

# Weekly Aviation Headline News

## WORLD NEWS

### Qatar Airways to launch services to Almaty in Kazakhstan

Qatar Airways announced that it will launch scheduled passenger services to Almaty, Kazakhstan starting from 19 November 2021. The new service will be operated by an Airbus A320 aircraft, featuring 12 seats in Business Class and 132 seats in Economy Class. This service will enable passengers flying to and from Almaty and connect to over 140 destinations, via Hamad International Airport in Doha.

### flydubai resumes operations to Prague and Zagreb

flydubai, the Dubai-based airline, has announced that it has resumed its operations to Prague and Zagreb. The carrier will operate up to five weekly flights from Dubai International (DXB) to Prague International Airport (PRG) and twice weekly flights to Franjo Tudman Airport Zagreb (ZAG). flydubai will increase the frequency of its operations to ZAG to four weekly flights from December this year. Emirates will codeshare on these routes offering travellers more seamless connections through DXB.

### South African Airways returns to service

Following a year long hiatus, South African Airways resumed operation on September 23rd. The carrier's first scheduled service took off from Johannesburg to Cape Town and is one of three return flights per day between the two cities. Flights are also set to start to five African capitals - Accra, Kinshasa, Harare, Lusaka, and Maputo. SAA's Interim CEO Thomas Kgokolo paid tribute to the airline's staff and the South African public.



The digital health pass will be available to passengers across the Emirates network.

Photo: Emirates

## Emirates rolls out IATA Travel Pass on six continents

And first to offer the digital pass across all its routes

Emirates said it is the first airline to implement the International Air Transport Association's IATA Travel Pass solution on six continents as it rolls out this digital health pass to customers at all its destinations.

Following successful trials in April on select routes from its Dubai hub, Emirates gradually expanded the IATA Travel Pass pilot on twelve routes in June and the airline has now signed a contract with IATA to implement the solution across its global network. Currently available to Emirates' operations

from 50 cities, the roll-out across all 120+ Emirates' destinations is expected to be completed by October.

Adel Al Redha, Emirates' Chief Operating Officer said:

**“Emirates continues to invest in technology and solutions, like IATA Travel Pass, so that we can deliver smooth journeys and contactless experiences.”**

*Adel Al Redha, Emirates' Chief Operating Officer*

“Emirates continues to invest in technology and solutions, like IATA Travel Pass, so that we can deliver smooth journeys and contactless experiences for

our customers while enabling our airport teams to handle document checks efficiently and in compliance with regulatory requirements.” He added: “We are pleased to partner with IATA

on the IATA Travel Pass solution from early pilot trials to full implementation and we will continue to work closely with IATA on enhancements to facilitate even more secure and smoother journeys for travellers.”

Nick Careen, IATA Senior Vice President Operations,

*Continued on page 3*



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...continued from page 1

Safety and Security said: “Emirates’ implementation of IATA Travel Pass across its global network cements its role as a key tool in managing the complex myriad of health credentials required for travel. By providing passengers with a one-stop-

shop to demystify, manage and process these credentials through a secure automated process, they can arrive at the airport ready-to-fly using automated processes. This will avoid queuing and congestion for document checks - to the

benefit of travellers, airlines, airports and governments.”  
Travellers today can access over 1,500 COVID-19 test labs via the IATA Travel Pass app, and this number continues to grow.

**AIRCRAFT & ENGINE NEWS**

**Boeing projects demand for more than 8,700 new airplanes in Europe’s aviation market through 2040**

Boeing has forecast steady growth and greater sustainability for Europe’s commercial aviation fleet over the next 20 years, as the vast majority of the existing fleet is replaced with more fuel-efficient models. Enabled by low-cost carriers and a rapidly expanding leisure travel market, European carriers will need 8,705 new airplanes valued at US\$1.46 trillion/€1.25 trillion/£1.1 trillion through 2040, according to the 2021 Commercial Market Outlook (CMO), Boeing’s long-term forecast of demand for commercial airplanes and services. Global and regional air travel markets are recovering largely as Boeing projected last year. Demand for air travel within Europe is leading the recovery as health and travel restrictions ease, followed by long-haul travel’s return to pre-pandemic levels by 2023 to 2024. Reducing aviation’s carbon footprint remains a top priority for Boeing and for carriers in the European market. For short-haul routes, European airlines are expected to further invest in new, higher-capacity single-aisle models that reduce fuel use and emissions. For long-haul fleets, airlines are projected to leverage new-generation wide-bodies, such as the 787 and 777X, that significantly improve efficiency. By 2040, 90% of Europe’s current fleet will be replaced with more fuel-efficient models, outpacing the global replacement share of 80%, according to the CMO. “While Europe was significantly impacted during the pandemic, coordinated policies within the region have unlocked significant pent-up demand for air travel, resulting in an accelerating recovery,” said Darren Hulst, Boeing Vice President, Commercial Marketing. “Single-aisle airplanes will initially be the main driver in expanding capacity to meet demand in the region. In the long-haul segment, we see tremendous opportunity for carriers to replace older, less-efficient aircraft with more versatile twin-engine models that reduce fuel use, CO2 emissions, and noise.”

**Aventure Aviation acquires Boeing 737NG airframe**



Copa Airlines Boeing 737NG, MSN 30459, awaiting teardown in Roswell, New Mexico Photo: Aventure Aviation

Aventure Aviation has acquired a Boeing 737NG airframe, MSN 30459, retired after flying with Copa Airlines since its delivery. The teardown will begin shortly in Roswell, New Mexico. Parts will be relocated to Aventure’s Atlanta warehouse, making it the company’s fourth 737NG acquired in 2021. The aircraft had been inducted in a storage program a few months ago and remains in excellent condition. It includes a landing gear set last overhauled in 2019, and also a 131-9B APU with less than 30 cycles since a major overhaul by the original manufacturer. Aventure is considering the acquisition of several other Airbus, Boeing, Embraer, and Bombardier aircraft, focusing on end-of-life aircraft for dismantling and conversion purposes.

**Eve and Bristow enter partnership to develop UAM capabilities with order of up to 100 eVTOLs**

Eve Urban Air Mobility (EVE) an Embraer company, and Bristow Group, a global leader in vertical flight solutions, have signed a Memorandum of Understanding to work together to develop an Air Operator’s Certificate (AOC) for Eve’s electric vertical takeoff and landing (eVTOL) aircraft. The partnership will develop an Urban Air Mobility (UAM) operating model using Bristow’s experience in safely transporting passengers and cargo worldwide. In addition, Bristow has placed an order for up to 100 eVTOLs with deliveries expected to start

in 2026. Using each other’s respective strengths, Bristow will lend its 70 plus years of transport expertise in global operations to Eve’s unique value proposition to offer a comprehensive suite of UAM products and services for various regions and missions. The UAM operating environment will focus on areas such as vehicle design, vertiport design, regulatory development for the operating environment, eVTOL certification and autonomous operation. The companies plan to develop services-based capabilities to support and optimize the performance and utilization of eVTOLs in operation and integrate with both existing and next-generation air traffic management systems.

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**AIRCRAFT & ENGINE NEWS**

**Embraer’s Eve and Helipass partner to expand UAM operations in France and Europe**

Eve Urban Air Mobility Solutions (Eve) and Helipass, SAS, have announced a new collaboration to accelerate and deploy electrical vertical take-off and landing (eVTOL) aircraft, also known in the market as EVA (Electrical Vertical Aircraft), across France and Europe. The partnership aims to fly Eve’s electric aircraft for a total of 50,000 flight hours per year. This could lead to an optional increase of 100,000 annual flight hours across Helipass’ network. Helipass plans to open digital bookings on its platform to offer an innovative and seamless user experience to customers throughout its network. To support the expansion of this partnership, Eve will work with Helipass to develop training, on-site support, and technical publications to facilitate the launch of EVA commercial operations. Following the commercial introduction of the EVA, which is planned for 2026, both companies will endeavor to launch Eve’s EVA aircraft across Helipass’ markets. These flights will include sightseeing, city, and airport transfers, as well as a growing on-demand service.



