

# Weekly Aviation Headline News

## WORLD NEWS

### American launches extensive winter cargo services to London

American Airlines Cargo is further enhancing transatlantic services for cargo this winter with direct service from London Heathrow (LHR) to nine key U.S. cities starting in November onward. Tim Isik, Sales Director—EMEA & APAC for American Airlines Cargo. “We have really strong demand for all kinds of cargo including automotive parts, perishables like fresh salmon and flowers, and life science products like pharmaceuticals. Our European customers are continuing to take advantage of our extensive trucking network into the U.K. from where they can take advantage of our growing number of options for direct flights to our critical markets in the U.S.”

### Ryanair launches electric handling at 11 European airports

Ryanair has launched electric handling at eleven major European airports – Alicante, Barcelona, Madrid, Malaga, Mallorca, Seville, Santiago, Valencia, Amsterdam Schiphol, Gothenburg-Landvetter and Oslo – enabling zero emission turnarounds. These latest developments represent a significant investment in sustainable operations, boost Ryanair’s commitment to reducing its environmental footprint and further pave the way to achieving net zero carbon emissions by 2050.

### United adds extra capacity to UK market

United announced it is adding five new flights to London’s Heathrow Airport, including two more flights from New York/Newark, additional trips from both Denver and San Francisco, as well as an all-new direct flight from Boston. The new services begin in March of 2022.



Emirates will return its A380s on the daily Dubai-Sydney route.

Photo: Emirates

## Australia reopens for international travel

### And Emirates boosts capacity to meet demand

With Australia’s borders set to re-open to international travellers from November, Emirates is enhancing its operations to the country to meet pent up demand for travel into and out of Australia. With vaccination rates in New South Wales having reached their target, and Victoria being not far behind, the two states will allow vaccinated travellers to return to Australia without quarantine.

In response to the easing of travel restrictions, from 2 November Emirates is stepping up the frequency on flights between Dubai and Sydney to daily operated by a Boeing 777-300ER.

Flights to Melbourne will operate as a four-weekly service with the potential to increase in line with demand. In another positive sign that the

From 1 December, Emirates’ flagship A380 aircraft, will also return to the Australian skies once again, serving the Dubai-Sydney route, on a daily basis.

The super jumbo will offer 516 seats in a three-class configuration, with 426 seats in Economy Class, in addition to its premium cabins, with 76 and 14 seats in Business Class and First Class, respectively.

Commenting on the airline’s ramp up of

operations to Australia with the easing of travel restrictions, Barry Brown, Emirates Divisional Vice President for Australasia, said: “We are extremely delighted to

**“We are extremely delighted to once again be able to extend our services to Australians.”**

*Barry Brown, Emirates Divisional Vice President for Australasia*

recovery is well underway for Australia, capacity on flights to Sydney and Melbourne will return to 100%, allowing 354 passengers across all cabins to travel on its flights, the airline has stated.

*Continued on page 3*

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once again be able to extend our services to Australians, with the capacity and frequency that they deserve. Passengers will appreciate

the return to normality – for vaccinated travellers wishing to go home to Australia, this will mean no more restrictions on capacity

and no quarantine on arrival into New South Wales or Victoria, ultimately allowing them to see their families sooner.”

## AIRCRAFT & ENGINE NEWS

### Alaska Air Group to collaborate with ZeroAvia to develop hydrogen powertrain for 76-seat zero-emission aircraft



ZeroAvia will incorporate a 3MW+ hydrogen-electric powertrain system into a De Havilland DHC-8-400 (Q400) aircraft

Photo: Alaska Air Group

ZeroAvia is gaining altitude as a leader in zero-emission passenger aircraft as it announces a development collaboration with Alaska Air Group, the parent company of Alaska Airlines, for a hydrogen-electric powertrain capable of flying 76-seat regional aircraft in excess of 500 nautical miles. Alaska is also joining the list of top investors for the company, alongside a fellow Seattle-based Amazon Climate Pledge Fund and Bill Gates’s Breakthrough Energy Ventures. Alaska and ZeroAvia engineers will work together to scale the company’s existing powertrain platform to produce the ZA2000, an engine family capable of producing between 2,000 and 5,000 kilowatts of power with a 500-mile range. The partnership will initially deploy ZeroAvia’s hydrogen-electric propulsion technol-

ogy into a full-size De Havilland Q400 aircraft, previously operated by Alaska Air Group subsidiary Horizon Air Industries, capable of transporting 76 passengers. ZeroAvia will also work closely with aircraft regulators during this project to ensure the aircraft meets both safety and operational requirements. ZeroAvia will set up a location in the Seattle area to support this initiative. Alaska has also secured options for up to 50 kits to begin converting its regional aircraft to hydrogen-electric power through ZeroAvia’s zero-emission powertrain, starting with the Q400 aircraft. This pioneering zero-emission aviation rollout will be supported by the ground fuel production and dispensing infrastructure from ZeroAvia and its infrastructure partners, such as Shell. Working to advance novel propulsion is one of the five parts of Alaska’s strategy to achieve net zero.



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**AIRCRAFT & ENGINE NEWS**

**Zela Aviation and Jambojet announce strategic cooperation**



Jambojet de Havilland Dash 8-Q400 aircraft

Photo: Zela Aviation

During a challenging period for tourism worldwide, Zela Aviation is announcing its cooperation with Kenyan low-cost airline, Jambojet, operating a fleet of De Havilland Canada Dash 8-Q400 aircraft. The agreement provides for the mediation of Zela Aviation, which will act as an appointed agent for leasing Jambojet’s aircraft under ACMI terms and conditions (Aircraft, Crew, Maintenance, and Insurance). Expressing his satisfaction, Zela Aviation Chairman, Andreas Christodoulides stressed that Zela Aviation will work closely with Jambojet to ensure that this partnership is fruitful and both sides achieve their business goals. He added that cooperation of the two companies – taking into consideration the recession and the crisis caused by the pandemic – confirms the credibility and prestige of Zela Aviation in the field of air transport, among other major international airlines. Jambojet, who started operations in 2014, has been

working towards diversifying its product offering, part of which includes charter services. “We are delighted to be partnering with Zela Aviation, who has over sixteen years of experience in the charter business, and are excited for the prospects this brings,” said Karanja Ndegwa, Jambojet Managing Director and Chief Executive Officer.

