating

Kazakhstan's Air Astana Group has registered a net profit of US\$4.9 million for the first six months of 2021, recovering from a loss of US\$66.2 million for the period January to June 2020. Passengers carried increased by 91% to 2.97 million, of which 2.5 million were carried on domestic routes, an increase of 125%. Commenting on the turnaround, President and CEO Peter Foster, "The two brands, Air Astana and our LCC FlyArystan, have both performed well on domestic routes. Strong market growth and a preference for air travel over long rail journeys have transformed Kazakhstan into the world's fastest growing domestic market, with 31% passenger

growth over 2019, undoubtedly stimulated by FlyArystan's ultra-low fares." FlyArystan was launched in May 2019.

Whilst international capacity remains at 45% of the level of 2019, Foster pointed out that

on our converted Boeing 767".

Foster cautioned on guidance for the remainder of the year, however. "Covid case numbers are again moving in the wrong direction in Central Asia and many of the countries to where we are flying.

Whether the recovery will be sustainable will come down to a race between covid variants and vaccine take-up."

Meanwhile, Air Astana has also received the highest level 5-Star

**"Whether the recovery will be sustainable will come down to a race between covid variants and vaccine take-up."**

*Peter Foster, CEO Air Astana*

"higher yields on regional routes, coupled with high demand on 'lifestyle' routes to The Maldives, Red Sea, Montenegro, Dubai, Turkey, Georgia and Sri Lanka, have also contributed to the turnaround, assisted by regular cargo charters

COVID-19 Airline Safety Rating by Skytrax. The Skytrax COVID-19 Airline Safety Audit of Air Astana was conducted during May-June 2021 and assessed all relevant health and hygiene measures

*Continued on page 3*







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introduced in response to the pandemic, with evaluation of frontline facilities and service systems at Nur-Sultan and Almaty.

The detailed evaluation process covered cleaning and disinfection procedures, the

standards and usage conformity by staff wearing personal protective equipment, COVID-19 signage and information, the management of social distancing and hand sanitiser facilities and finally the caring, but

precise control of passenger flows and face mask usage both within the airport and during the boarding process and onboard.

## AIRCRAFT & ENGINE NEWS

### Europe's new U-Space concept to be tested at Port of Hamburg

In the future, drones will have their own traffic system. These systems, in essence, will be a network of services and procedures permitting flights in areas with a high volume of drones to be easily carried out, safely, efficiently and in coordination with manned air traffic. This is the idea behind U-Space – a concept of the EASA, the European Union Aviation Safety Agency. EU member states aim to implement U-Space by the beginning of 2023. Droniq GmbH, a leading German company for the integration of drones into airspace, and its parent company DFS, the German air navigation service provider, are putting the idea into practice for the first time – from conception to commissioning. To this end, they are setting up a U-Space Sandbox in the Port of Hamburg, Germany's largest seaport by volume. The project has a volume of approximately one million euro and is being funded partly by the German Federal Ministry of Transport and Digital Infrastructure (BMVI). By doing so, the BMVI is setting the foundations for the implementation of further U-Spaces in Germany and promoting the further development of the local drone market. Drones are increasingly being used commercially, from inspecting construction sites to surveying possible routes for pipelines and roads. Drone flights will need to be easy to conduct and feasible at short notice. The reality is different, however, and drone flights are not always feasible, especially in areas with a high volume of drones. This is due to lengthy flight approval processes. U-Space, a spatially delimited airspace element, is intended to solve these challenges. In U-Space, special rules and procedures coordinate drone traffic. Drone flights can be carried out quickly, safely and without a long approval process – even beyond the pilot's line of sight. "In the future, U-Space will also allow the full potential of drones to be exploited in urban areas within an established framework," says Droniq CEO Jan-Eric Putze. "For unmanned aerial transport, this is a milestone. We are proud to show for the first time what this future can look like."

## Orders and deliveries – Boeing and Airbus

### Airbus v Boeing: Orders and Deliveries

June 2021 YTD

Airbus			Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	18	21	737	188	113
A320 Family	18	237	747	2	2
A330	2	7	767	45	13
A350	0	30	777	24	14
A380	0	2	787	-16	14
<b>Total</b>	<b>38</b>	<b>297</b>	<b>Total</b>	<b>243</b>	<b>156</b>

Source: Airbus

Source: Boeing

In the month of June, Airbus delivered 77 aircraft to 44 operators and generated 73 orders. During the same month Boeing reported 219 orders including 100 737MAX aircraft for United Airlines and interestingly, orders continue for the 767-300F with 18 for FedEx. Boeing delivered 45 aircraft in June.

### Lessor BBAM orders 12 additional Boeing 737-800 converted freighters



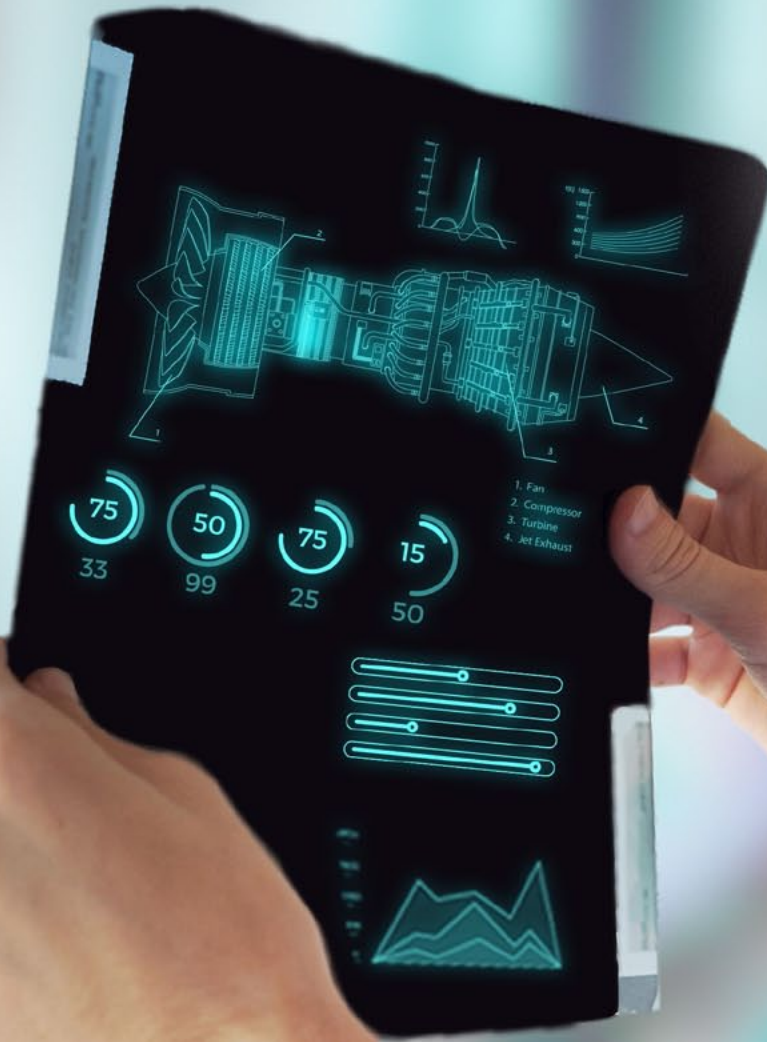
Boeing and BBAM signed an agreement for 12 additional firm orders for the 737-800BCF