Photo: Embraer EVE

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**AIRCRAFT & ENGINE NEWS**

**PLAY to receive four Airbus neo aircraft from GECAS' orderbook**



PLAY will take delivery of four Airbus neo aircraft between 2022 and 2023

Photo: GECAS

GECAS has reached an agreement to provide three A320neo and one A321NX narrow-body aircraft from its skyline to PLAY, the newly operating Icelandic low-cost airline. The aircraft are scheduled to be delivered between autumn 2022 and spring 2023. Based in Reykjavik's Keflavik International Airport and commencing operations in June of this year, PLAY's current fleet of three A321neos connects passengers to ten locations across Europe. As Iceland offers a unique geographic location for transatlantic travel, these new technology narrow body aircraft offer greater capability to make connections within North America as well.

**FAI dedicates Global Express to ultra-long-range air ambulance operations**

FAI rent-a-jet GmbH (FAI), Germany's Special Mission Operator, has configured one of its seven Global Express aircraft (D-AFAM) as a dedicated air ambulance. The move follows increasing demand from the market for ultra-long-range air ambulance missions. FAI has completed ten ultra-long-range air ambulance missions over the past two months alone. The company is focused on building up its air ambulance capabilities in long- and ultra-long-range missions with a view to strengthening its position as a world leader in the field. Previously, FAI converted the interior of the Global Express and configured it for air ambulance missions on a case-by-case basis. In medevac use, the aircraft features up to three Spectrum Aeromed ICUs. The Global's non-stop range of 6000 nm enables transport of up to three intensive care patients in addition to FAI's specially trained medical teams and co-travelers from the west coast of the U.S. to Europe, the U.S. east coast to the Middle East or from Europe to the Far East.



FAI's Global Express dedicated air ambulance interior

Photo: FAI

**Atlas Air Worldwide and FedEx sign new ACMI contract**



Photo: Atlas Air

Atlas Air has entered into a long-term agreement with FedEx to provide two Boeing 747-400 freighter aircraft on a full-time aircraft, crew, maintenance, and insurance (ACMI) basis. This new agreement is in addition to the company's existing multi-year peak season contract that provides FedEx with a minimum of five aircraft during the fourth quarter. Both 747-400 freighters have entered service and are flying on behalf of FedEx to support its growing express and e-commerce network. "We are pleased to grow our long-term relationship with FedEx. This agreement reflects the continued strong demand for airfreight capacity, particularly in the express and e-commerce markets," said John W. Dietrich, President and Chief Executive Officer, Atlas Air Worldwide. "Atlas is a leader in supporting express networks, with a focus on operating the most modern, fuel-efficient aircraft to deliver high levels of on-time performance for our customers."

**AIRCRAFT & ENGINE NEWS**

**Airbus reveals next generation of CityAirbus**



CityAirbus NextGen

Photo: Airbus Helicopters

Airbus has announced plans for a new CityAirbus at the company’s first Airbus Summit on “Pioneering Sustainable Aerospace” as the emerging Urban Air Mobility (UAM) market begins to firm up. Ushering in the next generation of CityAirbus, the fully electric vehicle is equipped with fixed wings, a V-shaped tail, and eight electrically powered propellers as part of its uniquely designed distributed propulsion system. It is designed to carry up to four passengers in a zero-emissions flight in multiple applications. CityAirbus is being developed to fly with an 80 km range and to reach a cruise speed of 120 km/h, making it perfectly suited for operations in major cities for a variety of missions. Sound levels are a key factor for an urban mission; Airbus’ extensive expertise in noise-friendly designs is driving CityAirbus’ sound levels below 65 dB(A) during fly-over and below 70 dB(A) during landing. It is optimized for hover and cruise efficiency, while not requiring moving surfaces or tilting parts during transition. The CityAirbus NextGen meets the highest certification standards (EASA SC-VTOL Enhanced Category). Designed with simplicity in mind, CityAirbus NextGen will offer best-in-class economic performance in operations and support. Airbus is benefitting from years of dedicated research, innovation, two electric Vertical Takeoff and Landing (eVTOL) demonstrators, and development on sound technology across its portfolio of products, as well as decades of experience in certifying aircraft. The Vahana and CityAirbus demonstrators have jointly conducted 242 flight and ground tests and have flown around 1,000 km in total. Furthermore, Airbus has used extensive subscale flight testing and wind tunnel campaigns and has leveraged its computing and modelling power. CityAirbus NextGen is in a detailed design phase right now and the prototype’s first flight is planned for 2023.

**Bamboo Airways signs agreement for GENx engines**



Bamboo Airways

Photo: AirTeamImages

Bamboo Airways has signed a Memorandum of Understanding (MOU) with GE Aviation to purchase GENx engines for its Boeing 787-9 aircraft order of ten firm and 20 options valued at close to US\$2 billion at list price. The MOU agreement is the largest deal in this signing series for Bamboo Airways. According to the agreement, GENx engines to be delivered in 2022 will power the wide-body Boeing 787-9 Dreamliner fleet of Bamboo Airways. This fleet will operate on nonstop routes between Vietnam and the U.S. The Boeing 787-9 is currently one of the few modern wide-body aircraft capable of fulfilling the requirements of long-distance international routes like this 13-hour flight between the two countries. The GENx is a high-thrust jet engine developed for the Boeing 787 Dreamliner and 747-8 aircraft. It has the advantage of low fuel consumption and reduced CO2 emissions by up to 15% compared to the GE CF6 engine. Representing a giant leap forward

in propulsion technology, GENx uses lightweight, durable materials and advanced design processes to reduce weight, improve performance, and lower maintenance, making it the best engine choice for many long-haul flights.

**AIRCRAFT & ENGINE NEWS**

**Airbus extra-performing wing contributes to decarbonization roadmap**



CESSNA Citation VII with artist rendering of extra-performing wings

Photo: Airbus

Airbus has launched a new project for an extra-performing wing demonstrator which will focus on accelerating and validating technologies in order to improve the wing performance of any aircraft produced in the future. According to Airbus, “This scaled demonstrator will integrate and fly breakthrough wing technologies on a Cessna Citation VII business jet platform in representative flight conditions.” The intention is for the new extra-performing wing to be compatible with any aircraft configuration and propulsion solution and will help to reduce CO2 emissions. Airbus describes the concept behind the extra-performing wing as a solution similar to how an eagle adjusts its wings and feathers when soaring and this demonstrator will be geared towards flight efficiency. Various technology bricks will be investigated to enable the active

control of the wing, including gust sensors, pop-up spoilers or plates that are rapidly deflected perpendicular to airflow, multifunctional trailing edges that dynamically change wing surface in flight and a semi-aeroelastic hinge. “Airbus’ extra-performing wing demonstrator is another example of Airbus’ novel technology-oriented solutions to decarbonize the aviation sector,” says Sabine Klauke, Airbus Chief Technical Officer. “Airbus is continuously investigating parallel and complementary solutions such as infrastructure, flight operations and aircraft structure. With this demonstrator, we will make significant strides in active control technology through research and applied testing of various technologies inspired by biomimicry.” The demonstrator is hosted within Airbus UpNext, a wholly owned Airbus subsidiary.