**First Breeze Airways Airbus A220 takes to the skies**

Founded in 2018 and operating a fleet of Embraer E190 and E195 jets, Breeze Airways has taken delivery of its first Airbus A220-300 single-aisle aircraft at the Mobile, Alabama delivery centre. At the same time, it was announced that all 80 A220-300 jets on order will be powered by Pratt & Whitney GTFTM geared turbofan engines. In addition, Pratt & Whitney will provide maintenance, repair and overhaul (MRO) services through a comprehensive, long-term EngineWise® agreement. “We are excited to fly our first Airbus A220 and to grow our fleet in partnership with Pratt & Whitney,” said David Neeleman, founder and CEO at Breeze Airways. “At Breeze, we’re working to make flying accessible and ‘seriously nice’ for everyone. With industry-leading fuel efficiency, Pratt & Whitney’s engines will help us fly more passengers, farther, quieter and more sustainably, at lower fares.” The A220 offers significantly lower operating costs compared to previous-generation aircraft. The engine can deliver double-digit improvements in fuel and carbon emissions while providing a 75% reduction in noise footprint and producing NOx emissions 50% below the International Civil Aviation Organization (ICAO) CAEP/6 regulation.



Breeze has taken delivery of its first Airbus A220 aircraft

Photo: P&W

**Pratt & Whitney GTFTM engines chosen by Spirit Airlines for up to 150 Airbus neo jets**



Spirit has selected GTF engines to power its latest order of 100 firm and 50 option Airbus A320neo family aircraft  
Photo: P&W

Having firmed up on its combined order of 100 Airbus A319neo, A320neo and A321neo jets with an option for a further 50 aircraft in January last year, Spirit Airlines (Spirit) has announced its choice of engine, the Pratt & Whitney GTFTM geared turbofan engine. Deliveries should begin in early 2023. Spirit’s order for the Airbus jets will see the Florida-based low-cost carrier’s fleet virtually double in size by 2025, it is currently operating an all-Airbus fleet of 168 and will become the first U.S. operator of the new A319neo. This follows on from Spirit being the first operator of the A320neo in both the U.S. and also Canada. In addition, Spirit’s fleet will be covered by a new EngineWise® Comprehensive long-term maintenance agreement. Spirit previously selected GTF engines to power 55 owned and 13 leased A320neo-family aircraft, of which 43 have been delivered. In 2021 alone, Pratt & Whitney has received orders and commitments for in excess of 1,200 of the GTFTM engine. “Spirit operates one of the

youngest and most fuel-efficient fleets in the industry, and this order for the latest GTF engines, combined with our existing pipeline of brand-new aircraft, will ensure we continue leading the way,” said Spirit Airlines’ Chief Financial Officer Scott Haralson. “Pairing new planes with the latest engine technology from our long-term business partner Pratt & Whitney allows us to accomplish our mission of delivering the best value in the sky.”

**AIRCRAFT & ENGINE NEWS**

**AirSprint takes delivery of first Praetor 500**

Embraer, the Brazilian plane manufacturer, has delivered the first of three Praetor 500 jets to Canada-based AirSprint Private Aviation (AirSprint), the fractional jet ownership company. This was also the first Praetor 500 to be delivered in Canada. Two more Praetor 500s will be delivered after AirSprint converted an order for two Legacy 450s to Praetor 500s earlier this year, the delivery of which will then see the Canadian company holding nine Embraer jets in its fleet. “We are pleased that our partnership with AirSprint, which began in 2016, continues to grow as they expand their fleet. When we completed the first Legacy 450 to Praetor 500 conversion earlier this year, they were delighted to provide their customers with direct access to more Canadian destinations and experiences,” commented Michael Amalfitano, President & CEO of Embraer Executive Jets. “To be the first in Canada to accept a new Embraer Praetor 500 helps to solidify our position as an industry leader,” said James Elian, President & CEO of AirSprint. “AirSprint spearheaded Fractional Ownership in Canada. We were the first then, and over 20 years later, our team continues to deliver a private aviation experience above all others. Our growth as a company is due to our Fractional Owners’ commitment—and our long-standing relationships with stellar companies like Embraer.”



Embraer delivers first Praetor 500 in Canada to AirSprint  
Photo: Embraer

**MRO & PRODUCTION NEWS**

**Mammoth Freighters collaborate with MTU Maintenance for GE90-110/115B engine maintenance support**



Boeing 777 GE90 engine

Photo: MTU

MTU Maintenance and Mammoth Freighters have signed a cooperation and support agreement designating MTU Maintenance as the preferred partner for all engine maintenance needs for Mammoth Freighters’ B777 P2F conversion programme. This agreement covers scheduled and unscheduled GE90-110/115B engine maintenance, on and off-wing support, engine leasing, engine trend monitoring, and engine ground support equipment needs and requirements. “Engine performance and fuel efficiency for our next-generation 777-200LRMR and -300ERMF freighters are primary selling features of our conversion programme. We are delighted to be partnering with MTU Maintenance for our GE90-110/115B needs,” says Bill Tarpley, co-CEO, Mammoth Freighters. “MTU and its highly customised support strongly enhances our conversion programme offering. Teaming with MTU will enable our customers to access world-class GE90-110/115B engine technical support and cost-effective solutions for both the conversion process and following the delivery of our aircraft.” Mammoth Freighters specialises in Boeing 777-200LR and -300ER passenger-to-freighter conversions.

**Avia Solutions Group acquires FBO and MRO base at London Biggin Hill Airport**

Avia Solutions Group, a leading global aerospace services group, has acquired Biggin Hill Hangar Company, the owner of Hangar 510, a premium Fixed Base Operations (FBO) and Maintenance Repair & Overhaul (MRO) centre of operations at London Biggin Hill Airport. Built in 2011 to the highest standards, Hangar 510 is a state-of-the-art unit located at one of the United Kingdom’s leading business aviation airports. London Biggin Hill Airport has been the No. 2 top UK business aviation airport after Farnborough in the year to date. Over the same period, the airport serviced 18.6% of flights from the Top-10 UK business aviation airports. Hangar 510 boasts several top global business aviation names as its tenants; Signature Flight Support, the world’s largest network of Fixed Based Operations with over 200 locations worldwide, providing high-quality services for business and private aviation passengers, and Bombardier, a world-leading manufacturer of business jets which provides aircraft maintenance services at the site.