Photo: Boeing

BBAM is expanding its Boeing 737-800 converted freighter fleet with 12 additional firm orders. The agreement brings BBAM's 737-800BCF orders and commitments to 31 as e-commerce and express cargo markets continue to drive strong customer demand for freighters. BBAM will be the first customer to have a 737-800BCF converted at Cooperativa Autogestionaria de Servicios Aeroindustriales (COOPESA), a Costa Rica-based maintenance, repair, and overhaul (MRO) provider. In May, Boeing announced it would open two conversion lines at COOPESA in 2022. "The Boeing Converted Freighter program is extending the life and enhancing the value of the 737-800s in our fleet," said Steve Zissis, President and CEO of BBAM. "We are growing our Boeing order book to meet the strong demand we see worldwide for narrow-body freighters, and we are proud to be the launch customer for the conversion lines at COOPESA." In a separate deal announced in January, BBAM placed six firm orders and six options for the 737-800BCF.

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## AIRCRAFT & ENGINE NEWS

### Further structural problems with 787 Dreamliner sees Boeing cut production numbers

Further structural problems with Boeing's twin-aisle 787 Dreamliner have forced the American planemaker to adjust production numbers. Boeing has also adjusted anticipated delivery numbers for the year to under half of the remaining 100 in its inventory, as opposed to the "vast majority" previously anticipated. The latest problem will now see the monthly production rate drop below the current five units, though no indication of the new rate was provided. According to the U.S. Federal Aviation Administration (FAA), the latest problem with the stricken jet relates to gaps where certain components are joined together in a forward pressure bulkhead. Deliveries of the 787 Dreamliner had only just begun again in March after a five-month break. "We will continue to take the necessary time to ensure Boeing airplanes meet the highest quality prior to delivery," Boeing said in a statement, while confirming that company's backlog of aircraft increased in June from 4,121 to 4,166. Boeing handed over 45 planes to customers in June, its highest monthly total since March 2019, with the June total including ten wide-body aircraft, one of which was a 787-9 for Turkish Airlines. It also delivered 35 737s, including 33 737 MAXs and two P-8 maritime patrol aircraft to the U.S. Navy.

### United Airlines and Mesa Airlines to acquire 200 of Heart Aerospace's ES-19 aircraft

United Airlines Ventures (UAV), along with Breakthrough Energy Ventures (BEV) and Mesa Airlines, have invested in electric aircraft start-up Heart Aerospace. Heart Aerospace, located at S ve Airport in Gothenburg, Sweden, is developing the ES-19, a 19-seat electric aircraft that, before the end of this decade, has the potential to fly customers up to 250 miles. In addition to UAV's investment, United Airlines has conditionally agreed to purchase 100 ES-19 aircraft once the aircraft meets United's



Photo: United Airlines together with Mesa Airlines have ordered 200 ES-19 aircraft from Heart Aerospace

safety, business, and operating requirements. Mesa Airlines, United's key strategic partner in bringing electric aircraft into commercial service, has also agreed to add 100 ES-19 aircraft to its fleet, subject to similar requirements. UAV is building a portfolio of companies that focus on innovative sustainability concepts and create the technologies and products necessary to build a carbon-neutral airline and reach United's net-zero greenhouse gas emissions goals. With this new agreement, United is deepening its bold commitment to reduce its greenhouse gas emissions by 100% by 2050 without relying on traditional carbon offsets, as well as enabling the growth of Heart Aerospace and participating in the development of aircraft that will reduce greenhouse gas emissions from flying. UAV and BEV are among the first investors in Heart Aerospace, demonstrating confidence in Heart's design and creating potential for Heart to fast track the ES-19 introduction to market as early as 2026.

### Embraer's Eve Urban Air Mobility and EDP sign MoU to cooperate on development of eVTOL infrastructure



Imagem meramente ilustrativa

Eve Urban Air Mobility and EDP sign MoU to cooperate on the development of eVTOL infrastructure

Photo: Embraer

Embraer's Eve Urban Air Mobility Solutions (Eve) has signed a Memorandum of Understanding (MoU) with the Brazilian operation of EDP, a multinational energy leader, to collaborate on Urban Air Mobility (UAM). Both companies will cooperate on the research of operational models for charging infrastructure solutions needed for electric vertical take-off and landing (eVTOL) aircraft to begin operations. Some of the subjects covered in the collaborative research will be the evolution of battery technology and charging systems, management of charging points, and payment systems. Together, the companies will evaluate the development of a viable UAM energy infrastructure following the analysis results. "Our collaboration with EDP is an important building block for Eve as we work to bring our zero-emission eVTOL to market. Energy analysis and infrastructure solutions are incredibly important in contributing to carbon reduction and ensuring we are meeting industry goals. For us at Eve, this is the next step in preparing the UAM ecosystem for the future of urban flight," said Andre Stein, President & CEO of Eve.

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## AIRCRAFT & ENGINE NEWS

### AerCap Leases seven Airbus A350 aircraft to Delta Air Lines



Delta Air Lines signs lease agreements for seven A350 aircraft with AerCap

Photo: AerCap

AerCap has executed agreements with Delta Air Lines for the long-term lease of seven Airbus A350-900 aircraft, delivering in the third and fourth quarter of 2021. All seven aircraft are powered by Rolls-Royce Trent XWB-84 engines. "This is a significant transaction for AerCap with one of the largest and most successful airlines in the world. We are delighted to support Delta's ambitious commitment to sustainability by leasing these seven Airbus A350 wide-bodies, which are proven to significantly reduce carbon emissions and external noise footprint over previous-generation aircraft," said Aengus Kelly, CEO of AerCap. "We thank Ed and the team at Delta for the confidence and trust they have placed in AerCap, and we look forward to working with them for many years to come."