**GOL, Grupo Comporte, and Avolon partner for 250 eVTOL purchase**

Gol, Brazil’s largest airline and Grupo Comporte, the country’s leading transport operator, have teamed up with Avolon, the aircraft leasing and lease management specialist, to create an electric vertical and take-off and landing (eVTOL) vehicle ride-sharing platform in Brazil. The three companies will jointly collaborate to identify and target local partners, infrastructure, and certification requirements across a range of commercial models, launching one of the world’s first eVTOL ride sharing businesses. As part of the joint venture, GOL and Grupo Comporte have agreed to either lease or purchase 250 VA-X4 eVTOL aircraft from Avolon. Manufactured by Vertical Aerospace, the VA-X4 is a zero-emission aircraft which can carry four passengers over a distance of up to 100 miles travelling at 200 miles per hour. With this announcement, Avolon now has commitments for the acquisition of over 50% of the 500 VA-X4s it ordered from Vertical Aerospace back in June. Dómhnaí Slattery, Avolon CEO, commented:



Photo: Avolon

“Today’s announcement represents a significant step in building an eVTOL ride sharing platform that will reshape the commercial aviation market in Brazil. The opportunities to deploy the VA-X4 are enormous. Gol and Grupo Comporte both bring broad and diverse networks, along with proven track records in scaling multiple businesses, making them the ideal strategic partners for Avolon. Their unparalleled market access, coupled with our deep knowledge and relationships in the Brazilian aviation market, leaves us strongly positioned to capitalise on the expected demand for VA-X4 zero-emissions, ultra-short-haul transport. Stephen Fitzpatrick, Vertical CEO commented: “The VA-X4 is ideal for a city like Sao Paulo with a population of over 22 million people. Our eVTOLs will transform how we travel around high population density cities that are clogged with traffic by taking to the skies with zero emissions aircraft. We look forward to working with our existing partners Avolon and our newest partners Gol and Grupo Comporte, on bringing this revolution in air travel to Brazil.”

**MRO & PRODUCTION NEWS**

**AAR awarded US\$41 million contract by National Nuclear Security Administration to provide reconfigured transport aircraft**

AAR, a provider of aviation services to commercial and government operators, MROs and OEMs, has been awarded a firm, fixed-price contract by the Department of Energy’s (DOE) National Nuclear Security Administration (NNSA) for the conversion and delivery of a B737-700 aircraft modified into a “FlexCombi” configuration. With this acquisition, the NNSA will increase its fleet size to support mission critical activities to maintain the safety, security, and effectiveness of the United States’ nuclear deterrent capacity. The FlexCombi configuration gives the NNSA the ability to quickly configure the aircraft between passenger and/or cargo modes, serving ever-evolving mission requirements. Work will commence immediately and be completed within twelve months.

**GA Telesis Engine Services receives India DGCA certification to overhaul CFM56-5B/-7B engines**

GA Telesis Engine Services (GATES) has received certification from the Directorate General of Civil Aviation (DGCA) in India to overhaul CFM56-5B/-7B engines. DGCA India approval is a significant milestone for GATES and opens access to a strategic growth market for CFM56-5B/-7B engine overhauls in South Asia. In addition, this allows GATES to consolidate and further expand its growing customer base in India. GATES has also been granted certification by the FAA (United States), EASA (European Union), TCCA (Canada), CAAC (China), GACA (Saudi Arabia), DGAC (Mexico), ANAC (Argentina), DGAC (Indonesia), and ECAA (Egypt).

**AAR extends relationship with Volotea for A320 family PBH component support**

AAR has extended its power-by-the-hour (PBH) component support contract with Volotea. The partnership started in 2016 with four A319 aircraft and the fleet has grown now to nearly 40 aircraft. The agreement includes the positioning of main base kits at Volotea’s operating bases throughout Europe, access to AAR’s component pool inventory from logistic centers in Europe, and the management of the component repair cycle. “Following a selection process that prioritized value and reliability, we are excited to confirm AAR as the provider for component services for our fleet of A320-family aircraft. We look forward to having AAR in support of the next phase of our growth,” said Isidre Porqueras, Volotea COO.

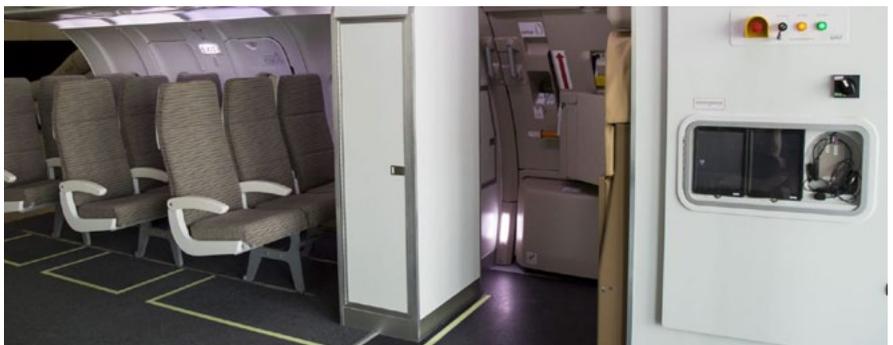
**Embraer inks services agreement with Australia-based Alliance Airlines**



*Photo: Embraer will support Alliance Airlines’ fleet of E190 aircraft*

Embraer has signed a multi-year services agreement with Alliance Airlines, which will provide materials support for the carrier’s fleet of E190s. Through Embraer’s Services & Support portfolio of solutions, the agreement covers more than 300 repairable components and includes both materials and technical administration services supported from Embraer Asia Pacific’s facility in Singapore. Alliance has a committed fleet of 32 E190s with 12 E190s currently in Australia, with the remaining 20 to enter revenue service during the next 12 months.

**Spatial receives door trainer and cabin service trainer order from new customer S7 Airlines**



*Photo: Spatial door trainer*

Spatial, a leading provider of cabin crew simulators, has entered a new partnership with S7 Airlines to manufacture and deliver a cabin service trainer and door trainer for the Airbus A320 family. Once complete, the Cabin Service Trainer (CST) will provide a full cabin mock-up enabling all of S7’s trainees to become fully proficient with the service procedures onboard the A320. Alongside the CST, the door trainer will provide training on the A321 family Type C mid-cabin exit and semi-automatic over-wing exit. This will then enable crew to be proficient in the handling of both the legacy and next-generation A321 mid-cabin exits.

**MRO & PRODUCTION NEWS**

**Wencor and PMA Aeroparts announce exclusive global distribution agreement and strategic partnership**

PMA Aeroparts has selected Wencor as its exclusive global distribution partner for its Part Manufacturer Approval (PMA) product line, approved by the FAA under AP part number references, effective immediately. The global agreement includes filtration, sensors, switches, controls and hardware products, which will boost Wencor’s material solution offerings. Mark Hansson, President & CEO of PMA Aeroparts, noted: “Partnering with Wencor makes perfect sense given Wencor’s proven track record of PMA development and acceptance and Wencor’s close relationships with the world’s leading airlines and MROs”.

**EirTrade undertakes sale of Stobart Air inventories on behalf of Deloitte Ireland**

EirTrade Aviation, the aviation technical asset services and trading company, has been appointed as an agent to act on behalf of joint liquidators Ken Fennell and Mark Degnan of Deloitte Ireland to broker the sale of Stobart Air inventories following the collapse of the company. “This is a new undertaking for EirTrade and we are delighted to have been given this opportunity by the Liquidators to assist with the disposal of the Stobart Air inventories,” comments Lee Carey, VP Asset Management at EirTrade. “It is our intention to package the inventories into several large lots which we will then offer to the market. The inventories comprise ground support equipment, expendables, consumables, and tooling for regional aircraft such as ATR42, ATR72, and Embraer E190 and E195. This opportunity will give us the ability to participate in new markets and further expand our service offering to the market”.