Photo: Avia Solutions Group has acquired Biggin Hill Hangar Company

**MRO & PRODUCTION NEWS**

**Joramco and TAT sign MOU for servicing aircraft heat transfer components**

Amman-based maintenance, repair and overhaul (MRO) provider Joramco has signed a Memorandum of Understanding (MOU) with TAT Technologies regarding the servicing of aircraft heat transfer components (HTCs). Joramco expands its maintenance services to include HTC components through this agreement with TAT, which is a global leader in thermal management solutions. Under the MOU a centre of excellence will be established at Joramco, for which TAT, through its subsidiary Limco, will lead the provision of MRO services for HTC components, including testing, repairs and overhaul, at Joramco's QAIA facility.

**GA Telesis obtains six additional firm orders for B737-800SF cargo conversions with Aeronautical Engineers**

GA Telesis (GAT) has reported that its freighter conversion strategy continues to grow with six additional firm orders for B737-800SF cargo conversions with Aeronautical Engineers (AEI). This further commitment was executed by GAT's LIFT (Leasing, Investments, Finance and Trading) Group (LIFT) and represents the third incremental order by LIFT, bringing the total deliveries and conversion slots for the B737-800SF to 12. The conversions under the additional order will commence in early 2022 and continue through early 2023. All work will be performed by authorised AEI conversion centres in the U.S. and abroad. In addition, LIFT will continue to evaluate additional B737SF slots and other freighter aircraft models to support the global air cargo industry's expanding main deck freighter needs.

**MENA Technics signs exclusive deal with Pulsar Aviation Services**

MENA Aerospace Enterprises' subsidiary MENA Technics has announced a new partnership with US-based Pulsar Aviation Services, an Aviance Group company. MENA Technics now represents Pulsar Aviation Services exclusively in Bahrain, and non-exclusively in all other GCC markets. The deal adds three new business lines for MENA Technics: the 'Airframe and Engine Management Programme', the 'APU and Landing Gear Management Programme', as well as the 'Project Management Consultancy for Airframe Maintenance Checks'. Anil Kumar, Acting GM and CFO of MENA Aerospace Enterprises, says: "MENA Aerospace Enterprises focuses on providing one-stop solutions for clients; our Hangar Facility accommodates many models of aircraft, and our MENA Trading division supplies various parts and products. We welcome this new mutually-beneficial agreement with Pulsar Aviation Services and look forward to offering our clients more services for more types of aircraft."

**ANTAVIA moves to new wheel & brake MRO facility at Paris CDG**



Photo: ANTAVIA's new wheel & brake MRO facility at Paris CDG

ANTAVIA, a global provider of MRO services and repair specialist for commercial airlines, business jets, military and governmental wheel & brakes, opened the doors to its large, new facility at Paris Charles de Gaulle Airport (CDG) on October 25. The 2,500 m<sup>2</sup> premises have been seamlessly brought on-stream as the ANTAVIA team of engineers transitioned from the smaller repair shop nearby and all workspaces have been redesigned following LEAN/5S principles. "Proximity to CGD is a huge benefit for aircraft operators/owners" explains Ismaël Fadili, Sales & Marketing Director, ANTAVIA. "The move has enabled ANTAVIA to integrate new equipment and further enhance our very short overhaul and tyre change TATs. Being part of the AMETEK MRO group means we can invest with confidence, and this not only benefits our European customers, but underpins the expanding support programmes that we deliver for the European operations of US/Canadian airframers." ANTAVIA has designed the new shop to replicate the company's modern unit near Toulouse and the launch is a fitting accolade for the dedicated workforce as the organisation celebrates its 40,000th wheel and brake repair milestone. CAAC certified and ideally located between the main commercial and bizjet hubs of Paris CDG (Charles de Gaulle) and Paris LBG (Le Bourget Airport), ANTAVIA'S larger facility also holds its significant inventory of spare parts, including tyres valued at over US\$1 million (£725 million).

**IAI makes significant milestone in converting first B777-300ER aircraft**

Israel Aerospace Industries' (IAI) Aviation Group is marking a significant milestone in the process of converting the first Boeing B777-300ER aircraft, cutting an opening in the hull to install a cargo door. The part of the cabin removed from the aircraft is seven metres long and a third of the aircraft's and convenient operation. In addition, this process includes receiving certification for the circumference. This important milestone comes shortly after the beginning of the aircraft's structural modification, a process that will take approximately 130 days, at the end of which the passenger aircraft will be converted into a cargo aircraft. The cargo conversion process includes modifying the aircraft structure, including the installation of a new cargo door, replacing and reinforcing the cabin floor, installing reinforcements in the cargo door area and adapting the electric network and other systems to enable a safe converted aircraft from the Civilian Aviation Authority and the US Federal Aviation Administration (FAA).



Door cutting in the hull to install a cargo door

Photo: IAI

**FINANCIAL NEWS**

**Alaska Air Group reports third-quarter net income of US\$194 million**

Alaska Air Group (Alaska) has reported financial results for its third quarter ending September 30, 2021. The third quarter marks a significant stride forward in Alaska's path to recovery. Alaska's goal from the beginning of the pandemic has been deliberate – scaling the business back up in a measured way, leveraging the company's strong balance sheet, and running a resilient operation, all with the aim of producing consistent financial performance. Alaska Air Group reported net income for the third quarter of 2021 under Generally Accepted Accounting Principles (GAAP) of US\$194 million, compared to a net loss of US\$431 million in the third quarter of 2020. The Group reported net income for the third quarter of 2021, excluding special items and mark-to-market fuel hedge accounting adjustments of US\$187 million, compared to an adjusted net loss of US\$399 million in the third quarter of 2020. This quarter's adjusted results compare to the first call analyst consensus estimate of US\$1.30 per share. The Group generated adjusted pre-tax margin for the third quarter of 2021 of 12% and reported a debt-to-capitalisation ratio of 51%, a reduction of 10 points from December 31, 2020. Alaska made a US\$100 million voluntary contribution to the defined benefit plan for Alaska's pilots in the third quarter, boosting estimated combined funded status of all defined benefit plans to 94% and held US\$3.2 billion in unrestricted cash and marketable securities as of September 30, 2021. The Group prepaid US\$425 million in debt from the 364-day term loan facility, bringing total debt payments to US\$1.2 billion for the year. (£1.00 = US\$1.38 at time of publication).