### Canadian regional carrier Porter Airlines orders up to 80 Embraer E195-E2 jets

In a bid to disrupt the Canadian aviation landscape, Canadian carrier Porter Airlines has placed a firm order for 30 E195-E2 jets from Brazilian planemaker Embraer. In addition, the carrier has taken an option for a further 50 aircraft. With all options exercised, the deal is valued at US\$5.82 billion at list price and Porter Airlines will be the North America launch customer for the new E195-E2 jet. Currently, Porter Airlines operates an all-turboprop fleet of 29 Bombardier Q400s (also known as the De Havilland Canada DHC-8 or Dash 8), headquartered in Billy Bishop Toronto City Airport and commenced operations in 2006. The regional carrier serves 23 destinations through regularly scheduled flights between Toronto and locations in Canada and the United States, though this will change dramatically with the acquisition of the E195-E2 jets. With delivery due to commence in the latter half of 2022, Porter



Canadian carrier Porter Airlines has placed a firm order for 30 E195-E2 jets

Photo: Embraer

Airlines intends to deploy the E195-E2s configured for between 120 and 146 passengers to popular business and leisure destinations throughout Canada, the United States, Mexico, and the Caribbean, from Ottawa, Montreal, Halifax, and Toronto Pearson International Airport. Michael Deluce, President and CEO of Porter Airlines said, "This is a defining moment in Porter's history. Today we lay the foundation for a new and further reaching service for our customers, delivered in true Porter style and comfort."

## AIRCRAFT & ENGINE NEWS

### Sir Richard Branson and Virgin Galactic win latest space race – “Welcome to the dawn of a new space age”

Over recent years a sense of competitiveness has been building between three of the world's most successful entrepreneurs and the commercialization of sub-orbital space flight. While Elon Musk has already successfully commercialized his company SpaceX having launched multiple payloads into space, it was Jeff Bezos who, until this Sunday, was the front-runner for being the first of the three who would travel into space with his company Blue Origin. However, at 8.30 a.m. MT on Sunday July 11, Sir Richard Branson took off from Spaceport in Truth or Consequences, New Mexico, onboard SpaceShipTwo with three Virgin Galactic employees



Sir Richard Branson experiencing weightlessness onboard SpaceShipTwo

Photo: Virgin Galactic

and two pilots. At just after 9.15 a.m. SpaceShipTwo detached itself from the mother ship WhiteKnightTwo and a few seconds later all on board experienced 3Gs of force as the spacecraft accelerated into the Earth's upper atmosphere. At an altitude of approximately 50 miles (80 kilometers) SpaceShipTwo reached the top of its flight path and for approximately four minutes the four passengers were able to experience weightlessness while also enjoying spectacular views of space and the curvature of the earth. This was only the fourth test flight of SpaceShipTwo, taking place just nine days before Jeff Bezos was due to be launched into space onboard Blue Origin's New Shepard rocket, together with his brother Mark, and 82-year-old Mary Wallace Funk who, in the 1960s, underwent astronaut training but was denied the opportunity of flying into space because of her gender. The fourth passenger is an unknown gentleman who paid US\$28 million at auction for a seat on board the spacecraft for its first passenger flight. Virgin Galactic plans to conduct just one more test flight before it will begin flying paying customers. More than 600 people have so far reserved tickets priced at US\$200,000 to US\$250,000, including Justin Bieber and Leonardo DiCaprio. It will be interesting to see what altitude New Shepard reaches as there is an element of confusion surrounding the altitude at which the earth's atmosphere officially ends and space begins. The earth's atmosphere doesn't physically stop at a defined point, but instead becomes gradually thinner at greater altitudes. Physicist Theodore von Karman defines the edge of space as the highest point at which an aircraft could fly without reaching orbital velocity, a point he and the FAI agree is at an altitude of 100 kilometers. However, the U.S. Air Force and Sir Richard Branson both see the boundary as 80 kilometers. It may be that Jeff Bezos and New Shepard try to regain the ascendancy in the space race by targeting the higher altitude, though that may be a challenge as the flight is much shorter at ten minutes from launch to touch-down, including three minutes of weightlessness. The Virgin Galactic flight lasts for approximately one hour from start to finish.

### Sundt Air adds third Bombardier Challenger business jet to its fleet



Sundt Air has added a third brand-new Challenger 350 to its fleet

Photo: Bombardier

Norway-based Sundt Air has taken delivery of a brand-new Challenger 350 business jet. Sundt Air, an executive charter, aircraft management, and special mission company, will manage the Challenger 350 business jet out of Oslo. From Western Europe, the Challenger 350 business jet can take eight passengers nonstop all the way to North America or fly from Oslo to Dubai. Its runway agility enables it to operate from highly sought-after European destinations such as Lugano and Cannes and from short runways, such as in Gstaad, Switzerland. In 2019, the Challenger 350 aircraft successfully completed a record-speed flight from Gstaad to Malaga, Spain, completing the mission in two hours and four minutes at an average cruise speed of Mach 0.82. The Challenger 350 aircraft is also certified for steep approach into London City Airport.



## MRO & PRODUCTION NEWS

### TAM receives U.K. CAA Maintenance Organization Approval certificate

With Brexit completed back on January 31 this year, this has led to a number of challenges for Örebro Airport, Sweden-based Täby Air Maintenance (TAM), an independent company, specialized in aircraft maintenance, modifications, repairs, and support, some foreseeable, some not. As U.K. airlines are a very important customer base and with TAM being based in the EU, it has been a period of uncertainty. Hence a very intense period ensued for TAM, which has finally received a U.K. CAA Maintenance Organisation Approval certificate. "With U.K. airlines being very important to us, I am very pleased to see that we now are "back in business" in the U.K. as well, just as we were before Brexit, says Pär Gulle, TAM Managing Director. "Now, we can continue to be a key service provider to regional airlines in the U.K. as well as in the EU and the U.S., supporting them with what they need to keep their Saabs and ATRs in operation."

### Stevens Aerospace receives Parts Manufacturer Approval

Stevens Aerospace and Defense Systems (Stevens) has obtained Parts Manufacturer Approval (PMA) enabling the company to manufacture and sell parts for type-certificated aircraft. Parts will be available for onsite or offsite installation and provide the benefit of potentially avoiding long lead times and higher costs. Stevens can both produce universal parts, such as avionics component blanking panels, or one-off parts, such as custom-contoured antenna mounting plates, using its extensive in-house CNC machining, 3-D printing, and metal working capabilities. "Our PMA is an important part of an overall growth plan helping us serve our customers better as we analyze every step of the maintenance process", said David Crowder, general manager of Stevens' Greenville facility, co-located with its company headquarters. "Producing parts, wire harnesses, and other assemblies internally where it makes sense gives customers cost and downtime options previously not possible resulting in a higher-value experience overall".