**FINANCIAL NEWS**

**Aeroclass, the online aviation training start-up attracts US\$1.2 million in seed funding**

Aviation e-learning platform Aeroclass has attracted US\$1.2 million in seed funding from AeroCity Tech Ventures, a venture capital investing in aviation technologies. Aeroclass is the world’s first start-up to offer a modern online training platform specifically for aviation professionals. According to the company’s CEO and co-founder, Lukas Rasciauskas, Aeroclass aims to revolutionize the aviation training industry by offering aeronautical professionals

**MRO & PRODUCTION NEWS**

**C&L Aviation Group completes construction of 27,000 ft² warehouse**



*Photo: C&L new warehouse*

C&L Aviation Group has completed the construction of a 27,000 ft² parts warehouse on its Bangor, ME campus, adjacent to the company’s component shop. The company will be utilizing the warehouse to store parts from its current 15 aircraft teardown projects including the nine ERJ 145 aircraft the company purchased from a European-based operator and a recent multi-million-dollar ATR spare parts purchase made by the company. The new building is one of three warehouse locations the company now has in Bangor which, when combined, total over 50,000 ft² of parts storage space. C&L also has warehouses strategically located around the globe in Australia and Europe. The new warehouse is one of five building projects C&L has been working on over the past 18 months. In 2020 the company purchased a local events center near the Bangor airport and converted it into its component shop, where they work on smaller aircraft components. The company is also in the middle of building a new, 12,000 ft² interior shop, a 5,000 ft² add-on to one of its hangars for storage and renovating its corporate aircraft maintenance hangar which includes new floors, walls, customer offices, and a state-of-the-art interior showcase and design center. All these projects are expected to be completed by the end of 2021.

**RECARO Aircraft Seating to outfit Qatar Airways with brand-new class seat**



Qatar Airways has chosen RECARO’s newest economy-class seat, the CL3810  
*Photo: RECARO*

Recaro Aircraft Seating (Recaro) has been tapped to equip Qatar Airways with the brand-new CL3810 economy class seat. Starting at the end of 2022, twenty shipsets of the CL3810 will be installed on the new A321neo fleet. Qatar Airways is one of the first airlines to select the CL3810, which was unveiled in 2020. The customized seat features offer a wider backrest for increased comfort and privacy, as well as a six-way headrest with adjustable neck support feature. The newest addition to the economy class portfolio,

the CL3810 is a combination of innovative ergonomic technology, premium comfort cushions with layered foam, and lightweight smart engineering. The seat’s unique shape has been designed to support the passenger’s points of tension, which reflects the award-winning design of the Recaro Automotive sport seat. Compared to its predecessor, the CL3810 offers an additional inch of living space, a more advanced articulated seat pan, and a wider backrest to enhance row-to-row privacy.

**FINANCIAL NEWS**

high-quality training on a convenient, ‘any time, any place’ platform. “The global pandemic has highlighted a long-standing problem with aviation training. The previously rigid sector was for the longest time in need of someone to come and shake the market from the ground up. That’s why we are here.” Tech start-up Aeroclass is the first to introduce a virtual learning platform focused on the aviation industry, designed for professionals to acquire and deepen their knowledge in the aviation sector. The Aeroclass head emphasizes that the uniqueness of the start-up lies in the focus on the peculiarities of the aviation business. “Until now, the main focus in the application of new technologies in aviation training has been on pilot and crew training. We, on the other hand, target the areas of aviation management, law, communication, finance, audit, and crisis management that have received less attention so far. Aeroclass training will help newcomers to the sector and professionals seeking to improve their skills to understand aviation more quickly,” he said. Although Covid-19 has shone a light on online training, the potential of the sector had already been on the industry’s radar. “Even before the pandemic, the value of the e-learning market grew steadily and in 2018 reached as much as US\$100 billion. In 2020, the market doubled to US\$200 billion, and it is expected that by 2027 we will have another doubling of the market value. Therefore, we have decided that now is the best time to develop online learning solutions for the aviation sector. We are pleased that the potential of this business has been noticed by the AeroCity Tech Ventures and we believe that this investment will contribute towards our rapid and successful growth,” said Rasciauskas. According to the head of the AeroCity Tech Ventures, Julius Norkunas, who has been intrinsically involved with innovations and start-ups for many years, this investment in Aeroclass is the venture capital’s contribution to the aeronautical technology revolution. “We see huge potential in the virtual training sector, so we believe this investment will help modernize the aviation tech industry. AeroCity Tech Ventures plans to invest US\$20 million in new and growing companies with valuable technological and modernization ideas for the aviation sector. We believe that with our help, many industry-changing ideas will see the light of day.”

**Investec provides growth finance facility to APOC Aviation for engines and landing gear portfolio**

Utilizing an initial tranche of funds, APOC has secured an on-going finance facility with Investec for multiple lease assets. APOC’s majority shareholder Egeria have worked with Investec

**MRO & PRODUCTION NEWS**

**Pratt & Whitney awarded funding by FAA for US\$50 million effort to further develop sustainable propulsion technologies**



Photo: Pratt & Whitney

Pratt & Whitney and the Federal Aviation Administration (FAA) are investing US\$50 million to develop an ultra-quiet engine fan and advanced combustion technology designed to reduce noise, emissions, and fuel consumption as part of the third phase of the FAA’s Continuous Lower Energy, Emissions and Noise (CLEEN III) initiative. Pratt &

Whitney has been an FAA partner since the program’s inception in 2010. Pratt & Whitney will match the FAA’s US\$25 million funding for the development of technologies that will continue to make jet engines more fuel efficient, leading to lower emissions, and helping make air travel more sustainable. Pratt & Whitney ushered in a new era of commercial propulsion with the introduction of the Geared Turbofan (GTF) engine for single-aisle aircraft in 2016. Since its introduction in 2016, the GTF family of engines has helped 54 operators save more than 500 million gallons of jet fuel and avoid 4.9 million metric tons of CO2 emissions over 9.3 million flight hours. Previous CLEEN awards in 2010 and 2015 supported the development of an ultra-low fan pressure ratio engine coupled with a short inlet, as well as compressor and turbine technologies that build upon the company’s revolutionary geared engine architecture. Pratt & Whitney will use these advancements as a base to drive even higher efficiency and lower greenhouse gas emissions in its GTF engines.

**Mammoth Freighters adds wide-body MRO facility to B777 cargo conversion program initiative**



Photo: Mammoth Freighters

Mammoth Freighters (Mammoth) has announced a strategic investment in a world-class wide-body maintenance and modification facility to support its Boeing 777-200LR and 777-300ER passenger-to-freighter conversion programs. Through its investment, Mammoth is embarking on a long-term partnership with GDC Technics (GDC), a global aerospace company with extensive expertise in engineering and technical services, modifications, electronic systems, R&D, and MRO services. Located at Alliance Airport in Fort Worth, Texas, GDC has a state-of-the-art facility with 840,000 ft² and six wide-body hangar bays for modification and maintenance work on Boeing 777 aircraft.

**FINANCIAL NEWS**

across several of its portfolio businesses and have provided instrumental support throughout. “Investec offered us a facility that would start relatively small, but which could grow over time” says Barry Lemmers, CFO – APOC Aviation. “Currently, it represents a limited part of our outstanding financing, but this is expected to increase over the next months and years. Multiple financiers were interested to provide APOC with financing to grow the engine and landing gear leasing portfolio. Investec stood out because of their flexibility in the structuring and timing of the deployment of the financing. Our priority is to find suitable landing gears and engines that meet our stringent criteria and fit within the expanding lease portfolio. “APOC is able to offer customers flexible short- and long-term leasing solutions, so we need a range of assets to meet these varying needs. The Investec facility will be used selectively as we finance each asset based on condition, credit counterparty and lease terms.” APOC’s reputation as a young dynamic company with a robust track record of financial performance through recent years and its dynamic growth trajectory attracted Investec. APOC is also backed by a strong majority private equity shareholder, Egeria, that is able and willing to provide sustained growth capital.