**Lockheed Martin reports third-quarter 2021 financial results**

Lockheed Martin has reported third-quarter 2021 net sales of US\$16.0 billion, compared to US\$16.5 billion in the third quarter of 2020. Net earnings from continuing operations in the third quarter of 2021 were US\$614 million, compared to US\$1.8 billion in the third quarter of 2020. Cash from operations was US\$1.9 billion in the third quarter of 2021 and 2020. Third quarter 2021 net earnings include a noncash pension settlement charge of US\$1.7 billion related to the purchase of group annuity contracts to transfer US\$4.9 billion of gross pension obligations and related plan assets to an insurance company and unrealised gains of US\$98 million due to increases in the fair value of investments held in the Lockheed Martin Ventures Fund. The company expects 2022 net sales to decline from expected 2021 levels to approximately

**MRO & PRODUCTION NEWS**

**ST Engineering to provide integrated component support to Japan Airlines' Boeing 787 fleet**



Photo: Japan Airlines Boeing 787

ST Engineering's Commercial Aerospace business has secured a multi-year component Maintenance-By-the-Hour (MBH™) contract from Japan Airlines. Under the five-year contract, ST Engineering will provide full integrated component support starting in September 2021 to the entire fleet of Boeing 787 aircraft belonging to Japan Airlines and its low-cost subsidiary, ZIPAIR Tokyo. This adds to an ongoing Boeing 737-800 component MBH™ programme that the Group has with the airline. As part of a customised solution for Japan Airlines and a growing trend in leveraging digital technologies to derive valuable insights for MRO, ST Engineering will introduce an on-wing component health and reliability management programme. The programme uses an in-house developed software to provide diagnostics and prescriptive advisory by detecting anomalies and predicting components' remaining useful life.

**DRAKKAR Aerospace & Ground Transportation and Argo Aviation Group form joint venture**



The new joint venture called, Argo MRT Americas, will provide mobile repair services across the Americas  
Photo: DRAKKAR Aerospace

DRAKKAR Aerospace & Ground Transportation, a Canada-based company and Argo Aviation Group, a company formed in Germany, have announced the creation of a joint venture to provide mobile repair services dedicated to the Americas under a new entity called Argo MRT Americas Inc. Argo MRT Americas will offer industry-leading mobile repair services to OEM's, operators, MRO shops and lessors across the Americas with a remarkable and enviable network access in Europe, as well as in Asia in the

near future through well-established sister companies under ARGO MRT. Argo MRT Americas' principal focus for the upcoming months is on mobile repair services and will, by the end of 2022, offer inspection services including non-destructive testing (NDT), borescope and aircraft physical/record inspections. Within a four-hour timeframe, all customers will benefit from an estimate, ensuring a prompt deployment of a team of specialists within a period of twenty-four hours. These services will be provided 24/7, 365 days of the year. Included with its certifications, global network, quality work and reliable teams, Argo MRT Americas is going to deploy an advanced digital platform, accessible at all times by its customers, to track real-time progress of a given task and to ensure proper documentation and traceability as requested by the authorities. This internal tool is extremely advantageous and will be securely deployed as it has already been tested and is fully operational in Europe under Argo MRT.

**FINANCIAL NEWS**

US\$66 billion and 2022 total business segment operating margin to be approximately 11.0%. Cash from operations in 2022 is expected to be greater than or equal to US\$8.4 billion, which excludes a potential decrease in 2022 cash from operations of up to US\$2.0 billion if the provisions in the Tax Cuts and Jobs Act of 2017 that eliminate the option to immediately deduct research and development expenditures in the period incurred and requires companies to amortise such expenditures over five years is not modified or repealed by Congress before it takes effect on January 1, 2022. Although the company continues to have ongoing discussions with members of Congress, both on its own and with other industries through coalitions, it has no assurance that these provisions will be modified or repealed. (£1.00 = US\$1.37 at time of publication).

**Spirit Airlines reports third-quarter 2021 net income of US\$14.8 million**

Spirit Airlines (Spirit) has reported third-quarter 2021 financial results. The carrier ended the third quarter of 2021 with US\$1.9 billion of unrestricted cash, cash equivalents, short-term investment securities and liquidity available under the company's revolving credit facility. Spirit reported third-quarter revenues of US\$922.6 million and posted a net income of US\$14.8 million. The Company experienced significant operating challenges during the quarter driven in part by adverse weather conditions which, when combined with airport staffing shortages and crew dislocations, led to an unusually large number of flight delays and cancellations. Following these disruptions and in light of continued airport staffing issues, Spirit elected to make tactical schedule reductions to help support its operational reliability, which resulted in lower-than-expected capacity growth for the quarter. Load factor for the third quarter 2021 was 77.6% on a 3.5% capacity increase versus third quarter 2019. Spirit's DOT on-time performance was 68.3% and its Completion Factor was 93.5%. Total operating revenues for the third quarter 2021 were US\$922.6 million, a decrease of 7.0% versus third quarter 2019. Despite the operational challenges in the quarter and the continued negative impact on travel demand due to COVID-19, the company experienced quarter-over-quarter improvements in total operating revenues and operating yields, increasing 7.4% and 8.0%, respectively, from second quarter 2021. For the third quarter 2021, total revenue per passenger flight segment (segment) increased 0.7% compared to the same period in 2019 to US\$110.91. Fare revenue per segment decreased 7.6% to US\$50.61 while non-ticket revenue per segment increased

**MRO & PRODUCTION NEWS**

**Lufthansa Technik supports Smartwings' Boeing 737 MAX 8 aircraft**



Photo: Smartwings Boeing 737 MAX 8 aircraft

Lufthansa Technik and Czech airline Smartwings have signed a five-year comprehensive Total Component Support (TCS®) contract covering repair and overhaul of components for the airline's fleet of up to 13 Boeing 737MAX 8 aircraft. Support for the new aircraft has already started. With the Total Component Support TCS® agreement, Smartwings benefits from an individual supply concept that enables short and rapid transport paths. The new contract includes component MRO services and pool access as well as component delivery to selected international airports within Europe. Lufthansa Technik already provides comprehensive engine services for Smartwings' CFM56-7B-powered Boeing 737NG-fleet

**MILITARY AND DEFENCE**

**Leonardo's AWHero achieves military certification for Rotary UAS**



AWHero first ocean sea trial demonstration 2020 Photo: Leonardo

Leonardo's AWHero RUAS (Rotary Uncrewed Aerial System) has received basic military certification from Italy's DAAA (Direzione degli Armamenti Aeronautici e per l'Aeronavigabilità), the Directorate for Air Armaments and Airworthiness. This achievement marks the world's first military certification for an