### APOC closes deal for Boeing 777 LDG with Lufthansa Technik Landing Gear Systems U.K.

In a multi-million US\$ contract program, APOC's specialist landing gear division has agreed a long-term lease with Lufthansa Technik Landing Gear Systems U.K. (LTLGS) for a Boeing 777 landing gear. Karolis Jurkevicius, VP Landing Gear Trading & Leasing – APOC said: "We have worked closely with LTLGS for several years

### Airbus starts assembly of first A321XLR front fuselage



The nose and front fuselage assembly for the first A321XLR has started in France

Photo: Airbus

Airbus has announced another significant milestone in the building of the first A321XLR: the nose and front fuselage assembly has started in France, following the earlier accomplishment of the completion of the center wing box. Less than two months after the start of structural assembly of the rear and center fuselages in Germany, Airbus teams are taking another significant production step with the structural assembly and installation of systems equipment of the nose and front fuselages at its Saint-Nazaire facility in Western France. Six fuselage sections arrived by road convoy at Airbus Saint-Nazaire from STelia Aerospace on July 1. Here, including system equipment and flight test instrument, they will be assembled in the third quarter of 2021. "This is a key milestone for the A321XLR. We are on track to support the aircraft's entry into service by 2023" said Martin Schnoor, Head of the A321XLR Program Development Airframe Program.

### VoltAero selects Rochefort Charente-Maritime Airport as final assembly line location for Cassio hybrid-electric aircraft



Photo: VoltAero

VoltAero has selected Rochefort Airport in the Charente-Maritime department of France's Nouvelle-Aquitaine region to produce its family of Cassio hybrid-electric aircraft on a new purpose-built final assembly line. This marks another important milestone in VoltAero's development plan for its four-to-ten-seat product line of Cassio airplanes, placing the production facility at a strategic location in southwest France known for its dynamic economy and established presence of industry – including the aviation sector. VoltAero's final selection of Rochefort – Charente-Maritime Airport was announced at the conclusion of a week-long French tour with its Cassio 1 hybrid-electric demonstrator aircraft, which wrapped up the 11-city, 3,000-kilometer itinerary at Rochefort. Cassio 1 serves as the testbed to validate VoltAero's proprietary hybrid-electric power module that will be used in the production Cassio aircraft.

## MRO & PRODUCTION NEWS

and we are extremely pleased to develop this mutually beneficial solution with them for this top-class wide-body asset. We have been able to offer an attractive proposition, underpinned by our solid investment strategy, because our focus on building a long-term relationship gave us insight into their operational cost-efficiency objectives." Identifying suitable assets is a complex business and APOC carefully evaluates LDGs with leases attached if they fit with the division's asset criteria of the highest quality. Currently around 40% of APOC's LDG stock is leased, 30% is allocated to exchange programs and the remaining 30% is set up for additional lease opportunities, part-out projects, and sales.

### GKN Aerospace leads new Swedish national project on hydrogen propulsion

GKN Aerospace is leading a Swedish national collaboration program called H2JET, aiming to develop technical solutions for three important engine sub-systems for H<sub>2</sub>-propulsion of medium-range civil aircraft. The two-year project, which started this month, sees GKN Aerospace collaborate with the Swedish Energy Agency, Chalmers University of Technology, Lund University, KTH Royal Institute of Technology, University West, Research Institutes of Sweden (RISE) and Oxeon. Hydrogen is expected to play a key role in the decarbonization strategy of aviation as it can power aircraft efficiently, leaving water as the only by-product. Power can be generated by either direct combustion, the focus of H2JET, or by generating onboard electrical power by use of a fuel cell, the focus of GKN Aerospace's 'H2GEAR' program launched earlier this year. Whilst H2GEAR is exploring a liquid hydrogen propulsion system for sub-regional aircraft, H2JET will explore hydrogen combustion-powered turboprop or turbofan engines for the single-aisle market for potential entry into service on intra-European routes in 2035. H2JET puts GKN Aerospace at the heart of the technology developments needed for the future of more sustainable aviation. This would create a new generation of clean air travel, eliminating harmful CO<sub>2</sub> emissions. By validating subsystem and component technologies for hydrogen combustion engines, H2JET will speed up the development of vital international engine and aircraft demonstrator programs, such as Clean Aviation Partnership in the recently launched EU framework program Horizon Europe. Europe's aviation sector has committed to an ambitious plan to reach net zero CO<sub>2</sub> emissions, presented earlier this year as Destination 2050. The Destination 2050 roadmap shows a possible pathway that combines new technologies, improved operations, sustainable aviation fuels, and economic measures. Hydrogen propulsion technology provides one of the most promising opportunities to decarbonize global aviation.

### TCI completes design, manufacture, and assembly of cabin service training simulator project for Turkish Airlines



Cabin simulator for Turkish Airlines

Photo:TCI

Pre-employment and on-the-job training of flight attendants provided by Turkish Airlines Flight Training Center are carried out in the classes where the cabin interior of an aircraft is simulated. The training modules were manufactured based on aircraft types of Turkish Airlines' fleet and designed to serve the flight attendants of other airlines as well. TCI manufactured four realistic and simulated models of Airbus A320 and A330, and Boeing 737 and 777 aircraft to be used in its Flight Training Center. Thanks to these modules designed to serve more than ten thousand personnel in rotation, the goal is to provide a realistic aircraft cabin interior experience through hands-on service training. The quality of the training is enhanced by means of certain aircraft type details, handsets, auditory and visual warnings, cabin noise, announcements, and IFE simulations. The project started in 2018 with the design, manufacture, and assembly of the components by TCI and delivered to Turkish Airlines Flight Training Center by 2020. TCI was founded in 2010 as a joint venture between three big aviation companies : Turkish Airlines, Turkish Technic and Turkish Aviation and Space Industry Inc., to realize Vision 2023 for Turkey's aviation industry. TCI is an important part of a national aircraft project and the goal behind the TCI's foundation has been the local manufacture of all cabin interior products for domestic and international aircraft in Turkey.

### Southeast Aerospace receives STC for Cessna 206 sensor mount

Southeast Aerospace, a leading Aerospace solutions company, has received the Federal Aviation Administration (FAA) Supplemental Type Certificate (STC), number SA01055DE, for the installation of its sensor mount in the Cessna 206 aircraft. Designed by Southeast Aerospace for the Cessna 206 aircraft, the sensor mount simplifies



Cessna 206 aircraft

Photo: AirTeamImages

installation, which can be completed in less than one day with no changes or limitations to normal flight operations for payloads up to 70 lbs. The precision-machined sensor mount allows for payloads such as the Wescam MX-10 or FLIR 380HDc EO/IR to mount on the left side of the aircraft. The side-mount sensor is outside of the exhaust, with the optics just below the bottom of the aircraft for unobstructed views. Southeast Aerospace's mission-capable T206H was used for prototype installation and testing. The camera mount is currently being installed on a fleet of new aircraft for an ongoing prime contract with the U.S. Government.



