

Weekly Aviation Headline News

WORLD NEWS

IAG Cargo reports record quarter

IAG Cargo achieved revenues of €419 million from April 1 to June 30, 2021; an increase of 17.3 per cent at constant currency versus the same period last year. Overall yield for the quarter was down 32.1 per cent at constant currency versus last year reflecting the increase in market capacity, while sold tonnes more than offset the decline and were up 56.2 per cent. The Q2 results take IAG Cargo's half year revenue to €769m, up 25 per cent on the first half of 2020.

Loganair cancels crucial Isle of Man to London Heathrow services

UK regional carrier Loganair has announced that it was cancelling its Isle of Man to London Heathrow route from 11 August. The decision by the UK's largest regional operator comes after the Isle of Man Government was unable to agree essential financial support for the service beyond the end of July. Loganair started the route at the end of November last year on a 49-seat Embraer 145 jet, maintaining essential connectivity for the Isle of Man with destinations worldwide, after previously operating a service from the island to London City on behalf of BA CityFlyer.

American Airlines to take minority ownership in JetSmart

American proposes acquiring a minority ownership stake in JetSMART allowing the carrier to rapidly grow its low-cost network in South America. This proposed partnership would uniquely tie together the full-service, global presence of American with the complementary network of ultra-low-cost carrier JetSMART in South America.



BA is adding several services to the US and EU.

Photo: British Airways

British Airways adds capacity to EU and US operations

Following new UK Government travel policy

British Airways is adding extra capacity on key routes to the UK from the USA and EU, following a huge increase in interest in travel to London since the UK Government announced that quarantine restrictions would be lifted for fully vaccinated US and EU customers when travelling to the UK. Services between New York-JFK and London Heathrow will increase to 21 services per week (up from 17 per week), Los Angeles and Chicago will increase to 10 per week (up from 7 per week), starting from 16 August 2021. From 23 August

2021, flights between Seattle and London Heathrow will increase to 7 services per week (up from 4 per week), and Los Angeles will further increase to 14 per week. BA also plans to continue

as Berlin, Geneva and Hamburg, and the schedules will be continually reviewed to ensure the number of seats available matches traveller interest.

The news comes after a successful

trial was conducted between British Airways, Heathrow Airport and Virgin Atlantic, which showed that the UK Government's amber policy for fully vaccinated travellers could be

rapidly expanded for US and EU citizens. As part of the 10-day trial, fully vaccinated customers on selected flights from Los Angeles,

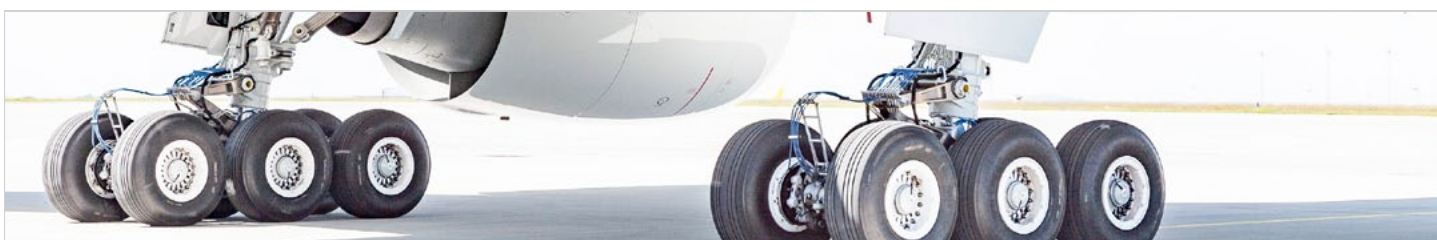
"This move will also help boost the British economy and the hospitality sector, which like aviation, has been crippled by the effects of the pandemic."

Sean Doyle, British Airways' CEO

to broaden its schedule between the USA and UK throughout September.

Additional services will also be added from European cities such

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MRO
SERVICES

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New York, Montego Bay and Athens agreed to share their vaccination status at their departure airport, showing the industry is ready to rapidly adapt and operationalise further vaccination checks, to support a safe reopening of the skies at scale.

Sean Doyle, British Airways' Chairman and CEO said: "We are very much looking

forward to welcoming new visitors from the US and EU to the UK from next week, many of which will be reuniting with their family members for the first time in many months. This move will also help boost the British economy and the hospitality sector, which like aviation, has been crippled by the effects of the pandemic.

"We will support our customers as we emerge from this crisis and hope for crucial travel corridors to be established to allow reciprocal agreements. This will allow UK nationals to travel as the UK's Covid cases fall and vaccination rates continue to rise."

AIRCRAFT & ENGINE NEWS

SAMAD Aerospace completes hover tests for eStarling



eVTOL eStarling aircraft

Photo: SAMAD

SAMAD Aerospace has completed hover tests for its second prototype eVTOL eStarling aircraft. Designed for intercity transport, the eStarling aircraft will combine a helicopter's vertical ability to take off and land from almost anywhere, with the speed and range of a business jet. The aircraft has a semi-blended wing body (BWB) design and will be powered by sustainable aviation fuel (SAF). With a cruising speed of 300 MPH and a range of 800 miles, the eStarling will transport passengers 'helipad-helipad' avoiding the need to travel to and from airports. Previous testing has developed conventional take-off and landing of the prototype. Recent tethered hover tests followed by full hover tests demonstrated a very agile and stable prototype with hovering and helicopter moves. This month's hover tests were performed over

a crane system, and they focused on the validation of the flight control system in hovering mode. The aircraft consumed 65% of the available power to take off and hover with a healthy power surplus for adverse weather conditions.


