

Weekly Aviation Headline News

WORLD NEWS

AirBridgeCargo chooses CargoAi as global partner

AirBridgeCargo Airlines said it is making its entire worldwide capacity offer available on CargoAi. Freight forwarders around the world now have instant access to eQuote and eBooking on the carrier's cargo capacity, namely destinations in Russia and Kazakhstan, in Europe and the Middle East, in Asia and the USA of its network of more than 30 destinations served by the airline's 18 Boeing 747 and 777 freighters.

Frontier Airlines launches 13 routes from Orlando

From the start of November Frontier Airlines launched 13 new nonstop routes from Orlando International Airport (MCO), including service to five international destinations: Costa Rica, El Salvador, Jamaica, Mexico and The Bahamas. The new service expands Frontier's Orlando route map to 81 nonstop destinations, the most of any airline at MCO.

Delta sees surge in international bookings as US reopens

As the U.S. reopens to fully vaccinated international travellers. In the six weeks since the U.S. reopening was announced, Delta has seen a 450% increase in international point-of-sale bookings versus the six weeks prior to the announcement. Many international flights are expected to operate 100% full on Monday, Nov. 8, with high passenger volume throughout the following weeks. As consumer confidence in travel returns, Delta is increasing flights this winter from key European cities including London-Boston.



Five A380s will return to service on a temporary basis.

Photo: Qatar Airways

Qatar does a one-eighty on the three-eighty Doha carrier reluctantly brings back superjumbos

During an online seminar in May attended by *AviTrader*, the outspoken Qatar Airways' CEO Akbar Al Baker ruled out the return of the carriers A380 fleet saying the airline had grounded the A380 simply because it was a very fuel inefficient aircraft and at the same time, he thought there was no market for that aircraft in the foreseeable future.

Fast forward six months, its A380s are back into operation after the airline reluctantly took the decision to welcome the fleet back into operation due to ongoing capacity shortage.

It is anticipated that at least five of the airline's 10 A380 aircraft will be brought back into service on a temporary basis over the coming weeks to support fleet capacity on

"This difficult decision reflects the gravity of the A350 issue and is intended to be a short-term measure to assist us in balancing our commercial needs."

Qatar Airways' CEO Akbar Al Baker

key winter routes, including London Heathrow (LHR) and Paris (CDG), from 15 December 2021.

Qatar Airways is currently facing significant limitations to its fleet capacity because of the recent

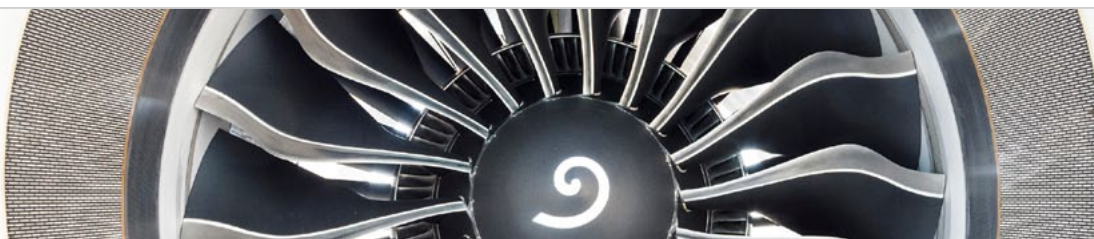
grounding of 19 of its A350 fleet due to an accelerated surface degradation condition impacting the surface of the aircraft below the paint, as mandated by the Qatar Civil Aviation Authority (QCAA).

The airline also recently re-introduced several of its A330 fleet following a continued increase in capacity requirements due to the easing of travel restrictions and

the upcoming peak winter holiday period, which are anticipated to see a return to pre-COVID levels.

Qatar Airways Group Chief Executive, His Excellency Mr. Akbar

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Al Baker, said: "The recent grounding of 19 Qatar Airways A350 fleet has left us with no alternative but to temporarily bring some of our A380 fleet back on key winter routes.

"These groundings are due to an ongoing issue relating to the accelerated degradation

of the fuselage surface below the paint, which as yet remains an unresolved matter between Qatar Airways and the manufacturer for which the root cause is yet to be understood.

"This difficult decision reflects the gravity of the A350 issue and is intended to be a

short-term measure to assist us in balancing our commercial needs. It does not signify a permanent reintroduction of our A380 fleet, which were grounded in favour of more fuel-efficient, twin-engine aircraft at the onset of the COVID-19 pandemic."

AIRCRAFT & ENGINE NEWS

MTU Aero Engines and EASA develop approval requirements for flying fuel cell

MTU Aero Engines has entered an innovation partnership with the European Union Aviation Safety Agency (EASA). Together, the partners are investigating the potential ways forward for future certification of a flying fuel cell (FFC). The hydrogen-powered fuel cell is a very promising propulsion concept on the way to emission-free flying and an integral part of MTU's Clean Air Engine (Claire) technology agenda. Safety is a top priority in aviation, which is why entirely new standards, approval regulations and verification procedures must be defined for the safe operation of the new propulsion concept of the flying fuel cell. "When it comes to the approval of a flying fuel cell, all parties involved are entering uncharted territory," explains MTU's Head of Quality Thomas Frank, "which is why we are seeking dialog with the certification bodies at such an early stage." In this way, he says, MTU is underscoring its pioneering role in this new technology. "We rely on a strong network of partnerships and research collaborations. Together with EASA, we are breaking new ground for a sustainable orientation of aviation," adds Barnaby Law, Chief