## MRO & PRODUCTION NEWS

### GA Telesis concludes distribution agreement with Honeywell for Embraer E-Jet and E-Jet E2 avionics

GA Telesis (GAT) has announced a further expansion of its global distribution agreements with Honeywell as the exclusive provider of avionics components for Embraer E-Jet and E-Jet E2 aircraft. This latest agreement with Honeywell is another example of the strong relationship with GA Telesis' Flight Solutions Group (FSG) in support of the new aviation parts market, first announced in October 2020 to distribute the CFM56-5B variable bleed valve stop mechanism. The seven-year E-Jet agreement, with an option for a five-year extension, is effective immediately. This new product line will permit FSG to supply a large suite of avionics for the Embraer E-Jet / E-Jet E2 family globally.

### Diehl Aviation and HAECO Cabin Solutions enter into strategic commercial agreement

HAECO Cabin Solutions, a business unit of the HAECO Group specializing in aircraft seating, interiors, and cabin reconfiguration, has entered into a preferred strategic commercial agreement with Diehl Aviation to deliver a wide range of aircraft cabin projects including complex, bespoke installations, as an integrated supplier. Combining their core competencies and experience, Diehl Aviation and HAECO Cabin Solutions are jointly poised to become the market leader in aircraft cabin optimization projects. The companies' joint capabilities allow them to seamlessly offer all aircraft interior components including sidewalls, stowages, lighting, galleys, lavatories, seating, reconfiguration engineering, certification, and installation.

### Seal Dynamics and Hartwell expand partnership

Seal Dynamics, a wholly owned subsidiary of HEICO Corporation has expanded its long-term agreement with Hartwell Corporation to distribute Hartwell products on an exclusive basis in the Asia Pacific region, effective July 15, 2021. Ron Kato, President of Hartwell, commented "We have partnered with Seal Dynamics for over three years in the EMEA and Americas regions. They have delivered above market results, so the expansion adding the Asia Pacific region is a logical next step in the relationship. This decision will strengthen our ability to deliver high customer satisfaction as well as develop and market new solutions to our global airline and MRO markets".

### Direct Maintenance opens new line maintenance station at Cologne-Bonn Airport



Photo: Direct Maintenance has opened a new line maintenance station in Germany at Cologne Bonn Airport

Direct Maintenance, a certified line maintenance service provider, part of Magnetic MRO, has opened its latest line maintenance station at Cologne-Bonn Airport (CGN), Germany. The new station began operations on July 1. The newly opened line-maintenance station, which is the fourth Direct Maintenance station in Germany alongside stations in Dusseldorf (DUS), Berlin (BER) and Hamburg (HAM) Airport, will cover line maintenance services for B747s, B757s, B767s and MD-11 type aircraft, including bespoke home-base line maintenance concepts in support of a logistic turnkey fleet operation. In the coming period Direct Maintenance will also provide line maintenance for a wide range of Airbus (A320/A330/A350/A380), Boeing (B737/B787) and Embraer (Embraer 170/190) aircraft types at CGN.

### Lufthansa Technik to offer component support for Smartavia's latest aircraft



LHT will support Smartavia's latest fleet of Airbus A320neo aircraft

Photo: Smartavia

Russian airline Smartavia is continuing its trustful partnership with Lufthansa Technik through a multi-year agreement covering extensive component services (Total Component Support – TCS®). This new contract governs supply for Smartavia's latest fleet of Airbus A320neo aircraft over a period of six years. Service began in May 2021; the contract includes up to ten aircraft that Smartavia currently plans to operate. With this Total Component Support (TCS®) agreement, the carrier benefits from an individual supply concept that enables short and fast transport routes. The services covered by the contract are customized to fulfill the requirements of Smartavia. A pool of home-base stock for the Airbus A320neo fleet has been set up at Pulkovo Airport (LED) in St. Petersburg. Comprehensive logistics support by Lufthansa Technik offers Smartavia different flexible options that are particularly useful as long as the coronavirus-pandemic still affects air transport. Lufthansa Technik already provides component support to Smartavia's fleet of Boeing 737NG aircraft. In 2020, Lufthansa Technik also concluded an agreement for engine services with the Russian carrier.

## FINANCIAL NEWS

### Delta Air Lines posts June-quarter 2021 financial results

Delta Air Lines (Delta) has released its financial results for the June quarter of 2021: Delta reported an adjusted pre-tax loss of US\$881 million excluding US\$1.5 billion of benefit related to the first and second payroll support program extensions (PSP2 and PSP3, respectively) and mark-to-market adjustments on its investments. Adjusted operating revenue was US\$6.3 billion, which excluded refinery sales and declined 49% on 39% lower sellable capacity versus the June quarter of 2019. Total operating expense, which included US\$1.5 billion of benefit related to PSP2 and PSP3, decreased US\$4.1 billion relative to the June quarter of 2019. Adjusted for the benefit related to the PSP programs and third-party refinery sales, total operating expense decreased US\$3.3 billion or 32% in the June quarter 2021 versus the comparable 2019 period. Adjusted operating revenue of US\$6.3 billion for the June quarter improved 76% from March quarter 2021. Compared to the same period in 2019, adjusted operating revenue declined 49%, an improvement from the company's guidance update in June of down 50-52%. Passenger revenue declined 53% in the June quarter of 2021 compared to the June quarter of 2019 on 32% lower scheduled capacity and 39% lower sellable capacity, which included the blocking of the middle seats on aircraft through the month of April 2021. Total adjusted unit revenue was 45.4% higher than the March quarter of 2021 as adjusted operating revenue grew 76% on a 21% increase in scheduled capacity over the same period. Compared to the March quarter of 2021, system yields improved 4.8% and load factors improved 24 points. The company generated US\$1.9 billion of operating cash flow, US\$1.5 billion of free cash flow, and US\$195 million of free cash flow, adjusted in the June quarter. At the end of the June quarter, the company had US\$17.8 billion in liquidity, including cash and cash equivalents, short-term investments, and undrawn revolving credit facilities. The company had total debt and finance lease obligations of US\$29.1 billion with adjusted net debt of US\$18.3 billion.

## OTHER NEWS

**Drone Delivery Canada** (DDC), with the assistance of its sales agent **Air Canada**, has entered into three commercial agreements with each of **Edmonton International Airport** (EIA), **Apple Express Courier**, and **Ziing Final Mile** (the customers) to deploy DDC's patented drone delivery solution at Edmonton International Airport. Pursuant to the terms of the agreements, DDC will enable defined-route delivery from EIA to deliveries off airport property utilizing the Sparrow drone

## MRO & PRODUCTION NEWS

### MTU Maintenance and Sunclass Airlines sign CFM56-5B service contract

MTU Maintenance and new customer Sunclass Airlines have signed an exclusive five-year contract for the maintenance, repair, and overhaul (MRO) of the carriers CFM56-5B engines. The agreement covers comprehensive MRO support, AOG, and on-site services as well as spare engine leasing. Sunclass Airlines operates sixteen CFM56-5B engines powering a fleet of eight A321 aircraft.