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AIRCRAFT & ENGINE NEWS

Air Lease Corporation delivers new Airbus A321neo aircraft to SKY

Air Lease Corporation has delivered one new Airbus A321neo aircraft on long-term lease to SKY (Chile). This is the first Airbus A321neo to operate in Chile. "ALC is pleased to deliver this new Airbus A321neo aircraft to SKY and be the first to introduce the aircraft to the airline and country of Chile," said Matthew Stevens, Assistant Vice President of Marketing, Air Lease Corporation. "It is a privilege to work with SKY, and we believe this next-generation aircraft will positively contribute to the airline's sustainability and fleet operations."

Air Austral becomes first French A220 operator

The first of the three A220s for Air Austral, France's La Réunion Island-based airline, has been delivered from the Airbus A220 Final Assembly Line (FAL) in Mirabel, Canada. The second and third aircraft are expected to join the Air Austral fleet in the coming days. This A220 will be the first of the type to be operated by a French airline in the Indian Ocean region. Air Austral has selected the Airbus A220-300 as part of its medium- and short-haul fleet modernization plan in order to boost its operational efficiency, offering an enhanced passenger experience in a comfortable two-class cabin layout with 132 seats: 12 in business class and 120 in economy-class. The aircraft will be powered by the latest-generation geared turbofan engines from Pratt & Whitney, the PurePower PW1500G. Bearing the airline's distinctive livery representing La Réunion Island's beautiful landscapes, Air Austral will strengthen its regional network with three A220-300s, flying on routes between La Réunion Island and Mauritius, Mayotte, Seychelles, South Africa, Madagascar, and as far as India.



Photo: Airbus

After approval of EU Commission: Attestor invests €200 million in Condor, airline orders 16 Airbus A330-900neo aircraft



Photo: Condor has ordered 16 A330-900 aircraft

The European asset manager Attestor has acquired a 51% stake in Condor as planned. The transaction has been approved both by anti-trust officials and the EU Commission, which also issued state-aid approval for the acquisition of Condor through Attestor. The decisions cleared the way for Attestor to invest €200 million in fresh equity capital in Condor. Additionally, another €250 million will be invested in the modernization of the leisure airline's fleet. Thus, with the approval of the Supervisory Board, Condor has decided to order 16 latest-generation Airbus A330-900neos. As the German launch customer for the Airbus A330-900neo, Condor is thus focusing on latest technology, maximum efficiency, and the highest level of customer comfort. Fuel consumption per passenger per 100 kilometers will be 2.1 liters, which makes Condor the European frontrunner on long-haul flights. The first aircraft is expected in the fall of 2022, whilst the replacement of the entire long-haul fleet is scheduled to be completed by mid-2024. "We are introducing the two-liter aircraft into our operations and will be setting new standards: with our modern long-haul fleet, we will inseparably combine sustainability and holidays with Condor in future. On board the quietest cabin in the world on an aircraft of this size, our guests can also expect the highest level of comfort in a brand-new Business, Premium Economy and Economy Class," says Ralf Teckentrup, CEO of Condor. "With our fleet modernization we reach another milestone in our company's history and take the next step towards the future." (€1.00 = US\$1.18 at time of publication.)

GECAS' 737-800 converted freighter fleet climbing to over 40

GECAS has contracted to add six 737-800BCFs to its in-service fleet, bringing the GECA fleet of passenger-to-freighter (P2F) converted 737-800NG narrow-body freighters in operation to more than 40, an average of one aircraft added per month since the first-ever 737-800NG converted freighter was delivered in April 2018. Two of the aircraft will be added to ATRAN's fleet and the remaining four with undisclosed operators. A repeat customer, Volga-Dnepr Group's ATRAN LLC recently took delivery of two 737BCFs from GECA and will add two more of the P2F narrow-bodies to its operations in September. "In today's highly competitive landscape marked by capacity constraints, it is important to keep pace with the demand and guarantee stable, high-quality services for our customers. These reliable converted freighters will support our ongoing fleet development strategy, enable smooth phase-out of older freighters, and ramp up our delivery options," said Vitaliy Andreev, General Director of ATRAN Airlines. Between 737-800BCFs and 777-300ERSFs (through 'the Big Twin' joint program with IAI), GECA currently holds orders and options exceeding 100 P2F conversions.