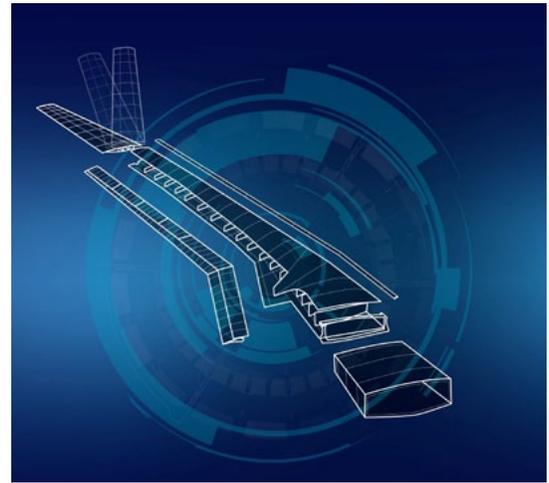
**Airbus joins DAX stock exchange index in Germany**

Airbus SE (stock exchange symbol: AIR) has become a member of the new DAX40 index in Germany, effective September 20, 2021. On 3 September 2021, Deutsche Börse completed the expansion of the DAX from 30 to 40 companies as part of a comprehensive reform process and appointed Airbus, among others, to the German premium index. “We are very pleased to be appointed to the newly formed DAX. We believe that Airbus has found its place in this index due to its economic size and performance. This inclusion allows us to better represent Airbus’ historic industrial significance in Germany and highlight our innovative and diverse portfolio of activities too,” said Guillaume Faury, Airbus Chief Executive Officer. “The inclusion in Germany’s most important stock market index is both a motivation and a responsibility to continue our strong strategic presence in the country. We are proud of our European roots.” With this inclusion in the DAX40, Airbus will no longer be a member of the MDAX, to which it has belonged since the listed European aerospace group was founded in 2000. Airbus shares are traded at three European stock exchanges: in Paris, where Airbus has been a fixed component of the premium CAC40 index since 2000; in Frankfurt and in Spain (Madrid, Barcelona, Bilbao and Valencia).

**MRO & PRODUCTION NEWS**

**GKN Aerospace delivers first fixed trailing edge for Airbus’ “Wing of Tomorrow” program**

GKN Aerospace has delivered the first FTE for Airbus’ “Wing of tomorrow” research program from its global technology center (GTC) in Bristol. This builds upon the successful production earlier this year of the single piece composite wing spar, one of the most challenging wing components produced. Chris Everett, GKN Aerospace Senior Vice President – Airbus Business said “The delivery of the first Wing of Tomorrow program trailing edge into Airbus marks a significant step forward in technology deployment for this type of application. Advances in composite manufacture and automated assembly techniques are



“Wing of Tomorrow”

Photo: GKN Aerospace

set to demonstrate the ability to both produce such items at high rate whilst delivering significant reductions in energy utilization and waste.” The technology deployed sees a move away from traditional, pre-impregnated resin material to dry composite fibers that are injected with resin as part of the initial manufacturing process. This results in significant weight savings, removes one third of the production steps and significantly reduces energy consumption. Advances in the automation of assembly of the FTE equally are set to demonstrate significant benefits in quality, repeatability, and assembly time necessary to meet the requirements of high-rate wing manufacture. GKN Aerospace is using its capability in design and manufacture of composite Wing Spars and assembly of Fixed Trailing Assemblies – as proven on the A330ceo/neo (on assembly technologies), A400M and A350 – to mature the key technologies.

**SIA Engineering Company signs maintenance agreement with Hawaiian Airlines**



Hawaiian Airlines Airbus A330

Photo: AirTeamImages

SIA Engineering Company (SIAEC) has signed an agreement with Hawaiian Airlines to expand airframe maintenance services for its Airbus A330-200 fleet. SIAEC currently has existing airframe maintenance services agreements with Hawaiian Airlines for its A330 aircraft, covering heavy checks and paintings. Under the new agreement, SIAEC will be performing 12-year checks commencing in March 2022. The maintenance services will be undertaken by SIAEC at its facility in Singapore. Hawaiian Airlines is Hawaii’s biggest and longest-serving airline. It currently offers approximately 130 flights within the Hawaiian Islands, and services between Hawaii and 16 U.S. gateway cities as well as Tahiti, American Samoa, Japan, and South Korea.

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**BAA Training**, an EASA standard ATO that operates training centers in Lithuania, Vietnam, Spain and with plans to establish one in France in the nearest future, has signed an MoU with **Kazakhstan's Civil Aviation Academy**. The document sets the grounds for cooperation to transform Kazakhstan's Civil Aviation Academy into an EASA standard ATO issuing EASA type of pilot licenses. To achieve the set objective, the parties intend to jointly create a CPL pilot training program by the end of 2021. Starting from 2022, it will begin to prepare pilots, accessed, and selected while working in tandem and following BAA Training's methodology. Initially, the conduction of training will be split between Lithuania and Kazakhstan. However, within three years, it is planned to have an EASA ATO certificate secured and at least half of the training responsibilities assigned to Kazakhstan's Civil Aviation Academy. The term of five years has been chosen for the formal agreement to allow students starting in three years to finish their studies. Over the five years, more than 200 pilots will be prepared under the joint CPL program. Moreover, BAA Training will deliver training to Kazakhstan's Civil Aviation Academy's employees: instructors, training managers, and other staff. BAA Training has been implementing expansion strategies globally, resulting in new training facilities opening in different European and Asian markets.

**Royal Dutch Shell** (Shell) has announced its ambition to produce around 2 million tons of sustainable aviation fuel (SAF) a year by 2025. It also aims to have at least 10% of its global aviation fuel sales as SAF by 2030. "Currently, sustainable aviation fuel accounts for less than 0.1% of the world's use of aviation fuel. We want to help our customers use more SAF," said Anna Mascolo, President of **Shell Aviation**. "With the right policies, investments and collaboration across the sector we can accelerate aviation's progress towards net zero by 2050. Last week we announced that we have taken a final investment decision for a new biofuels plant at our Rotterdam Energy and Chemicals Park. Shell also offers certified nature-based carbon credits to offset emissions, and we are exploring other ways to help aviation get to net zero, including hydrogen power." The announcement came as Shell published two reports looking at how the aviation sector can accelerate its progress towards decarbonization.

Decarbonizing Aviation: Cleared for Take-off is a joint report by Shell and Deloitte, based on the views of more than 100 aviation industry executives and experts. It says that the current global industry targets are not ambitious enough, and that the aviation sector should aim to achieve net-zero emissions by 2050. The

**FINANCIAL NEWS**

**Direct Maintenance to open new line maintenance stations in Frankfurt and Munich**

Direct Maintenance, a certified line maintenance service provider, part of Magnetic MRO, announced the recent expansion within Germany with scheduled opening of two new line maintenance stations in Frankfurt and Munich airports. Two new stations in Germany are the latest developments since the company has started operating at Cologne-Bonn airport since July 1, 2021. Line maintenance stations will be providing line maintenance services for a variety of narrow- and wide-body aircraft types, including B787, A350, B777, A330 and A320 aircraft. „This year, we have been and are still busy working out our future strategic plans on developing and growing Direct Maintenance in Germany and beyond. We are confident because of the ongoing customer service success our team delivers to our clients, staged re-emerging post-pandemic flights and changes in the German market thus we are proactively expanding within the region. Also, we will continue to support our ongoing investments in our existing stations, extending our capabilities to serve more aircraft types and airlines across a network of stations. Next to Germany, we do have more and other plans across Europe and Africa, too – and we are looking forward to announcing further expansion in the following months,” shared Jacco Klerk, CEO & Managing Director at Direct Maintenance.