Sunclass Airlines

Photo: Soren Madsen

"We selected MTU Maintenance as our exclusive service provider due to their intelligently customized and integrated service package," says Henrik Mørch Jensen, Technical Director, Sunclass Airlines. "We look forward to receiving excellent care, innovative, and cost-effective MRO solutions, including used LLP material supply, as well as individually tailored technical support." Sunclass Airlines is a Danish charter airline that operates flights in Denmark, Finland, Norway, and Sweden. Formerly Thomas Cook Airlines Scandinavia, the airline was taken on by the Ving, Spies and Tjäreborg group in 2019 and rebranded as Sunclass Airlines.

## FINANCIAL NEWS

### Sydney Airport Holdings rejects US\$16.6bn offer from Sydney Aviation Alliance



Sydney Kingsford Smith Airport, Terminal 2

Photo: AirTeamImages

The board of Sydney Airport Holdings has opted to reject the offer of US\$16.6 billion for Sydney Airport, which represented a 42% premium on the pandemic-affected value of the company. The offer came from the Sydney Aviation Alliance, a consortium comprising IFM Investors, QSuper, and Global Infrastructure Partners. Sydney Airport Holdings said on Thursday that it recognized its share price was likely to trade

below the consortium's indicative price in the short-term but said it would only accept a buyout deal that would "deliver and recognize appropriate long-term value." Currently, low interest rates are forcing investment and pension funds to seek higher yields, so the market is primed for a flurry of interest in similar infrastructure enterprises. If successful, the offer would have brought Sydney Airport in line with Australia's other major airports which are all owned by consortia of infrastructure investors, primarily pension funds. Sydney Airport Holdings is currently Australia's only listed airport operator. Any successful sale of the airport would require approval from the Foreign Investment Review Board and Australia's competition regulator. While IFM Investors and QSuper are Australian companies, Global Infrastructure Partners is North American. In addition, IFM Investors has holdings in other major Australian airports and would likely have to sell down a portion of those stakes due to cross-ownership rules. According to Bloomberg News, a consortium led by Macquarie Group was considering a rival offer, or it might consider joining the Sydney Aviation Alliance.



## OTHER NEWS

and its DroneSpot® takeoff and landing zones as well as additional drone flight infrastructure as required. The customers will use DDC's Sparrow delivery drone solution to transport a wide variety of cargo and all operations will be conducted in accordance with appropriate Canadian regulations. Flights will be remotely monitored by DDC from its Operations Control Centre located in Vaughan, Ontario and DDC will commence deployment of site infrastructure shortly, expecting to begin providing drone delivery services under the commercial agreements in Q3 of 2021. The agreements provide for the payment from customers of up-front fees and monthly fees for professional managed services for the project term of 12 months. This deployment will be the first use of an automatic delivery drone solution to provide B2B cargo delivery at Edmonton International Airport. These will be the Company's first commercial contracts in Alberta and with courier companies.

On Wednesday July 14, the **European Union's executive Commission** made it clear that aviation must do more by 2030 to contribute to the EU's goal to cut economy-wide net emissions by 55% from 1990 levels. As a consequence, current tax breaks enjoyed by airlines on jet fuel would see it become taxed in line with other transport sectors, following a phased introduction over 10 years to allow the aviation sector to recover from the impact of the COVID-19 crisis. Additionally, suppliers of aviation fuel will be expected to blend a minimum of 2% of sustainable aviation fuel (SAF) into their kerosene from 2025, rising to 5% in 2030 and 63% in 2050. A portion of the total binding target for SAF – 0.7% in 2030 rising to 28% in 2050 – would be reserved for new e-fuels, which are currently limited in availability and also costly when compared to kerosene. Additional restrictions would reduce the level of what is known as 'tanking' which enables airlines to fly in cheaper fuel from elsewhere for the return trip. In a separate bid to overhaul the EU's carbon market, the Commission proposed phasing out free CO2 permits by 2026 for airlines whose flights within Europe are covered by the scheme. That would result in carriers paying more for their emissions which would likely be passed on to consumers through higher fares. Brussels gives carriers most of the CO2 permits they need to comply with the carbon market for free, capping their exposure to the price of the permits, which has hit record highs of above 58 euros per ton of CO2 this year.

**Elix Aviation**, the international regional aircraft leasing company, has created a new business division to focus on Asset Management services. This pivotal move will allow the new business to leverage its current platform's expertise and experience. Building on its current managed

## FINANCIAL NEWS

### SITA acquires start-up Safety Line to support sustainable aviation

SITA, the global IT provider for the air transport industry, has announced the acquisition of Safety Line S.A.S., the Paris-based start-up specializing in digital solutions for aviation safety and efficiency. This acquisition will strengthen SITA's Digital Day of Operations portfolio, helping airlines drive more efficiencies and fuel savings around the aircraft while taking immediate and sustainable steps to reduce their carbon footprint. With air transport accounting for about 3% of the worldwide carbon emissions, there is growing pressure on airlines to reduce their overall emissions. At the same time, the COVID-19 pandemic requires airlines to make their aircraft operations leaner, in particular reducing costly fuel burn. Safety Line has successfully applied predictive analytics to deliver significant improvements to aircraft operations, strongly complementing SITA's existing portfolio. With this acquisition, SITA will accelerate the development of sustainable solutions that can be integrated with its existing suite of airline and airport solutions.



Photo: SITA has acquired Paris-based start-up Safety Line

## MILITARY AND DEFENCE

### Norway's first P-8A Poseidon rolls out of paint shop



First Norwegian P-8 aircraft paint roll-out

Photo: Boeing

The first Boeing P-8A Poseidon aircraft for Norway has rolled out of the paint shop in Renton, Washington in Royal Norwegian Air Force livery. Norway is one of eight nations to have acquired the P-8A as its new multi-mission maritime patrol aircraft. Recently, the air force revealed the names of its five P-8A Poseidon aircraft: Vingtor, Viking, Ulbrand, Hugin and Munin. The names are inspired by Norse mythology and continue a tradition of almost 80 years that started when the names Vingtor, Viking and Ulbrand were used on Norway's PBY-5 Catalina maritime patrol aircraft in 1942. Since then, other maritime patrol aircraft operated by the Royal Norwegian Air Force have carried those names, including its current P-3 fleet, which will be replaced by the P-8. Norway's first P-8A aircraft – Vingtor – will now return to the factory floor to be prepared for flight testing. The first flight is scheduled for later this month, and mission systems will be installed on the aircraft after that.