ATRAN has taken delivery of two 737BCFs from GECA

Photo: GECA

FINANCIAL NEWS

Ryanair posts first-quarter loss of €273 million

COVID-19 continued to wreak havoc on Ryanair's business during the first quarter of 2021, with most Easter flights cancelled and a slower-than-expected easing of EU Government travel restrictions into May and June. Significant uncertainty around travel green lists (particularly in the U.K.) and extreme Government caution in Ireland meant that first-quarter bookings were close-in and at low fares. The July 1 rollout of EU Digital COVID Certificates (DCCs) and the scrapping of quarantine for vaccinated arrivals to the U.K. from mid-July has seen a surge in bookings over recent weeks. Pricing remains below pre COVID-19 levels. First-quarter scheduled revenue increased 91% to €192 million due to a rise in traffic from 0.5 million to 8.1million (at a 73% load factor). While traffic recovered significantly (compared to the prior year's first quarter), the cancellation of Easter traffic and the delayed relaxation of Government travel restrictions across the EU into May and June required significant price stimulation. Ancillary revenue performed well, generating approx. €22 per passenger, as more guests choose priority boarding and reserved seating. As a result, total revenue increased by almost 200% to over €370 million. Ryanair reported first-quarter net loss at €273 million, compared to €185 million in the first quarter of 2020. A sevenfold increase in sectors saw operating costs increase 116% to €675 million, driven primarily by variable costs such as fuel, airport, handling, and route charges. The Group's fuel requirements are just under 60% hedged for FY22 at US\$565 per metric ton and approx. 35% hedged for FY23 at US\$600. Carbon credits are fully hedged for FY22 and approx. 35% hedged for FY23 at under €24 per EUA (compared to forward rates of over €50). €1.00 = US\$1.18 at time of publication.

Hawaiian Airlines posts US\$6.2 million net loss in second quarter 2021

For the second quarter of 2021, Hawaiian Airlines has reported a net loss of US\$6.2 million, and an adjusted net loss of US\$73.8 million. The company reported total revenue of US\$410.8 million, down 42% compared to the second quarter of 2019, on 30% lower capacity. Total operating expenses was US\$392.3 million, and operating expenses excluding non-recurring items was US\$478.4 million, down 23% compared to the second quarter of 2019. In the second quarter of 2021, the company continued to rebuild and expand its network, primarily in North America. In June 2021, Hawaiian's North America traffic exceeded

MRO & PRODUCTION NEWS

Wright International and Flair Airlines announce maintenance partnership



Wright International will service Flair Airlines' fleet of 13 Boeing B737 MAX 8 aircraft

Photo: ©Flair Airlines

Wright International, a subsidiary of FL Technics, and Flair Airlines have announced the start of a partnership, covering line maintenance services for the fleet of 13 Boeing B737 MAX 8 aircraft at Toronto Pearson Airport and the region of Waterloo International Airport. The services will include transit and overnight services as well as A checks in dedicated hangar space. This is an important milestone for both companies, securing a long-term partnership in a strategic expansion plan and ensuring rapid development of operations in North America. The contract represents the mutual approach and values of both companies, with a focus on efficiency and quality. Flair Airlines currently operates in 20 Canadian cities and is expanding to the U.S. market this fall. Such ambitious growth requires dependable and efficient line maintenance support and Wright International is leveraging its own as well as the whole group's expertise in servicing airline carriers worldwide.

HAECO Xiamen completes first Boeing 737-800SF cargo conversion



Photo: HAECO Xiamen has completed the first B737-800SF cargo conversion

HAECO Xiamen, together with Supplemental Type Certificate (STC) partner Aeronautical Engineers, have re-delivered the first Boeing 737-800SF converted freighter to Aviation Holdings. HAECO Xiamen has been an authorized AEI Conversion Center since 2020, and this first Boeing 737-800SF redelivery marked yet another milestone in the continued development of HAECO Xiamen's capabilities. To minimize downtime, HAECO Xiamen conducts full freighter conversions in parallel with heavy maintenance checks and other modifications. Its on-site quality assurance teams prepare daily reports as part of a comprehensive quality control process to ensure that work is conducted to the highest standards.

FINANCIAL NEWS

June 2019 levels. During the second quarter of 2021, the company operated at an average of 70% of its 2019 second quarter system capacity, comprised of 97%, 57% and 11% capacity on its North America, Neighbor Island (Hawaii), and international routes, respectively. The company further enhanced its liquidity position during the second quarter of 2021 with US\$173.4 million in grants and US\$31.4 million in loans pursuant to the Payroll Support Program Extension Agreement (the "PSP Extension Agreement") and Payroll Support Program 3 Agreement with the U.S. Department of the Treasury. As of June 30, 2021, the company had US\$2.4 billion in liquidity, including the undrawn portion of its US\$235 million revolving credit facility.

JetBlue announces second quarter 2021 results

JetBlue Airways has reported its results for the second quarter of 2021: The airline reported GAAP diluted earnings per share of US\$0.20 in the second quarter of 2021 compared to diluted earnings per share of US\$0.59 in the second quarter of 2019. Adjusted loss per share was US\$0.65 in the second quarter of 2021 versus adjusted diluted earnings per share of US\$0.60 in the second quarter of 2019. JetBlue reported GAAP pre-tax earnings of US\$57 million in the second quarter of 2021, compared to a pre-tax income of US\$236 million in the second quarter of 2019. Excluding one-time items, adjusted pre-tax loss of US\$309 million in the second quarter of 2021 versus adjusted pre-tax income of US\$238 million in the second quarter of 2019. During the quarter, JetBlue significantly reduced net debt by US\$1.2 billion to US\$0.9 billion, which is now below pre-pandemic levels. As of June 30, 2021, JetBlue's adjusted debt to capital was 55%. JetBlue ended the second quarter of 2021 with approximately US\$3.7 billion in unrestricted cash, cash equivalents, and short-term investments, or 46% of 2019 revenue. JetBlue repaid US\$89 million in regularly scheduled debt and finance lease obligations and fully repaid a term loan of US\$722 million during the second quarter of 2021.