Photo: Direct Maintenance

**MILITARY AND DEFENCE**

**Boeing selects Toowoomba, Australia, for first final assembly facility outside North America**



Photo: The Boeing Airpower Teaming System during first flight testing at Woomera Range Complex

Boeing, in partnership with the Queensland Government, has selected Toowoomba as the preferred site for the company's first aircraft assembly facility of its kind outside of North America. Boeing Australia will establish the facility in the Wellcamp Aerospace and Defence Precinct at Wellcamp Airport to produce and assemble the Boeing Airpower Teaming System (also known as Loyal Wingman), the first military combat aircraft designed, developed, and manufactured in Australia in half a century. The aircraft made its first flight in February 2021. The partnership to establish the facility will create new opportunities for Toowoomba, bringing jobs and skill development to the region and the state. "In choosing Wellcamp Airport, Boeing have taken an important step towards delivering their purpose-built final assembly facility. This has the potential to greatly improve our state's advanced manufacturing capability and help shape a workforce of Queenslanders with the skills to build some of the world's most cutting-edge aircraft," said Premier Anastacia Palaszczuk. Wagner Corporation expects that this facility will support approximately 300 jobs during construction and will create highly skilled jobs, furthering Queensland's status as a center for defense industries.

Boeing, in partnership with the Queensland Government, has selected Toowoomba as the preferred site for the company's first aircraft assembly facility of its kind outside of North America. Boeing Australia will establish the facility in the Wellcamp Aerospace and Defence Precinct at Wellcamp Airport to produce and assemble the Boeing Airpower Teaming System (also known as Loyal Wingman), the first military

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report outlines 15 ways to reduce emissions between now and 2030 that will help aviation to reach net zero by 2050.

Shell's companion report *Decarbonizing Aviation: Shell's Flight Path* outlines how Shell, as one of the world's largest suppliers of aviation fuel and lubricants, can help its aviation customers decarbonize. It announces Shell's ambition to produce around 2 million tons of SAF a year by 2025. Currently, Shell supplies SAF made by others. Achieving the new ambition would make Shell a leading global producer of SAF and support the decarbonization of the aviation sector. The SAF production ambition would align with Shell's target of becoming a net-zero emissions energy business by 2050, in step with society. The ambition was announced the week after Shell said it will build a biofuels facility at the Shell Energy and Chemicals Park Rotterdam, the Netherlands, with the ability to produce 820,000 tons of low-carbon fuels a year, including SAF.

**Finnair** and **Turkish Airlines** have signed a codeshare agreement that brings more choice to the airlines' customers. Starting September 29, the Finnair AY code will be added to Turkish Airlines route between Helsinki and Istanbul, and from Istanbul to Athens, Sofia, Thessaloniki, Amman, Sharm El Sheikh, Hurghada, Luxor, Antalya and Gazipasa. Respectively, the Turkish Airlines TK code will be added to the following routes from Finnair's Helsinki hub: Kuopio, Vaasa, Oulu, Rovaniemi, Reykjavik, Tallinn, Tartu, Riga, Vilnius, Antalya and Gazipasa. "We are happy to be able to offer more options to our customers, as travel now starts to recover and our customers are again able to fulfil their travel dreams", says Ole Orvær, Chief Commercial Officer, Finnair. "We also welcome Turkish Airlines' customers to explore the beautiful Nordics through our extensive network of connections from Helsinki."

As the European aviation market continues to recover, **easyJet** will be expanding its network of seasonal bases by adding five more aircraft across bases Malaga, Palma de Mallorca, and Faro from May 2022. The investment will create around 120 direct jobs in Spain where the airline currently employs more than 400 people, all under local contracts along with 30 jobs in the Faro base. As a result, next summer easyJet will have five based aircraft in Malaga where it is the second largest airline, and seven in Palma, bringing the Spanish fleet to 16 aircraft, including four in its base in Barcelona. It will also add an additional aircraft into Portugal at the Faro base. This means the airline will have increased its fleet based in Portugal and Spain by 70% compared to pre-pandemic levels. Adding



Photo: Norse Atlantic Airways

**Norse Atlantic Airways** (Norse) and the **British Airline Pilots Association** (BALPA) have entered into an agreement that will deliver hundreds of jobs in the U.K. Norse plans to commence affordable flights between Europe and North America in 2022, with a fleet of more environmentally friendly Boeing 787 Dreamliner aircraft. BALPA's National Officer Terry Brandon, said: "This is a glimmer of hope for the struggling U.K. aviation industry that is much needed. We are pleased to welcome Norse Atlantic to London and the new jobs they will deliver at this critical time. Our negotiating team has been incredibly impressed with the company's business plan as it will provide sustainable long-term careers for our members on its transatlantic route network. This collective agreement will facilitate a fruitful relationship between BALPA and Norse to ensure that Norse is a great place to work. With some government restrictions now being lifted, we hope the newest member of the BALPA family flourishes, and our new agreement with Norse provides opportunities for hundreds of our members."



South African Airways

Photo: AirTeamImages

It was last September when flag carrying airline **South African Airways** (SAA) ceased operations after it had been under a form of bankruptcy protection since December 2019, and since then all planes had remained grounded. The carrier had been struggling against the dual problems of lack of profitability and the effects of the global COVID-19 pandemic, which had forced it into administration after it ran out of funds. In April this year,

SAA came out of administration but chose not to resume operations until there was sufficient demand for air travel. September 23, saw the first SAA plane take to the skies this year as a slimmed-down carrier began a reduced schedule. A limited number of flights will be operated between its headquarters in Johannesburg and Cape Town, and major African cities including Accra, Kinshasa, Harare, Lusaka and Maputo. The South African government has already made it clear it wishes to sell off a 51% stake in the carrier as public funds are currently stretched and it cannot continue to bail out the struggling carrier. Currently the Tshepo Consortium is in talks with the South African government and is going through the due diligence process, which is nearly complete. According to the South African public enterprises minister Pravin Gordhan, the consortium will comprise pan-African investor group **Harith Global Partners** and aviation group **Global Aviation**, which aims to provide a US\$221.6 million injection. The South African government will retain a 49% stake in the carrier. In a statement issued at the time of the consortium's announcement of its interest in SAA its co-founder and consortium chair Tshepo Mahloele said the Tshepo Consortium had the experience, expertise and capital to transform SAA into a substantial operating business.

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more capacity to the airline’s bases in Málaga and Palma builds on its successful destination bases in Southern Europe. These new based aircraft will allow easyJet to reinforce existing markets, as well as explore new flows in the future that were previously inaccessible for easyJet providing the airline long term growth in these destinations.

As **regional air traffic** in the **West** begins to increase significantly after the ravages of the pandemic on commercial airlines, the EU looks set to instigate tougher rules regarding the use, or lack of use, of existing airport slots. During the worst of the pandemic, ‘use it or lose it’ rules in relation to airport slots held by carriers were relaxed. However, with the EU announcing back in July the intention to force airlines to use a minimum of 50% of their slots or lose them to competing carriers, which will come into effect in six weeks’ time, **Asian carriers**, particularly those in Singapore, Hong Kong and South Korea have expressed concerns as recovery of the industry is slower there, principally because much of the commercial airline traffic is long haul. For example, Asian airlines operated at just 14% of the pre-pandemic 2019 level in the month of July. Many Western carriers are at a great advantage as local and regional airline traffic has bounced back and in Europe International travel is now at 46% of 2019 levels and 48% in the U.S. In the event that Asian carriers are forced to operate at 50% of pre-pandemic levels to retain prized and valuable airport slots in the West, it has been made clear there will be a reciprocal ‘tit-for-tat’ expectation at Asian airports. Ultimately, this could well lead to political fights over important global trade transport links and result in numerous European aircraft flying with empty seats simply to retain airport slots. While there has been a global relaxation of airport slot usage, the EU has chosen to go against industry recommendations for the forthcoming winter season, primarily as a result of lobbying from regional low-cost carriers such as **Ryanair**, as well as privatized European airports who are keen to start generating reasonable returns once again. The **U.S.** however has chosen not to go down the same route and has already announced a more lenient set of rules for the winter with regard to airport slots.