## OTHER NEWS

portfolios, Elix Aviation can now offer services to a wide array of clients, including airlines, aircraft owners, potential investors and debt and equity providers. Services will be provided across all aspects of the asset ownership cycle, from deal origination, acquisition and leasing through to end-of-life solutions. With an experienced global team and deep industry contacts, the new business brings a competitive solution to the marketplace. Elix Aviation was initially established with a focus on the turboprop market segment, where leasing was historically underrepresented, and which requires a specific focus and set of skills not common to the larger aircraft segment. It represents market dynamics with different risk and return profiles. Elix Aviation has built a highly capable and experienced All-Weather leasing platform managing its owned regional aircraft portfolio.

The **Ontario Aerospace Council** has announced results from the pilot year for its Competencies Online Advancement Skills & Training (COAST) program, as well as plans for year two. Developed in response to COVID-19 to engage, retain and upskill aerospace industry employees, as well as facilitate post-pandemic recovery, COAST is funded in part by the Province of Ontario through its Skills Catalyst Fund under the Ministry of Labour, Training and Skills Development. For the pilot year that concluded in March 2021, OAC reported that 173 trainees representing 11 aerospace companies throughout all levels of the supply chain occupied 310 seats in eight courses selected by industry. Three "Business of Aerospace" customized courses were titled "Diversity and Bias: Awareness and Action for Aerospace Leaders," "Ontario Aerospace – Our Heritage, Our Sector and Future Proofing Your Career," and "Blue Skies Ahead – Challenges and Opportunities for Ontario Aerospace." These were complemented by diverse industry panel discussions that facilitated connections across companies. Five broader offerings addressed personal/business and relational competencies: "Focus & Achievement," Critical Thinking & Problem Solving," "Conflict Management," "Change Management," and "Team Building." COAST is based on a self-improvement mindset called Beta-You. Trainees were presented with the notion that they should adopt a more dedicated approach to learning, one that recognizes the competitive and workplace changes in aerospace that necessitate intentional and continuous learning. These programs focus on social, cognitive and digital competencies required for employee success in this sector. In addition to specific programming, Beta-You functionality will be developed to support OAC members and their employees to manage, track and receive industry-wide recognition through certification for their developmental achievements. In year

## INFORMATION TECHNOLOGY



Castle Aviation is set to soar to new heights with WinAir

Photo: WinAir

**Castle Aviation** has completed its **WinAir** Version 7 implementation and is live with the aviation management software. After kicking off its software implementation amidst the current COVID-19 pandemic using fully remote processes and procedures, the company recently concluded a seamless transition to the software this past March. With this implementation now complete, Castle Aviation is excited to boost efficiencies across all facets of its operation and is anticipating ongoing business growth with the product. Castle Aviation is a private passenger airline and cargo operation that specializes in priority freight. The company was established in 1986 in North Canton, Ohio, by current CEO and Owner Michael Grossman. It currently operates and maintains a fleet comprised of eight Cessna 208B Super Cargomasters, four Piper Aerostars, one Swearingen Metroliner, and six Saab 340Bs. It also offers maintenance services to support private aircraft, corporate aircraft, and flight schools.



Spirit engineer

Photo: Rusada

**Rusada's** ENVISION software has been chosen by **Spirit AeroSystems** (Spirit) to manage its growing maintenance, repair, and overhaul activities. ENVISION will be used by Spirit to support its maintenance facilities in Wichita and Dallas where it offers component MRO, on-wing repair, and aftermarket engineering services across an array of aircraft. Spirit has signed up for eight of ENVISION's modules, as well as its recently released maintenance execution app, ENVISION Tasks. The software will be deployed by Rusada's North America Client Services team, who will work closely with various stakeholders at Spirit to ensure a successful rollout. The agreement further expands Rusada's presence in North America, where it already supports a number of operators and maintenance providers, as well as several government entities.



## OTHER NEWS

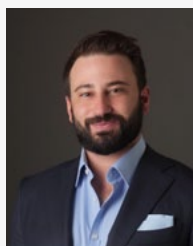
two of COAST, the OAC will expand on the eight courses above with five "Non-technical Plus" soft-skills programs: "Innovation," "Collaboration," "Critical and Analytical Thinking," "21st Century Management" and "Resilience @ Work." It will also offer a business and professional writing class called "It's Not What You Say, it's How You Say It," plus train-the-trainer sessions, a mentorship program and workforce communities to promote best practices. Funded in March 2021 through the Skills Development Fund under the Ministry of Labour, Training and Skills Development, this second year of COAST runs from June 2021 through March 2022.

## INDUSTRY PEOPLE



Brendan Sullivan

• The International Air Transport Association (IATA) has appointed **Brendan Sullivan** as its Global Head of Cargo with immediate effect. Sullivan has worked in air cargo for 20 years, including spending 14 years at IATA. Since January, he has been acting Global Head of Cargo alongside his role as Head of Cargo Operations and E-Commerce. Sullivan began his career in air cargo at Air Canada in 2000, where he gained frontline operational experience and developed expertise in dangerous goods handling that facilitated his transition to the IATA in 2007.



Viktor Berta

• ACC Aviation, the global aviation services backed by YFM Equity Partners, is expanding the expertise it offers to airlines, lenders, and lessors with the addition of an in-house aviation finance specialist. **Viktor Berta** joins the group effective July 15, as Vice President of its newly created Aviation Finance Practice. The appointment broadens the scope of ACC Aviation's suite of consultancy services, led by **Rob Watts**, who also takes on an enhanced role as Director of Aviation Services. The development will see ACC Aviation extend its consultancy offer into

four distinct pillars of activity – Aviation Finance Services / Asset Management / Consulting and coming this autumn, Technical Services. Berta, who will work between its U.K. and Dubai offices, brings a wealth of experience and contacts in aviation finance to the group, drawing on his eight years in aviation finance and investment management at DVB Bank and Erste Bank working from their Amsterdam and London offices.



Marcus Campbell

• Hermes Logistics Technologies (HLT) has appointed **Marcus Campbell** as its new Chief Technology Officer (CTO) during a successful roll out of its new Hermes 5 (H5) system upgrade for several customers worldwide. Campbell brings over two decades of technology experience to the management role and has worked globally with leading companies including Sony, Oracle, Deloitte, and Accenture, and has significant industry experience within telecoms, retail, fintech, insurance, and shipping industries. He will be part of HLT's new implementations and upgrade drive as HLT expands its software engineering internationally to support ongoing growth.