Airbus reports first-half 2021 results

Airbus has reported consolidated financial results for the half-year (H1) ended June 30, 2021. Consolidated revenues increased 30% year-on-year to €24.6 billion (H1 2020: €18.9 billion), mainly reflecting the higher number of commercial aircraft deliveries compared to H1 2020. A total of 297 commercial aircraft were delivered (H1 2020: 196 aircraft), comprising 21 A220s, 237 A320 Family, seven A330s, 30 A350s

MRO & PRODUCTION NEWS

Dassault Aviation selects GE for electrical power distribution and control on Falcon 10X



Falcon 10X jet

Photo: Dassault Aviation

Dassault Aviation has selected GE Aviation to provide the primary and solid-state secondary electrical power distribution and control system for the recently launched Dassault Falcon 10X aircraft. GE will utilize its Electric Power Integration Center (EPIC) in Cheltenham, U.K., where it will employ state-of-the-art dynamic software modeling, simulation, and analysis to predict how the system and its individual components will perform, including full system testing within a copper-bird environment. GE will perform all electrical power system certification testing within the EPIC, on behalf of Dassault, preparing and delivering the necessary documentation as part of Dassault's aircraft certification submission to EASA. Dassault Aviation's new Falcon will feature a range of 7,500 nautical miles and a top speed of Mach 0.925, the Falcon 10X will fly nonstop from New York to Shanghai, Los Angeles to Sydney, Hong Kong to New York, or Paris to Santiago. The Falcon 10X will enter service at the end of 2025.

and two A380s. Revenues generated by Airbus' commercial aircraft activities increased 42%, largely reflecting the increased deliveries. Airbus Helicopters delivered 115 units (H1 2020: 104 units) with revenues up 11% reflecting growth in services and higher volume in civil helicopters. Revenues at Airbus Defence and Space were broadly stable compared to a year earlier, with two A400M military airlifters delivered in H1 2021. Airbus reported consolidated net income of €2,231 million (H1 2020 net loss: €-1,919 million) with consolidated reported earnings per share of €2.84 (H1 2020 loss per share: €-2.45). Consolidated EBIT Adjusted – an alternative performance measure and key indicator capturing the underlying business margin by excluding material charges or profits caused by movements in provisions related to programs, restructuring or foreign exchange impacts as well as capital gains/losses from the disposal and acquisition of businesses – was €2,703 million (H1 2020: €-945 million). The EBIT Adjusted related to Airbus' commercial aircraft activities totaled €2,291 million (H1

2020: €-1,307 million), mainly driven by the delivery performance and the company's focus on cost containment and competitiveness. Airbus Helicopters' EBIT Adjusted increased to €183 million (H1 2020: €152 million), driven by services, program execution and lower Research & Development (R&D) spending. EBIT Adjusted at Airbus Defence and Space increased to €229 million (H1 2020: €186 million), mainly reflecting the division's ongoing cost containment and competitiveness efforts as well as increased volume in Space Systems. (€1.00 = US\$1.18 at time of publication.)

IBC Advanced Alloys enters credit facilities

IBC Advanced Alloys, a leading beryllium and copper advanced alloys company, has announced new credit facilities of up to US\$8,000,000 established pursuant to a credit and security agreement among Iron Horse Credit and certain of the company's U.S. subsidiaries

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and an account sale and purchase agreement (ASPA) among Sallyport Commercial Finance and the subsidiaries. The Credit Facilities replace the Company's existing revolving credit facility with the Bank of Montreal. Pursuant to the Credit Agreement, Iron Horse Credit will provide the subsidiaries with a secured revolving credit facility of up to US\$4,000,000. Pursuant to the ASPA, Sallyport Commercial Finance will provide the subsidiaries with up to US\$4,000,000 in advance purchase funding based on the sale of the subsidiaries' accounts receivable, with up to US\$2,500,000 to be utilized in the near term, and the remaining US\$1,500,000 to be utilized at the election of the subsidiaries. The subsidiaries will grant the lenders a senior security interest in their personal property assets, inventories, and accounts receivables, subject to the terms of an intercreditor agreement. IBC intends to use the proceeds of the credit facilities to advance the consolidation and modernization of the company's copper alloys manufacturing facility in Franklin, Indiana, and for working capital purposes.

MTU expects full-year 2021 revenue to be higher than predicted

In the first six months of 2021, MTU Aero Engines AG generated revenue of €2,004 million; in the first half of 2020, revenue was €2,049 million. The operating profit was €190 million (1-6/2020: €224 million) and the adjusted EBIT margin was 9.5% (1-6/2020: 10.9%). Net income developed in line with operating profit and was €135 million, compared with €161 million in the prior-year period. "MTU continued to operate profitably in the first half of this year. Based on this performance and the improved visibility up to year-end, we can now give a more precise guidance for the 2021 fiscal year," said Reiner Winkler, CEO of MTU Aero Engines AG. "We are somewhat more optimistic than previously about the commercial series business and the military business but have slightly reduced our forecast for commercial maintenance. Overall, we are slightly increasing the lower end of our target ranges for both revenue and earnings." MTU now expects full-year revenue to be around €4.3 to €4.5 billion. Previously, the company's guidance was for a revenue range of between €4.2 and €4.6 billion. Revenue should develop better than previously expected in the military business and the commercial series business: revenue from the military business should rise in the mid to high single-digit percentage range. In the commercial series business, MTU expects growth in revenue to be in the low to mid-single-digit percentage range. So far, the company only expected a slight revenue increase in both business units. The expectations for revenue