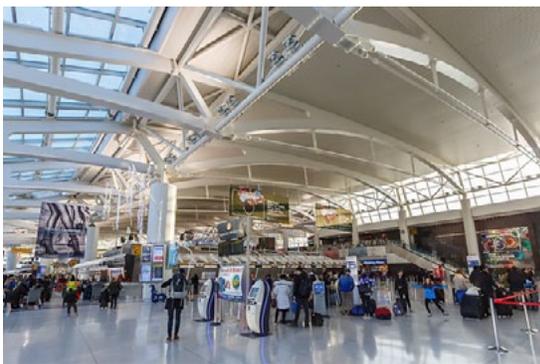
**Airbus, Air Liquide** and **VINCI Airports**, three major players in the aviation, hydrogen and airport industries, are working together to promote the use of hydrogen at airports and build the European airport network to accommodate future hydrogen aircrafts. The airport of Lyon-Saint Exupéry (France) will host the first installations as early as 2023. This partnership reflects the three groups’ shared

The **City of Carmel** and **Republic Airways** have jointly announced that Republic Airways plans to move its training activities and corporate headquarters to Carmel, Indiana. Republic, one of the largest regional airlines in the U.S., will be part of a re-development project along the Meridian (U.S. 31) Corporate Corridor. In addition to its headquarters, the site will include a high-tech training facility for pilots, technicians, flight attendants and other positions



Photo: Republic Airways plans to move its training activities and corporate headquarters to Carmel, Indiana

within the airline, the expansion of an adjacent hotel and a new parking garage wrapped with commercial amenities on the first floor and multi-family living above. The investment for the initial phases will bring approximately 1,900 new jobs to Carmel with estimated annual wages of US\$150 million and will allow the company to consolidate training centers currently located in Cincinnati, St. Louis, Indianapolis and a number of other locations. The 105,000 ft² training facility will be three stories tall and visible to travelers on nearby U.S. 31, providing passersby with a unique view of pilot-training simulators through large bay windows that will face the highway. Within the development, an “eagles nest” viewing deck will allow visitors, school students and other aviation partners a unique view of the excitement of aviation. Construction will begin with the training facility, which will include 20 classrooms, 94 workstations, two cabin trainers and eight flight simulators. After the corporate headquarters is constructed, four more classrooms will be added along with two more flight simulators. The hotel adjacent to the training center will be expanded to 274 rooms and used exclusively as accommodations for trainees, visiting instructors, business partners and colleagues traveling to the aviation campus. Republic operates a fleet of 220 Embraer aircraft and 6,000 aviation professionals located across 12 crew and maintenance bases, providing nearly 1,000 daily flights to 100 cities in 40 states, Canada, the Caribbean and Central America.



New York JFK Airport

Photo: AirTeamImages

The **White House** has announced that from early November this year, the travel ban to the U.S put in place as a result of the COVID-19 pandemic will now be lifted for a number of countries provided passengers have proof of full vaccination before boarding a flight and a negative Covid-19 test within 72 hours of departure. They will not, however, be required to quarantine upon arrival. These will include the 27 Schengen countries which make up the EU, the U.K., Ireland, and Switzerland, together with China, Iran, Brazil, South Africa, and Brazil. Currently, only U.S. citizens, their immediate families, green card holders, and those with national interest exemptions can travel to the U.S. if they have been in the U.K. or EU in the previous two weeks. The exceptions to the vaccine policy will be young children who are not eligible for vaccination, while the new rules will not be applicable to those looking to cross the land border between Mexico and the U.S. “This new international travel system follows the science to keep Americans and international air travel safe,” the White House coronavirus response coordinator, Jeff Zients, told reporters. “By requiring foreign nationals to be fully vaccinated in order to fly to the United States and in implementing additional strict safety protocols, we will protect Americans here at home and enhance the safety of international travel. This is based on individuals rather than a country-based approach.” The new policy will come into effect in “early November”, Zients added, allowing airlines and travel partners time to prepare to implement the new protocols. The changes will be part of a new travel system the U.S. will be implementing which include updated rules on contact tracing and masking, meaning that unvaccinated Americans will be forced to face stricter testing requirements.

**OTHER NEWS**

ambition to combine their respective expertise to support the decarbonization of air travel. Lyon-Saint Exupéry Airport (VINCI Airports' center of excellence for innovation) has been chosen as the pilot airport by the partners. The implementation of this project includes several phases:

- From 2023: deployment of a hydrogen gas distribution station at Lyon-Saint Exupéry airport. This station will supply both the airport's ground vehicles (airside buses, trucks, handling equipment, etc.) and those of its partners, as well as the heavy goods vehicles that drive around the airport. This first phase is essential to test the airport's facilities and dynamics as a "hydrogen hub" in its area of reach.
- Between 2023 and 2030: deployment of liquid hydrogen infrastructures that will allow hydrogen to be provisioned into the tanks of future aircraft.
- Beyond 2030: deployment of the hydrogen infrastructure from production to mass distribution of liquid hydrogen at the airport. By 2030, the three partners will study the possibility of equipping VINCI Airports' European airport network with the hydrogen production, storage and supply facilities needed for use on the ground and on-board aircraft.

**INDUSTRY PEOPLE**



Guillaume Daudin

• **Guillaume Daudin** has been appointed Senior Vice-President Programs of ATR, the regional aircraft manufacturer. As of September 1, 2021, Daudin reports directly to ATR's CEO, Stefano Bortoli, and joins the company's Executive

Committee. Daudin will head a brand new independent "Programs" directorate with the goal to orchestrate and synchronize the various functions of ATR (engineering, operations, procurement, etc.) to ensure end-to-end integration and consistency to deliver company objectives. This includes being responsible for new aircraft developments and in-service continuous improvement projects, configuration management, overall integrated planning, fulfilling customer orders, financial costing, and company business performance. He joined ATR from Airbus where he occupied a wide variety of key roles in engineering, configuration, quality, and program management over the past 17 years.



Juan Gutierrez

• Stevens Aerospace and Defense Systems has reported that **Juan Gutierrez** (Commander, USN retired) has joined its government operations team as Director of Government Business Development. Gutierrez brings

a solid military operation, business development, and naval test pilot background to Stevens including time as an H-60 Pilot/Officer in Charge/Maintenance Department Head completing multiple overseas deployments; H-60 Government Flight Test Director/IPT Lead/Program Manager/Test lead/H-60 Project Officer with NAVAIR; and Chief of Staff/JSF Program Manager DCMA Europe. Following his military career, he worked with Physical Optics Corporation as VP of Business Development overseeing U.S. Army Aviation, U.S. Air Force, and SOCOM customer bases.



Pat Dobie and George Efkolodis

• IAG Cargo, the cargo division of International Airlines Group (IAG), has announced new key customer-focused appointments to its leadership team. **Pat Dobie**, previously Chief Transformation Officer, is appointed Chief Customer and Infrastructure Officer. **George Efkolodis** joins the business as Head of Customer Experience, with over 20 years' experience in the aviation industry. These appointments underline the business's 'always moving' mantra and its commitment to ensuring customers are at the heart of the business. They will focus on the end-to-end customer experience as the business continues to increase capacity on its network whilst offering cargo-only services and its popular charter product. Dobie, who has been with IAG Cargo since 2017 and who has over 30 years' experience in the logistics and aviation sector, has been instrumental in the business's strategic change and transformation initiatives, fostering an agile culture whilst advancing digital capabilities. Efkolodis has over 20 years' experience in the aviation sector, having held senior roles at Munich Airport International, Heathrow and IATA. Dobie and Efkolodis will be supported by an expanding global customer services team.