RUAS in the 200kg class. AWHero's design, development, production and support meet military airworthiness authority requirements delivering the highest levels of mission safety, reliability and availability to Armed Forces. The military certification includes embarked operations and highlights the robustness of AWHero's design criteria and approach, paving the way for further development, integration and validation of expanded capabilities designed and planned for the system. This military certification is also based on elements of the worldwide recognised STANAG4702 standard. AWHero design leverages on Leonardo's strength and extensive experience in rotorcraft development, system integration and embarked helicopter operations. Since 2019, the platform has been conducting maritime surveillance capability demonstrations on ships within the framework of the OCEAN2020 initiative, the European Defence Fund strategic research programme for naval surveillance technology and maritime safety, comprising 43 organisations across Europe and led by Leonardo. AWHero is also being evaluated in international tenders. Northrop Grumman Australia and Leonardo Australia's team has been shortlisted to proceed to the next phase of the SEA129 Phase 5 programme for the acquisition of a maritime uncrewed aerial system designed to deliver a deployable intelligence, surveillance, reconnaissance and targeting capability to the Royal Australian Navy (RAN). The Northrop Grumman and Leonardo proposal will enhance capability effects and tactical decision making during RAN maritime operations.

## FINANCIAL NEWS

8.9% to US\$60.30. Spirit continues to deliver strong non-ticket performance as a result of investments in enhanced product offerings and improved merchandising as well as the realised benefits from revenue management initiatives. (£1.00 = US\$1.37 at time of publication).

### Boeing posts third-quarter net loss of US\$132 million

The Boeing Company has reported third-quarter revenue of US\$15.3 billion, driven by higher volumes of commercial airplanes and services. GAAP loss per share of (US\$0.19) and core loss per share (non-GAAP) of (US\$0.60) primarily reflects higher commercial volume. Boeing recorded operating cash flow of (\$0.3) billion. The Company reported a net loss of (US\$132) million. Commercial Airplanes third-quarter revenue increased to US\$4.5 billion primarily driven by higher 737 deliveries, partially offset by reduced 787 deliveries. Third-quarter operating margin improved to (15.5) percent primarily due to higher deliveries. The company continues to focus 787 production resources on conducting inspections and rework and continues to engage in detailed discussions with the FAA regarding required actions for resuming delivery. The current 787 production rate is approximately two airplanes per month. The company expects to continue at this rate until deliveries resume and then return to five per month over time. The low production rates and rework are expected to result in approximately US\$1 billion of abnormal costs, of which US\$183 million was recorded in the quarter. Commercial Airplanes secured orders for 70 737 MAXs, 24 freighters and 12 787 airplanes. Commercial Airplanes delivered 85 airplanes during the quarter and backlog included over 4,100 airplanes valued at US\$290 billion. (£1.00 = US\$1.37 at time of publication).

### MTU Aero Engines generated stable revenue and earnings in the first nine months of 2021

In the first nine months of 2021, MTU Aero Engines AG generated stable revenue and earnings. Revenue was €3,008 million, compared with €2,957 million in the first nine months of 2020. The operating profit was €307 million; in the prior-year period it was €311 million. The adjusted EBIT margin was 10.2% (1-9/2020: 10.5%). Net income was almost unchanged year-on-year at €220 million (1-9/2020: €219 million). "We managed to deliver stable earnings in persistently volatile market conditions. On this basis, we can now give more

## MILITARY AND DEFENCE

### Field Aerospace upgrades more than 50 USAF T-1A flight decks



USAF T-1A

Photo: Field Aerospace

Field Aerospace has completed over 50 CSO and Special Undergraduate Pilot Training (SUPT) aircraft and 14 simulators on time and on budget for the USAF as part of the Air Force Avionics Modernisation Programme (AMP) contract to upgrade the fleet of 178 T-1As over a period of seven years. Field Aerospace was selected by the USAF as the prime contractor and teamed with subcontractors Nextant Aerospace, Collins Aerospace, HEBCO and FlightSafety International to bring advanced capabilities to the next generation of US Air Force pilots. The modernisation included updating the T-1A to the Collins Aerospace Pro Line 21 system, which enables the aircraft to meet the FAA's ADS-B Out mandate eliminating avionics obsolescence issues for the aircraft. The T-1A aircraft are medium-range, twin-engine jets used for advanced-phase training of airlift and tanker pilots. They are stationed across five US operating bases.

## INFORMATION TECHNOLOGY



Photo: Swiss AS has opened a new office in Tokyo

The "Land of the Rising Sun" has just welcomed its first **AMOS** office in cooperation with **Lufthansa Systems**. The expansion to East Asia has been approved by the management board of Swiss Aviation Software (**Swiss AS**) and will result in the establishment of a new business location in Tokyo as of October 1st, 2021. The Tokyo office is an extension of the existing Singapore branch, and its staff will report to and closely cooperate with the AMOS Asia-Pacific Business Unit. The establishment of the new East Asia office in Japan is the result of several factors that make this country the perfect candidate for such an expansion. Since the opening of Swiss-AS' Singapore office in 2013, the APAC customer base has grown by over 400%. Even though Singapore is a key Asian hub, East Asian countries, such as China, Japan, Taiwan, and North and South Korea can be reached more efficiently from the new Tokyo office. The new office location also benefits from a more favourable time zone difference with Oceania. Secondly, it is safe to say that there are major cultural differences between East Asia, Southeast Asia, and Oceania, which require specific approaches for the different sub-regions. Splitting the responsibility for business development into smaller regional areas allows for a more focused strategy and customer approach, while at the same time fostering the long-term growth of Swiss-AS in the region. Japan is not only the third-largest economy in the world and the fourth-to-sixth-largest aviation market (depending on the metric), but also the sixth-largest venture capital investment market in the world with strong government initiatives to accelerate the growth of the aircraft maintenance industry (Okinawa Aviation Industry Cluster) and IT start-ups (Startup City Fukuoka). Though the Asian-Pacific region is currently preoccupied with combatting the pandemic, Swiss-AS is convinced that the Asian-Pacific aviation market will again become a driving force in the global aviation market; against this background, it considers its growing presence in the Asian-Pacific market key to its long-term success.