MRO & PRODUCTION NEWS

Vallair augments MRO capability with introduction of in-house NDT



Photo: Vallair will introduce in-house NDT (Non-Destructive Testing)

capability will comprise eddy current inspections, ultrasonics inspections, as well as penetrant testing and will be overseen by Renaud Chastel, NDT manager for Vallair. Renaud recently joined Vallair to head up the program and has accrued more than ten years' NDT experience in companies all around the world including ATR, Airbus, and most recently G2 Metric.

Franco-Luxembourgish aviation company Vallair has augmented its MRO capability with the introduction of in-house NDT (non-destructive testing). The capability will not only be available at Vallair's specialist MRO facility in Montpellier and the Aerostructure repair shop in Châteauroux, both in France, but also away from these locations worldwide, with both Form 1 and 8130 release available. NDT techniques are necessary to determine whether an aircraft is airworthy. It is a broad category of inspection techniques, and is an important tool in aircraft maintenance, repair, and overhaul (MRO). NDT includes the inspection of an airframe structure and engine for surface and sub-surface cracks, impact damage, corrosion, and other irregularities. These inspections must be done without having to dismantle components therefore minimizing downtime. Vallair's NDT

in the commercial spare parts business are unchanged, with the company forecasting a rise in the low to mid-single-digit percentage range. Revenue from commercial maintenance should increase by between 15% and 20% in 2021; previously, MTU assumed growth of between 15% and 25%. The adjusted EBIT margin is expected to be between 10% and 10.5% in 2021; the previous guidance was between 9.5% and 10.5%. Adjusted net income is likely to develop in line with the operating profit. (€1.00 = US\$1.18 at time of publication.)

VSE Corporation acquires Global Parts Group

VSE Corporation, a leading provider of aftermarket distribution and maintenance, repair, and overhaul (MRO) services for land, sea, and air transportation assets for government and commercial markets, has acquired privately held Global Parts Group (Global Parts) in an all-cash transaction valued at approximately US\$38 million, subject to customary working capital

adjustments. Global Parts is a fully integrated aftermarket distribution and MRO services provider supporting the global business and general aviation (B&GA) market. Global Parts' distribution business focuses on supporting airframe components, while its repair capabilities extend to hydraulics and pneumatics. Global Parts' experienced workforce operates from its distribution and MRO center of excellence in Augusta (Wichita), Kansas.

Boeing posts profit for first time in nearly two years – anticipated staffing cuts on hold

Boeing Co's shares rose 5% on the news that the American planemaker posted its first quarterly profit in approaching two years. The company had been severely hit by two major crises, the COVID-19 pandemic, and the grounding of its 737 MAX jet. As a consequence, previous plans to trim down the company's workforce by 10,000 by the end of 2021 has been put on hold. With the 737 MAX taking to the skies once

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again, Boeing has still to overcome the costly hurdle of China's failure to approve the latest solutions to identified safety problems. China had become a major purchaser for the 737 MAX, accounting for approximately 25% of the jet's sales. With stronger regulatory scrutiny of the delayed 777x mini-jumbo and ongoing safety problems with the 787 Dreamliner. Boeing currently plans to reduce production of the 787 to fewer than five jets per month. Meanwhile, production rates for the 737 program have increased to 13 units per month, while 31 units per month has been targeted for the beginning of 2022, having delivered 130 units since the MAX was cleared to fly again. Boeing's core operating profit was US\$755 million for the second quarter as opposed to a loss of US\$3.32 billion for the same quarter in 2020. Revenue rose 44% to approximately US\$17 billion. Boeing's commercial airplanes division reported a quarterly loss of US\$472 million, while its defense business generated revenue of US\$958 million and its services division US\$531 million. (€1.00 = US\$1.18 at time of publication.)

Air Canada reports second-quarter net loss of CA\$1.165 billion

Air Canada has released its operational results for the second quarter of 2021. The carrier recorded a net loss of CA\$1.165 billion in the second quarter of 2021 compared to a net loss of CA\$1.752 billion for the same quarter in 2020. In the second quarter of 2021, on a year-over-year capacity increase of 78%, operating expenses of CA\$1.970 billion decreased CA\$112 million or five% compared to the same quarter in 2020. Net cash flows for operating activities of CA\$1.377 billion deteriorated by CA\$126 million from the same quarter in 2020 resulting from a decrease in cash from working capital, mainly attributable to ticket refunds of CA\$997 million, which was partially offset by an improvement in advance ticket sales. Net cash burn of CA\$745 million, or approximately CA\$8 million per day was an improvement on management's expectation of CA\$13-CA\$15 million per day. EBITDA in the second quarter was better than expected as a result of continued very strong cost control and rapid adjustments of capacity to market demand. The EBITDA variance accounted for CA\$2 million per day of the favorable variance in net cash burn. Working capital contributed CA\$2 million daily to the favorable variance and resulted predominantly from stronger advance ticket sales than forecast and to the ongoing strong management of trade receivables and other working capital items. Capital expenditures were also lower than forecast in the quarter, partly due to the strengthening Canadian dollar.