Norman C.T. Liu

• Regional aircraft lessor Nordic Aviation Capital (NAC) has appointed **Norman C.T. Liu** as its new President, effective immediately. Liu is a highly accomplished global aviation executive, having been President of GE Capital Aviation Services (GECAS) between 2009 and 2016, and its chairman in 2016. The company has also made substantial progress in its restructuring with agreement reached on the outline terms of a framework with its largest creditor groups. The framework envisages a comprehensive restructuring of the company's debt obligations (including the conversion of a substantial amount of the group's debt to equity) and the provision of US\$500 million of additional capital to best position NAC for future growth and success as global economic and industry conditions continue to improve.



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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	CFM56-5B63	3586	2008	Q1/2022	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A319-131	Deucalion Aviation Limited	V2522-A5	2375	2005	Q1/2022	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	Q2/2022	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320-200	GA Telesis	CFM56-5B6/3	5393	2012	Now	Sale / Lease	David Byrne	dbyrne@gatelesis.com	+353 86 780 8974
A320-200	GA Telesis	V2527-A5	2152	2004	Now	Sale	David Byrne	dbyrne@gatelesis.com	+353 86 780 8974
A320-214	Deucalion Aviation Limited	CFM56-584/3	3767	2009	Q4/2021	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320-230	Deucalion Aviation Limited	V2527-A5	4552	2010	Q4/2021	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
A320-232	Willis Lease	V2527-A5	6865	2016	Nov 2021	Sale / Lease	Chris Giles	cgiles@willislease.com	
A320-232	Willis Lease	V2527-A5	7163	2016	Now	Sale / Lease	Chris Giles	cgiles@willislease.com	
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	7105	2016	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	Q4/2021	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
A330-243	Willis Lease	Trent 772B-60	1293	2012	Now	Lease	Chris Giles	cgiles@willislease.com	
A330-300 (3x)	ALTAVAIR	Trent 772-60/19	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	Q2/2022	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A330-300	Deucalion Aviation Limited	Trent 772B-60	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	David Byrne	dbyrne@gatelesis.com	+353 86 780 8974
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	CFM56-7B27/3B1E	40242	2011	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039

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THE AIRCRAFT AND ENGINE MARKETPLACE

**Commercial Jet Aircraft (cont.)**

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
737-800SF	GA Telesis	CFM56-7B24	28616	2000	Dec 2021	Lease	David Byrne	dbyrne@gatelesis.com	+353 86 780 8974
B737-900	BBAM	CFM56-7B26/3	34953	2007	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B777-200ER	GA Telesis	Trent 895-17	34376	205	Q4/2021	Sale	Kevin Ford	kford@gatelesis.com	+64 21 747109
B777-200ER	GA Telesis	Trent 895-17	34377	2006	Q4/2021	Sale	Kevin Ford	kford@gatelesis.com	+64 21 747109
B777-200ER	GA Telesis	Trent 895-17	34378	2006	Q4/2021	Sale	Kevin Ford	kford@gatelesis.com	+64 21 747109
B777-200ER	GA Telesis	Trent 895-17	34379	2007	Q4/2021	Sale	Kevin Ford	kford@gatelesis.com	+64 21 747109
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	Deucalion Aviation Limited	GE90-115B	37705	2009	Q1/2022	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-200ER	Regional One	CF34-3B1	7941	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200ER	Regional One	CF34-3B1	7937	2004	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200ERF	Regional One	CF34-3B1	7452	2000	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200LR	Regional One	CF34-3B1	7625	2002	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900	Regional One	CF34-8C5	15057	2005	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900	Regional One	CF34-8C5	15087	2006	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900	Regional One	CF34-8C5	15090	2006	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900	Regional One	CF34-8C5	15072	2006	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ900	Regional One	CF34-8C5	15073	2006	Now	Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
DHC8-Q400	Regional One	PW150A	4045	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
DHC8-Q400	Regional One	PW150A	4048	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ-145LR	Regional One	AE3007A1	145508	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ-145LR	Regional One	AE3007A2	145515	2001	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ170-100LR	Regional One	CF34-8E5	17000093	2005	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	Nbwo	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>
(2) AE3007A1P	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 954-683-1893
<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				
(1) CF34-8C	Now - Sale / Lease	Regional One	Elizabeth Giraldo	Egiraldo@Regionalone.com	+1 305-469-7253
(1) CF34-8E5	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				

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CF34 Engines (cont.)	Sale / Lease	Company	Contact	Email	Phone
(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	Bill Polyi	bill.polyi@magellangroup.net	+1 980 256 7102
(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	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.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

## 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@ftaiair.com	+1 786 785 0787
(1) CFM56-5B5/P	Now - Lease				
(1) CFM56-5B6/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) CFM56-7B22 (with QEC)	Now - Lease				
(3) CFM56-7B24/3	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(3) CFM56-5B4/3	Now - Lease				
(3) CFM56-5C4/P	Now - Lease				
(2) CFM56-7B24/E	Now - Lease				
(2) CFM56-5C4	Now - Lease				
(3) CFM56-5B4/P	Now - Lease				
(2) CFM56-7B26/3	Now - Lease				
(2) CFM56-7B26	Now - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(2) CFM56-5B5/P	Now - Sale / Lease				
(1) CFM56-3 (SVC, fresh PR)	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)1357 521144
(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				
(2) CFM56-7B26/E	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B26/3	Now - Lease				
(1) CFM56-7B24/E	Now - Lease				
(1) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) CFM56-7B22/3	Now - Sale				
(1) CFM56-5B4/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	Bill Polyi	bill.polyi@magellangroup.net	+1 980 256 7102
(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
(1) 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 2000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW2037	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiair.com	+1 786 785 0787
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
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

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(2) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(9) PW127M	Now - Sale/Lease/Exch.				
(1) PW121	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 980 256 7102
(1) PW123	Now - Sale/Lease/Exch.				
(1) PW127F	Now - Sale/Lease/Exch.				
(1) PW127M	Now - Sale/Lease/Exch.				
(1) PW150A	Now - Sale/Lease/Exch.				
(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 XWB-84k	Now - Lease				
(1) Trent772B-60	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(3) Trent 895-17	Now - Sale	GA Telesis	Kevin Ford	kford@gatelesis.com	+64 21 747109
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 Material Solutions	Hema Krishan	Hkrishan@chromalloy.com	+1 845-587-7102
(1) V2527-A5	Now - Sale/Lease/Exch.				
(4) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2527-A5	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiair.com	+1 786 785 0788
(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	Bill Polyi	bill.polyi@magellangroup.net	+1 980 256 7102
(3) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2527E-A5	Now - Lease				
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
Aircraft and Engine Parts, Components and Misc. Equipment					
Description		Company	Contact	Email	Phone
(1) GTCP331-500B	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
(2) GTCP331-200ER, (2) GTCP131-9A, (1) GTCP131-9B	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH					
(3) CFM56-3 Engine Stands (2x Otafilo 1x Frank Brown)	Now - Sale	KMS Aero	Sharon Brady	sharonbrady@kmsaero.com	+353419873030
GE90-115B – Fan Stator Module – P/N 2115M15G04		Altavair	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
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				
(1) GTCP131-9B	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
(3) 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	+1 954-683-1893
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, (1) GTCP131-9B		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(2) GTCP331-350, (3) GTCP331-500, (1) APS3200B, (1) APS3200C					
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000			Ricky Torres	stands@gatelesis.com	+1-954-676-3111
(1) APU GTC131-9A, (1) APU GTCP131-9B	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available	Now - Lease				
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368