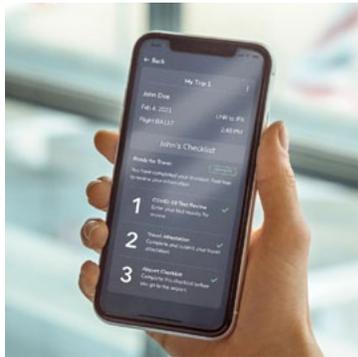
**FINANCIAL NEWS**

precise guidance for the full year,” said Reiner Winkler, CEO of MTU Aero Engines AG. “We now assume that revenue will be between €4.3 and €4.4 billion at year-end. The adjusted EBIT margin should be around 10.5%, which is the upper end of the range forecast to date.” In its guidance at the end of July, MTU gave a slightly broader range of €4.3 to €4.5 billion for revenue and predicted an adjusted EBIT margin of between 10% and 10.5%. The company expects adjusted net income to develop in line with the operating profit. In the first nine months, revenue was affected by the US dollar exchange rate. CFO Peter Kameritsch: “There was some headwind from the exchange rate. In dollars, revenue grew by 8% in the first nine months.” In euros, MTU registered higher revenue from both commercial maintenance and the military business in the first nine months of 2021.

**Airbus reports nine-month 2021 results**

Airbus has reported consolidated financial results for the nine months ended 30 September 2021. “The nine-month results reflect a strong performance across the company as well as our efforts on cost containment and competitiveness. As the global recovery continues, we are closely monitoring potential risks to our industry. We are focused on securing the A320 family ramp up and striving to ensure the right industrial and supply chain capabilities are in place,” said Airbus Chief Executive Officer Guillaume Faury. “Based on our nine-month performance, we have updated our 2021 earnings and cash guidance. We are strengthening the balance sheet to secure investment for our long-term ambitions. Gross commercial aircraft orders totalled 270 (9m 2020: 370 aircraft) with net orders of 133 aircraft after cancellations (9m 2020: 300 aircraft). The order backlog was 6,894 commercial aircraft on September 30, 2021. Airbus Helicopters booked 185 net orders (9m 2020: 143 units), including 10 helicopters of the Super Puma-family. Airbus Defence and Space’s order intake by value was €10.1 billion (9m 2020: €8.2 billion) with third quarter orders including 56 C295 aircraft for India, two A400Ms for Kazakhstan and support and spares contract renewals for the German and Spanish Eurofighter fleets. Consolidated revenues increased 17% to €35.2 billion (9m 2020: €30.2 billion), mainly reflecting the higher number of commercial aircraft deliveries compared to 9m 2020. A total of 424 commercial aircraft were delivered (9m 2020: 341 aircraft), comprising 34 A220s, 341 A320 family, 11 A330s, 36 A350s and 2 A380s. Revenues generated by Airbus’ commercial aircraft activities increased 21 percent, largely reflecting the delivery performance compared

**OTHER NEWS**



British Airways has extended its relationship with VeriFLY following the rollout of the technology across its network *Photo: BA*

**British Airways** has announced that following the successful trial of mobile health pass, VeriFLY by **Daon**, and its subsequent rollout across its network, it has signed a long-term agreement with Daon. The airline has worked closely with Daon to make travel as frictionless and smooth as possible for its customers. Travellers can upload any Covid-19-related documentation required for their destination, including vaccination records, negative Covid-19 results, and government documents, straight into the VeriFLY mobile app so that they are verified before travel. This will let customers know if they have met the appropriate COVID-19 entry requirements for their destination before leaving for the airport, avoiding any uncertainty. As well as ensuring a customer has the correct documentation for their journey, British

Airways has further developed the technology to allow customers using VeriFLY to check in online on BA.com. Boarding passes can be downloaded ahead of arriving at the airport and customers travelling with hand luggage can head straight through security without the need to visit a desk once they arrive at the airport, further increasing the capability for contactless travel. The airline initially started trialling VeriFLY in February 2021 on selected routes and has seen over 500,000 customers successfully verified before travel. VeriFLY is now available on all flights to North, South and Central America, the Caribbean, the Middle East, South Africa, Cayman Islands, Egypt and European destinations including Bulgaria, France, Croatia, Ireland and Switzerland, as well as on the majority of flights into the UK. British Airways is working closely with Daon to make the customer experience even easier. Most recently it has extended the capability to read QR codes that appear on documentation such as a vaccination certificate or the UK passenger locator form, making document submission simple

**Emirates** plans to boost its operational workforce by recruiting more than 6,000 staff over the next six months. As restrictions ease worldwide with the wider administration of the COVID-19 vaccine, additional pilots, cabin crew, engineering specialists and ground staff will be needed to support the airline’s ramp-up of operations across its global network in response to the sooner-than-expected surge in customer demand. Emira-



*Photo: Emirates to boost its operational workforce by planning to recruit more than 6,000 staff*

tes has already restored 90% of its network and is on track to reaching 70% of its pre-pandemic capacity by the end of 2021. The airline is supplementing its flight schedules with increased frequencies to meet the pent-up demand. It is also deploying its high-capacity double-decker A380 aircraft on popular routes around its network. By November, Emirates will offer more than 165,000 additional seats on its flagship A380 aircraft. In September, Emirates embarked on a worldwide campaign to recruit 3,000 cabin crew and 500 airport services employees to join its Dubai hub to support its operational requirements arising from the travel industry recovery. As travel demand gains more traction earlier than was anticipated, Emirates will now require an additional 700 ground staff in Dubai and across its network. Furthermore, the airline is offering exciting career opportunities for 600 qualified pilots interested in joining the global airline’s flight operations team based in Dubai. As part of the recruitment drive, Emirates also aims to reinforce its engineering team by hiring 1,200 skilled technical staff comprising aircraft engineers and engineering support staff, to be based in Dubai and outstations. Emirates is the world’s largest operator of both the Boeing 777 and Airbus A380 aircraft. Its fleet currently comprises 263 wide-body aircraft and the airline has a number of new aircraft on order to meet future demand, including Airbus A350s, Boeing 787-9s and Boeing 777-X aircraft types.