MILITARY AND DEFENCE

U.K.'s MOD awards £250 million contract for Tempest FCAS program



The Ministry of Defence has awarded a £250m contract to progress the design and development of Tempest *Photo: Rolls-Royce*

The U.K.'s Ministry of Defence (MOD) has awarded a £250 million (US\$350 million) for the Tempest program which will deliver the military, industrial and economic requirements of Britain's Future Air Combat System (FCAS), marking the official start of the program's concept and assessment phase. The concept and assessment phase contract will see the partners develop a range of digital concepts, embedding new tools and techniques to design, evaluate and

shape the final design and capability requirements of Tempest. The program is being delivered by Team Tempest – combining the expertise of the U.K. MOD, BAE Systems, Leonardo U.K., MBDA U.K. and Rolls-Royce. Working with international partners, the team is leading progress towards a U.K.-led internationally collaborative FCAS which will ensure the Royal Air Force and its allies retain world-leading, independent military capability. Commenting on the award, Ben Wallace, U.K. Secretary of State for Defence, said: "Today's news is a momentous step towards designing and building a new combat air system which will boost our already world-leading industry and ultimately keep us safe for the rest of the century. The contract I've announced today spearheads a £2bn (US\$2.8bn) investment over four years and will see thousands of jobs sustained right across the U.K. We will now be getting to work with our partners to get the concept right and get this incredibly exciting and ambitious project off the ground. Make no mistake: we are remaining at the top table when it comes to combat air." Tempest will pioneer cutting-edge technologies, including those assisted by Artificial Intelligence (AI), machine learning, and autonomous systems to meet the capability requirements of future conflicts and be operational in the mid-2030s.

Sikorsky receives Brazilian Air Force Black Hawk Helicopter sustainment contract

Sikorsky, a Lockheed Martin company, has received a four-year contract from the Brazilian Air Force to provide logistics support for the service's 16 UH-60L Black Hawk helicopters. The contract will improve fleet sustainment resulting from local storage of commonly required spare parts, assistance from a regional Sikorsky field service technician, and direct technical support from Sikorsky Engineering.



Sikorsky will provide logistics support for the Brazilian Air Force's UH-60L Black Hawk helicopters *Photo: BSF*

"We thank the Brazilian Air Force for selecting Sikorsky to provide the highest level of logistics support for its Black Hawk helicopter fleet," said Felipe Benvegna, director of Sikorsky sustainment business development. "Local storage of spare parts will eliminate long lead times for material that would keep an aircraft on the ground. Close collaboration with Sikorsky engineers, whether virtual or in person, also will help the Air Force maintainers improve the readiness rates of these utility aircraft for important missions, such as search and rescue." The Brazilian Air Force acquired its 16 Black Hawk aircraft via Foreign Military Sales between 2006 and 2013. The Air Force contract is modeled after a multi-year logistics support agreement between Sikorsky and the Brazilian Army. In 2019, after previous agreements with the Army, the flight availability rate of the four Army S-70A (UH-60L equivalent) Black Hawk aircraft reached a 100% readiness.

OTHER NEWS

United Aviate Academy has selected **Boeing** to provide a comprehensive suite of training tools, materials, and digital solutions to develop and provide early career training to **United Airlines'** next generation of pilots. The companies commemorated the five-year training agreement with a ceremonial signing event at EAA AirVenture. The comprehensive training package of courseware and multimedia materials spans Boeing's portfolio of service offerings, including its Jeppesen and ForeFlight solutions, and provides United Aviate Academy with the tools to help cadets master key concepts and information needed to confidently and safely pilot aircraft. "We are pleased to extend our long-term partnership with Boeing to help train the next generation of United pilots," said Bryan Quigley, United's senior vice president of flight operations. "Boeing's unique suite of tools and materials will help provide effective training for Aviate pilots who are working to meet future air travel demands and uphold United's high standards of safety and excellence."



United Aviate, Boeing ceremonial signing event at EAA AirVenture

Photo: Boeing



Clark International Airport (CRK)

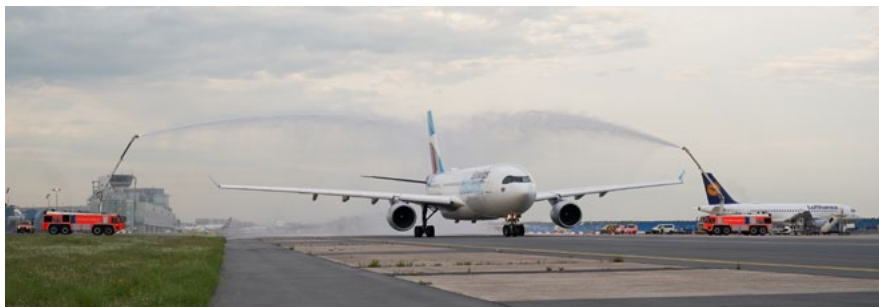
Photo: Collins Aerospace

Clark International Airport (CRK) in Pampanga, Philippines, has selected a suite of **Collins Aerospace** ARINC airport solutions to help provide a seamless passenger experience for the increased number of travelers expected to pass through the airport following its 2021 expansion. CRK selected a suite of ARINC passenger processing and airport operation solutions to move passenger flow through its new Terminal Two while helping to keep airport data optimized and secure. "Clark International Airport was looking for a vendor to support the airport's expansion plans with three key areas of consideration — timeline for delivery, technical capabilities, and a dedicated and experienced local support team," said Kit Su Lee, Asia-Pacific Regional Head of Operations for Collins Aerospace's Information Management Services business. "We were able to build a custom package for the airport that not only meets those criteria but will also create a more enjoyable travel experience for customers and improve CRK's capacity and efficiency."