• Magma Aviation, the innovative air cargo solutions company, has appointed **Conor Brannigan**, an air cargo expert with over 15 years industry experience, as Deputy CEO. Brannigan joins the business following two years at Cargolux based in Luxemburg in a senior role as Director Strategic Alliances and Market Development. Previous to that, he spent almost six years in Abu Dhabi, United Arab Emirates at Etihad, in a global cargo position. Brannigan's career in aviation began at Aer Lingus in 2006 where he progressed to Cargo Business Analyst. His experience prepares him well for his new role at Magma Aviation, based at the London Gatwick headquarters.

• ILS (Inventory Locator Service), a leading digital marketplace and business intelligence services provider for the aviation industry, has announced the strategic hire of its new global sales leader, **Robert Suhs**. Suhs is a seasoned



Robert Suhs

business leader with over 20 years of experience in guiding and managing high-growth sales teams in the commercial aerospace industry. At ILS, he will be responsible for the global sales strategy, execution, and revenue growth of the company. Prior to joining ILS, Suhs was the Vice President of Sales and Marketing at Magellan Aviation Group, a leading global supplier of aircraft components and services that specializes in engine leasing and trading, for more than nine years. Before joining Magellan, Rob served as a Sales Executive for Delta Air Lines TechOps Division and held various management positions at a number of aircraft maintenance, repair, and overhaul (MRO) companies including Honeywell Aerospace, Sermatech International and PAS Technologies.

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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	Now	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	Deucalion Aviation Limited	CFM56-5B6/3	3586	2008	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A319-131	Deucalion Aviation Limited	V2522-A5	2375	2005	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.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	Now	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	Deucalion Aviation Limited	V2527-A5	3734	2009	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320-200	GA Telesis	CFM56-5B6/3	5393	2012	Now	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	2152	2004	Now	Sale	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-214	Deucalion Aviation Limited	CFM56-5B4/3	3767	2009	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320-230	Deucalion Aviation Limited	V2527-A5	4552	2010	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320-232	Deucalion Aviation Limited	V2527	4323	2010	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.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	Deucalion Aviation Limited	V2533-A5	7015	2015	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A321	Deucalion Aviation Limited	V2533-A5	7180	2015	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A321-231	Deucalion Aviation Limited	V2533-A5	6009	2014	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A321-231	Deucalion Aviation Limited	V2533-A5	6294	2014	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.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	Deucalion Aviation Limited	CF6-80E	814	2007	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A330-200 (9x)	ALTAVAIR	Trent 772B-60/16	various	05 - 07	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-200	Doric	Trent 772B-60/16	1407	2013	Now	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
A330-200	Doric	CF6-80E1A4/B	883	2007	Now	Sale	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
A330-300 (3x)	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	Deucalion Aviation Limited	Trent 772B-6	1146	2010	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A330-300	Deucalion Aviation Limited	Trent 772B-60EP	1357	2012	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A330-300	Deucalion Aviation Limited	Trent 772B-60EP	1378	2013	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.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	Now	Sale / Lease	Eoin Kirby	eoin.kirby@fpg-amentum.aero	+353 86 027 3163
B737-800	Deucalion Aviation Limited	CFM56-7B26E	40880	2012	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B737-800	Deucalion Aviation Limited	CFM56-7B26	30294	2004	Q4/2021	Sale	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B737-800	Deucalion Aviation Limited	CFM56-7B	30659	2003	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B737-800	ORIX Aviation	CFM56-7B26E	38034	2012	Now	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	BBAM	CFM56-7B27E	40242	2011	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039

RegionalOne

Engine Lease Finance



MAGELLAN  
AVIATION GROUP

# 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	GE90-115BL2	36158	2009	Now	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
B777-300ER	Deucalion Aviation Limited	GE90-115B	37705	2009	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B787-8	Deucalion Aviation Limited	Trent 1000G	35304	2013	Now	Sale	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B787-8	Deucalion Aviation Limited	Trent 1000G	35305	2013	Now	Sale	Jonathan Louch	aircraft@deucalion.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	Now	Sale / Lease	Donald Kamenz	dkamenz@jetstreamavcap.com	+1 (305) 447-1920 x 115
SAAB 340B CRG	Jetstream Aviation Capital	CT7-9B	224	1990	Nbow	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102
SAAB 340B Plus	Jetstream Aviation Capital	CT7-9B	450	1998	Now	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	Elizabeth Giraldo	Egiraldo@Regionalone.com	+1 305-469-7253
(1) CF34-8C	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				
(2) CF6-80E1	Now - Lease	Deucalion Aviation Limited	Jonathan Louch	aircraft@deucalion.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				
(1) CFM56-5B2/P	Now - Lease				
(2) CFM56-7B26 (full QEC)	Now - Lease				
(1) CFM56-7B27	Now - Lease				
(1) CFM56-7B24	Now - Lease				
(1) CFM56-7B24/3	Now - Lease				
(1) CFM56-7B22 (with QEC)	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(4) CFM56-7B24/3	Now - Lease				
(3) CFM56-5B4/3	Now - Lease				
(2) CFM56-5C4/P	Now - Lease				
(2) CFM56-7B24/E	Now - Lease				
(2) CFM56-5C4	Now - Lease				
(1) CFM56-7B27/B3	Now - Lease				
(3) CFM56-5B4/P	Now - Lease				
(1) CFM56-7B26/3	Now - Lease				
(2) CFM56-7B26	Now - Sale / Lease				
(2) CFM56-5B5/P	Now - Sale / Lease				
(2) CFM56-7B22	Now - Lease	Deucalion Aviation Limited	Jonathan Louch	aircraft@deucalion.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	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(2) CFM56-7B26/E	Now - Lease				
(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
(2) 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.				
(2) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(8) 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) PW123E	Now - Sale/Lease/Exch.	Regional One	Duane Butler	Dbutler@regionalone.com	+1 561-809-0001
(1) PW123B					
(1) PW127F					
(1) PW150A					
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
(2) 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@ftaiairline.com	+1 786 785 0788
(1) V2527E-A5	Now - Lease				
(2) V2522-A5	Now - Lease	Deucalion Aviation Limited	Jonathan Louch	aircraft@deucalion.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 Trent 892B-17 Modules	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
(2) GTCP331-200ER, (2) GTCP131-9A, (1) GTCP131-9B (1) A321 Enhanced Landing Gear 2020 OH	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(3) CFM56-3 Engine Stands (2x Otafilo 1x Frank Brown)	Now - Sale	KMS Aero	Sharon Brady	sharonbrady@kmsaero.com	+353419873030
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) APS2300, (1) GTCP331-200ER, (1) APS1000-C12	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
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) GTCP331-200		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(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	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