**FINANCIAL NEWS**

to 2020 which was strongly impacted by COVID-19. Airbus Helicopters delivered 194 units (9m 2020: 169 units) with revenues up 14% reflecting growth in services as well as the higher deliveries, notably more helicopters from the Super Puma family. Revenues at Airbus Defence and Space were broadly stable year-on-year with four A400M military airlifters delivered in 9m 2021. 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 programmes, restructuring or foreign exchange impacts as well as capital gains/losses from the disposal and acquisition of businesses – was €3,369 million (9m 2020: €-125 million). The EBIT Adjusted related to Airbus’ commercial aircraft activities totalled €2,739 million (9m 2020: €-641 million), mainly driven by the operational performance linked to deliveries and efforts on cost containment and competitiveness.

**OTHER NEWS**

As demand for travel increases, **SAS** continues to open new destinations and provide more frequent flights. SAS will fly more than 150 routes to 90 destinations during winter 2021-2022. The carrier is also increasing the number of flights between the Scandinavian capitals and other important destinations in its network to further improve connectivity as travel increases. This includes more flights to the U.K. from the three Scandinavian capitals – to London, where SAS flies three daily round trips from each capital, and to Manchester. To meet the growing demand for business and leisure trips, SAS is also increasing the number of flights to other major European cities such as Brussels, Dublin, Frankfurt, Hamburg, Helsinki, Munich and Paris. The SAS winter programme will offer nine winter destinations – Sälen/Trysil and Östersund in Sweden, Salzburg and Innsbruck in Austria, Milan and Venice in Italy, Munich in Germany, and Geneva and Zurich in Switzerland. This winter, SAS will resume several routes from Denmark and Copenhagen to eastern and central Europe to cities such as Stuttgart, Tallinn, Poznan and Wroclaw. In Norway, the demand for domestic travel is rising and SAS is therefore increasing the number of flights to Bergen, Stavanger, Bardufoss and Haugesund, as well in Western Norway. It is also resuming direct flights between Trondheim and Tromsø, and between Oslo and Manchester. SAS is introducing new routes from Sweden for its winter programme, including Stockholm-Kyiv, Stockholm-Tenerife, and Gothenburg-Gran Canaria. The route from Stockholm to Madeira is also resuming.

**OTHER NEWS**



*Photo: Hawaiian Airlines Airbus A330 aircraft*

**Hawaiian Airlines** has released that it will resume its five-times-weekly service between Australia’s **Sydney Kingsford Smith Airport (SYD)** and Honolulu’s **Daniel K. Inouye International Airport (HNL)**, beginning December 13. Hawaiian Airlines, which suspended the route in March 2020 due to travel restrictions imposed at the onset of the pandemic, will welcome Australians back to the islands in time for the holidays. “We are thrilled to reconnect Hawai’i and Australia and have been

encouraged by the public’s response to Australia’s national vaccination programme, enabling the reopening of borders,” said Andrew Stanbury, regional director for Australia and New Zealand at Hawaiian Airlines. In addition to convenient nonstop flights to Hawaii, Australian travellers flying on Hawaiian Airlines also regain access to the carrier’s extensive U.S. domestic network, allowing them to seamlessly continue their travels to 16 US mainland gateways – including new destinations in Austin, Orlando and Ontario, California – with the option to enjoy a stop-over in the Hawaiian Islands. Hawaiian will continue to operate the SYD-HNL route with its 278-seat, spacious wide-body Airbus A330 aircraft.



*Photo: SITA*

In August 2021, the **Federal Aviation Administration (FAA)** awarded the Oceanic Data Link (ODL) contract to **SITA**, a leading IT provider to the air transport industry, to provide its Future Air Navigation System (FANS-1/A)-based datalink solutions for the management of air traffic across the United States’ vast oceanic airspace. SITA’s proven solution will be vital in supporting accurate, real-time communication between pilots and air traffic controllers across the world’s busiest oceanic airspace, supporting safer and efficient flights. Air traffic controllers operating from the FAA’s bases in Anchorage, New York and Oakland will be able to send up to 1,200 messages per hour – including multiple messages concurrently – vastly speeding up communication with aircraft when compared to older datalink solutions. This will help controllers better detect conflicts between aircraft and offer more optimal routings for aircraft. Using SITA’s Automatic-Dependent Surveillance-Contract (ADS-C) and Controller-Pilot Data Link Communication (CPDLC) managed services, pilots and air traffic controllers can communicate directly using standardised digital text messages that appear on an aircraft’s control display unit. These text messages, sent via SITA’s ATC Datalink Service, provide aircraft position, route, requests and guidance for routing, speed and altitude changes, as well as weather and traffic advisories. They are visible to all flight crew as they are sent. The oceanic airspace links the United States to Europe and Asia, covering 62.4-million square kilometres of airspace. The North Atlantic is by far the world’s busiest oceanic air traffic route, with about 2,000 aircraft crossing the ocean between the east coast of the United States and Europe every day. Despite a COVID-induced downturn, traffic on this route is predicted to increase by 50% over the next decade.

**OTHER NEWS**

Towards a greener future, **DB Schenker** and **Lufthansa Cargo** will extend their weekly CO2-free freighter flights between Frankfurt and Shanghai. The joint mission will be continued throughout the entire winter flight schedule until March 2022. Now Nokia has signed up to the initiative. Every week, the global telecommunication network provider will avoid greenhouse gas emissions by using the world's only freighter flight 100% covered by Sustainable Aviation Fuel (SAF), produced from renewable waste, such as used cooking oils. With just a few days to go until the UN Climate Change Conference COP26, this announcement reinforces the importance of investing in sustainable aviation fuel solutions and is another step towards making global supply chains more climate friendly. The fuel requirement for the flight rotation from Frankfurt (FRA) to Shanghai (PVG) and back is covered entirely by SAF. This saves around 174 tons of conventional kerosene every week. During the summer flight schedule 2021, the initiative successfully achieved a net reduction of 20,250 tons of greenhouse gases (CO2e). In the upcoming winter flight schedule, from the end of October 2021 to the end of March 2022, another 14,175 tons are expected.