The **International Air Transport Association (IATA)** released data for global air cargo markets for June showing a 9.9% improvement on pre-COVID-19 performance (June 2019). This pushed first half-year air cargo growth to 8%, its strongest first half performance since 2017 (when the industry posted 10.2% year-on-year growth). Global demand for June 2021, measured in cargo ton-kilometers (CTKs), was up 9.9% compared to June 2019. Regional variations in performance are significant. **North American carriers** contributed 5.9 percentage points (ppts) to the 9.9% growth rate in June. **Middle East carriers** contributed 2.1 ppts, **European airlines** 1.6 ppts, **African airlines** 0.5 ppts and **Asia-Pacific carriers** 0.3 ppts. **Latin American carriers** did not support the growth, shaving 0.5 ppts off the total. Overall capacity, measured in available cargo ton-kilometers (ACTKs), remained constrained at 10.8% below pre-COVID-19 levels (June 2019) due to the ongoing grounding of passenger aircraft. Belly capacity was down 38.9% on June 2019 levels, partially offset by a 29.7% increase in dedicated freighter capacity. Underlying economic conditions and favorable supply chain dynamics remain highly supportive for air cargo: The U.S. inventory-to-sales ratio is at a record low. This means that businesses have to quickly refill their stocks, and typically use air cargo to do so. The Purchasing Managers Indices (PMIs) — leading indicators of air cargo demand — show that business confidence, manufacturing output, and new export orders are growing at a rapid pace in most economies. Concerns of a significant consumer shift from goods to services have not materialized. The cost-competitiveness and reliability of air cargo relative to that of container shipping has improved. The average price of air cargo relative to shipping has reduced considerably and scheduling reliability of ocean carriers has dropped. In May it was around 40% compared to 70-80% prior to the crisis. (As comparisons between 2021 and 2020 monthly results are distorted by the extraordinary impact of COVID-19, unless otherwise noted, all comparisons to follow are to June 2019 which followed a normal demand pattern.)



Photo: IATA



On July 24, Eurowings Discover left Frankfurt Airport, departing on its inaugural flight (4Y134)

Photo: Lufthansa

Lufthansa Group's newest airline **Eurowings Discover** has left Frankfurt Airport on July 24, departing on its inaugural flight (4Y134). Operated by an Airbus 330-200 aircraft, passengers traveled from Frankfurt to Mombasa and, after a stopover of about one hour, continued onward to Zanzibar. The Lufthansa Group's new leisure airline has been granted its Air Operator Certificate (AOC) by the German Federal Aviation Authority on June 16 this year and will be commencing flight operations this summer as planned under the airline's own flight code "4Y". The aircraft has a total of 270 seats, 22 of which are in Business Class (lie-flat seats). Over the next few months, all Eurowings Discover aircraft will gradually become equipped with up to 31 Premium Economy Class seats. In addition to the sunny destinations Mombasa and Zanzibar, Eurowings Discover will be flying to Punta Cana from August 9 and to Windhoek from August 10. On September 30, the airline will start operating from Frankfurt to Las Vegas and from October 1 to the dream island of Mauritius. Bridgetown (November 1), Cancún (November 1), Varadero (November 2) and Montego Bay (November 3) will also be added in the winter flight schedule.



Marijus Ravoitis

• BAA Training has appointed **Marijus Ravoitis** as new CEO of the company, responsible for supervising all its business operations, globally. **Egle Vaitkeviciute** will step down as CEO and progresses her career taking a more advanced role as a strategic advisor for BAA Training. The transition will come into force on August 3, 2021. Ravoitis, who is making an internal move from Chief Sales Officer, will guide the organization in its mission to deliver world-class aviation training to both corporate and individual clients. In his four years of serving BAA Training, the company has acknowledged his dedication to creating an environment of accountability and transparency.