Italy's Rome, Venice and Bologna airports have teamed up with France's Aeroports de la Côte d'Azur in Nice to create **Urban Blue**, a company which will be dedicated to building and managing infrastructures for **eVTOL** (electric vertical take-off and landing) flying taxis in the four Italian and French cities according to REUTERS news agency. Atlantia's Aeroporti di Roma, Aeroporto di Venezia, Aeroporto Guglielmo Marconi di Bologna and France's Aeroports de la Cote d'Azur said that Urban Blue will be open to other industrial, technology and financial partners for the gradual expansion of the project in Italy, France and elsewhere. Urban Blue will be supported by **EDF Invest**, a shareholder in Aeroports de Côte d'Azur, while also teaming up with German eVTOL flying taxi specialist **Volocopter**. While there are no financial details available for the project, it is understood that 2024 is being targeted for vertiports to be operational in Nice, Venice and Rome. Marco Troncone, the CEO of Aeroporti di Roma, a unit of infrastructure group Atlantia, said Urban Blue was working with a "challenging but possible timeline, to allow Rome to be among the first cities in Europe to activate this type of connection". Rome is seen as the third-most suitable city for urban air mobility (UAM) development and on Wednesday, October 27, Volocopter will be showcasing one of its battery-powered aircraft at Rome's Fiumicino Airport.

**INDUSTRY PEOPLE**



Steve Skerrett

- **Steve Skerrett**, formerly Quality Director with Collins Aerospace, has been appointed to the role of Director of Quality at Acro, further strengthening the senior team at the global aircraft seating company following its

move last year to all-new headquarters at Crick in Northamptonshire. As Quality Director, Skerrett will champion and lead the company-wide Acro quality drive in the delivery of business objectives, playing a critical role in driving positive and sustainable cultural change centred on quality, integrity, compliance and customer service excellence. A professional Chartered Engineer, he launched his career as Head of Quality Assurance with a prominent aircraft seating company, followed by high-profile roles as Quality Director with Goodrich, UTC Aerospace and, most recently, Collins Aerospace. Skerrett has a proven track record in successfully developing and delivering business management systems and product quality improvement in both the automotive and aerospace industries. By establishing standard processes and persistently reducing variation he has delivered cost reductions and efficiency gains leading to significant reductions in operational and supplier defects. His focus will be on leading and coaching his Acro team to become subject matter experts in critical quality techniques, bringing extensive benefits to operational and business performance.



Ricky Vongsiprasom

Stevens Aerospace and Defence Systems (Stevens) has appointed **Ricky Vongsiprasom** to Maintenance Director of its AOG (Aircraft on Ground) division. Vongsiprasom joined Stevens in early 2018 as a technician on the AOG team, quickly advancing to AOG team coordinator and now serving as maintenance director for the division. He brings to Stevens a decade of experience maintaining corporate aircraft from manufacturers such as Textron, Embraer, Pilatus and more.

Inmarsat, a leader in global, mobile satellite communications, has announced that **Philippe Carette** will be joining the company as President of its Aviation Business Unit on November 22, 2021. Carette joins Inmarsat from Thales, where he held several roles since joining the company in 2013. This includes the position of CEO of Thales' InFlyt Experience Business Line (IFE), where he led a digital transformation of the business, leveraging cloud based disruptive applications and achieving a significant increase in customer satisfaction. He has over 30 years' experience in the technology and aerospace industries, which in addition to his tenure at Thales includes 14 years with the Safran Group, a major French aerospace engineering company. **Philip Balaam**, currently business unit President for aviation, is moving into a new strategy role at Inmarsat, where he will be working with Chief Strategy Officer (CSO) **Fredrik Gustavsson** to reinforce the company's growing, broad-based commercial momentum.



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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
A319-100	ORIX Aviation	CFM56-5B5/3	5018	2012	Now	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A319-112	Deucalion Aviation Limited	CFM56-5B6/3	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	5950	2014	Q1/2022	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	CFM56-5B6/3	5931	2014	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	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	
A330-243	Willis Lease	Trent 772B-60	1157	2010	Now	Lease	Chris Giles	cgiles@willislease.com	
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	CFM56-7B20	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	Q4/2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42826	2017	Q4/2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42827	2017	Q4/2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42828	2017	Q4/2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42829	2017	Q4/2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42830	2017	Q4/2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42831	2018	Q4/2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42832	2018	Q4/2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42833	2018	Q4/2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42835	2018	Q4/2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	63971	2018	Q4/2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	64992	2018	Q4/2021	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	CFM56-7B27/3	37254	2011	Now	Sale / 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	CFM56-7B26	34692	2007	Q4/2021	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451

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## Commercial Jet Aircraft (cont.)

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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	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

## Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
ATR-72-500	Willis Lease	PW120M	919	2010	Now	Lease	Neil Ruane	nruane@willislease.com	1-(647)-242-4952
ATR-72-500	Willis Lease	PW120M	920	2010	Now	Lease	Neil Ruane	nruane@willislease.com	1-(647)-242-4952
ATR-72-500	Willis Lease	PW120M	928	2010	Now	Lease	Neil Ruane	nruane@willislease.com	1-(647)-242-4952
ATR-72-500	Willis Lease	PW120M	932	2010	Now	Lease	Neil Ruane	nruane@willislease.com	1-(647)-242-4952
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	15095	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
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	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

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				
(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				

*RegionalOne*

**Engine Lease Finance**



**MAGELLAN**  
AVIATION GROUP

# THE AIRCRAFT AND ENGINE MARKETPLACE

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@ftaiaaviation.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				
(4) CFM56-7B24/3	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(4) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P	Now - Lease				
(2) CFM56-7B24/E	Now - Lease				
(1) CFM56-5C4	Now - Lease				
(2) CFM56-5B4/P	Now - Lease				
(4) 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				
(2) GE90-90B	Now - Sale/Lease/Exch.	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
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@ftaiaaviation.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.				
(2) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2527-A5	Now - Lease				
(1) V2527-A5	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) 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
(1) V2527-A5 unserviceable	Now - Sale				

## Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(1) GTC331-500B	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
(2) GTC331-200ER, (2) GTC331-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTC331-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
GE90-115B – Fan Stator Module – P/N 2115M15G04		Altavair	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
A320 Nose Landing Gear		GA Telesis		landinggearsales@gatelesis.com	
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
(3) GTC331-350, (5) GTC331-9A	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(1) APS3200, (2) GTC331-9B					
(1) APS2300, (1) GTC331-200ER,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 954-683-1893
(1) APS1000-C12, (1) GTC331-150RJ					
GTC331-9A (2), GTC331-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTC331-200, GTC331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
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
(6) GTC331-9A, (1) GTC331-200, (1) GTC331-9B, (1) GTC331-200		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(2) GTC331-350, (2) GTC331-500, (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 GTC131-9B	Now - Sale / Lease	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
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