OTHER NEWS

American airlines are having to take contingency measures to mitigate for a shortage of aviation fuel which initially affected only the Western United States, but which has now spread across the country. The problem has been caused by a much faster-than-expected recovery of domestic air travel. This is as a consequence of the continued coronavirus-related problems faced by international travelers. Instead of traveling abroad, Americans are now targeting domestic locations for holidays. As an example, Bozeman Yellowstone International Airport in Montana dealt with 223,000 passengers in June, a record for the airport and a 35% increase compared to the same period in 2019, pre the pandemic. The surge in summer traffic has had the greatest effect on smaller airports, the problem being the result of a combination of factors, including a lack of truck drivers, trucks, and fuel supply. American Airlines, **Delta Air Lines** and **Southwest Airlines** have all experienced fuel issues, but the latter two carriers have managed to avoid any disruption to flights. American Airlines has experienced minimal disruption so far and has not had to cancel any flights. "American Airlines station jet fuel delivery delays initially affected mostly western U.S. cities, but are now being reported at American stations across the country. Delivery delays are expected to continue through mid-August," John Dudley, managing director of flight operations told pilots in a memo. Pilots have been asked to conserve fuel wherever possible and to deploy measures such as taxiing with a

single engine. Beyond problems faced owing to a shortage of fuel, passengers have also had to face long waiting times for customer support, and long queues at airport restaurants, owing to staff shortages. The rapid bounce-back in demand for domestic air travel has caught many carriers and retailers out and they are now scrambling to hire and train new staff.

INDUSTRY PEOPLE



David Paja

• GKN Aerospace has confirmed that **David Paja** will join the business as Chief Executive Officer in August 2021. He joins GKN Aerospace from Aptiv plc, where he was President of the US\$4bn+ Advanced Safety and User Experience business. Paja began his career with Valeo SA, then spent 14 years in senior leadership positions within global engineering leader Honeywell International, before moving to Aptiv plc. He will succeed **Peter Dilnot**, who has been leading GKN Aerospace as Interim CEO since September 2020. Dilnot will resume his ongoing role as Chief Operating Officer, Melrose Industries.



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	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 7899 892493
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 7899 892493
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
A330-243	Willis Lease	Trent 772B-60	1293	2012	Now	Lease	Chris Giles	cgiles@willislease.com	
A330-300 (3x)	ALTAVAIR	Trent 772B-60/19	various	09-11	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
A330-300	BBAM	Trent 772B-60	1562	2014	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A330-300	BBAM	Trent 772B-60	1609	2015	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A330-300	BBAM	CF6-80E1A3	1300	2012	Apr 2022	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
A330-343	Willis Lease	Trent 772B-60	1157	2010	Now	Lease	Chris Giles	cgiles@willislease.com	
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	BBAM	GE90-115B	37898	2012	Apr 2022	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 7899 892493
B777-300ER	ALTAVAIR	GE90-115B	39686	2013	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
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
AE3007 Engines	Sale / Lease	Company	Contact	Email	Phone
(3) AE3007A1P	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 786-623-3936
CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
CF34-8E5	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
CF34-10E	Now - Lease				
CF34-8C	Now - Lease				
CF34-3B1	Now - Sale				
CF34-3A	Now - Sale / Lease				
(2) CF34-8C5B1	Now - Sale / Lease	Regional One	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.				
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF6-80C2B7F	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
(1) CF6-80E1A3	Now - Sale / Lease				
(1) CF6-80E1A4B	Now - Sale / Lease				
(2) CF6-80E1A4B	Now - Sale/Lease/Exch.	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
(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	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(2) CFM56-5A	Now - Sale	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5B4/P (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaaviation.com	+1 786 785 0787
(1) CFM56-5B5/P	Now - Lease				
(1) CFM56-5B6/P	Now - Lease				
(1) CFM56-5B1/3	Now - Lease				
(1) CFM56-5B1/P	Now - Lease				
(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	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(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	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) CFM56-7B22/3	Now - Sale				
(1) CFM56-5B4/P	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
(1) CFM56-5B3/P	Now - Sale/Lease/Exch.	Magellan Aviation Group	Anthony Spaulding	anthony.spaulding@magellangroup.net	+1 980-423-0715
(2) CFM56-5B6/P	Now - Sale/Lease/Exch.				
(1) CFM56-7B27	Now - Sale/Lease/Exch.				
GE90 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) GE90-94B	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) GE90-115BL (Propulsor)	Now - Lease				
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(2) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) LEAP-1A33	Now - Lease				
(1) LEAP-1A32	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) LEAP-1A26	Now - Lease				
PW 4000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW4062-3	Now - 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) GTC331-500B Trent 892B-17 Modules	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
(2) GTC331-200ER, (2) GTC331-9A, (1) GTC331-9B (1) A321 Enhanced Landing Gear 2020 OH	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) GTC331-9A	Now - Sale / Lease	Magellan Aviation Group	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTC331-9B, (1) GTC331-500B	Now - Sale / Lease				
(1) GTC331-9B	Now - Sale/Lease/Exch.	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
A320 Landing gear shipsets	Now - Sale	GA Telesis	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
(2) GTC331-350, (5) GTC331-9A (1) APS3200, (2) GTC331-9B	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(1) APS2300, (1) GTC331-200ER, (1) APS1000-C12	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
GTC331-9A (2), GTC331-9B(2) GTC331-200, GTC331-250 APS500C14(3), APS1000C12(2), APS2000 APS2300, APS3200(2), APS5000(2) PW901A(4), PW901C(2) TSCP700-4E	Now - Lease Now - Lease Now - Lease Now - Lease Now - Sale / Lease Now - Sale	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(5) GTC331-9A, (1) GTC331-200 (2) GTC331-350, (2) GTC331-500, (1) APS3200B, (1) APS3200C Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(1) APU GTC131-9A	Now - Sale / Lease	Willis Lease	Stephen Toutt	stands@gatelesis.com	+1-954-676-3111
Engine stands now available	Now - Lease		Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368