Vietjet and Rolls-Royce sign US\$400 million deal for modern aircraft engines



Photo: Vietjet has chosen the Rolls-Royce Trent 700 engine for its new fleet

Vietjet and Rolls-Royce have signed an agreement to provide engines and engine services for the airline's future wide-body fleet with a total value of approximately US\$400 million (£290 million). The Trent 700 engine is the only engine specifically designed for this wide-body aircraft and is widely recognised for its outstanding efficiency and reliability. Since its launch in 1995, the Trent 700 has logged more than 60 million hours in service. With a comprehensive network in Vietnam and Asia Pacific, Vietjet looks to further expand its wings across continents thanks to its new and modern fleet.

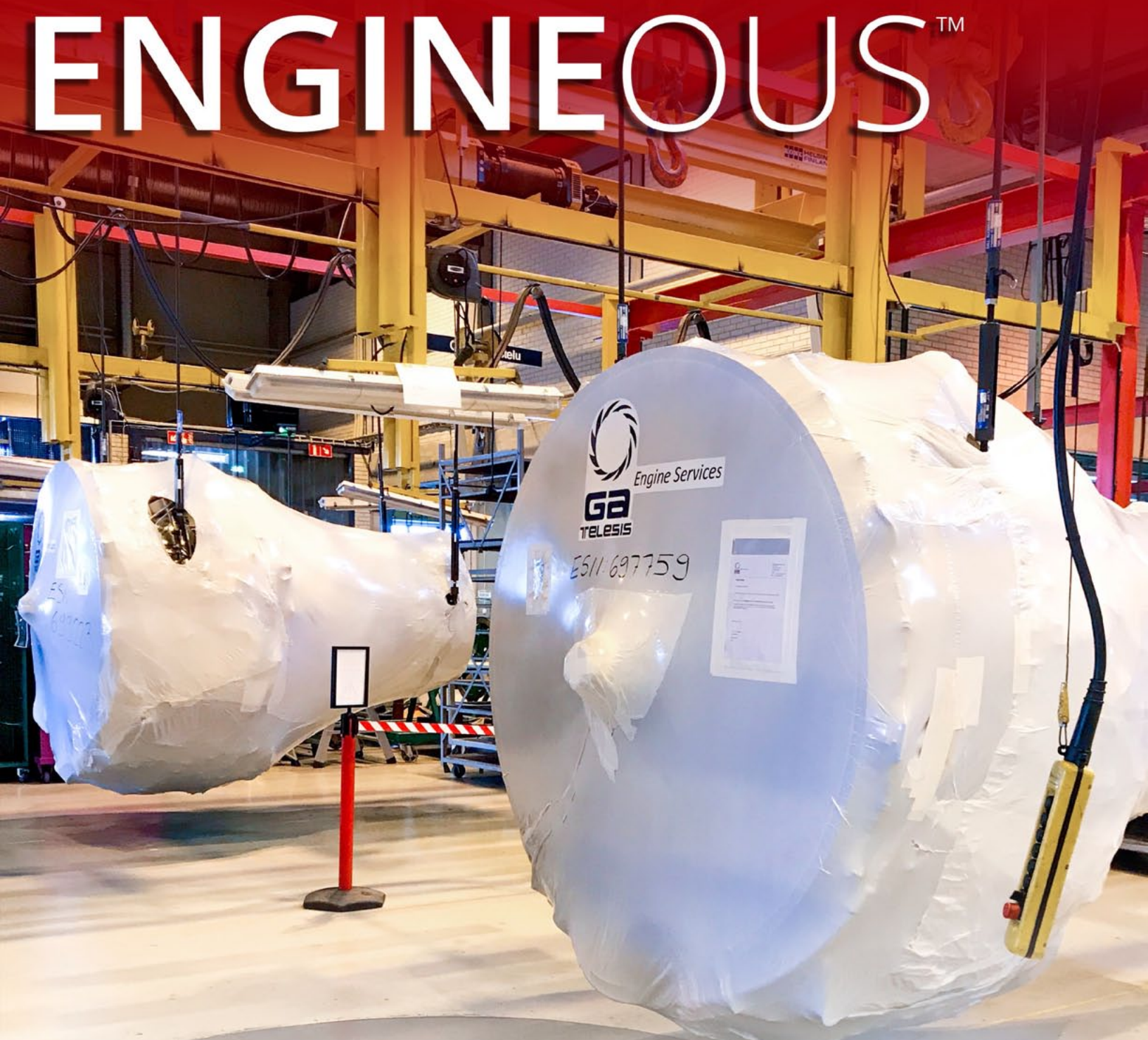


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Engineer Flying Fuel Cell at MTU. "MTU is one of the first companies to cooperate with EASA in this area", said EASA Chief Engineer Alain Leroy. "Our learnings from this innovation partnership will enable us to efficiently support the safe introduction of these disruptive technologies in the aviation world, with its expected benefits for the environment." MTU Aero Engines aims to advance a promising future option for zero-emission aviation with the flying fuel cell. Together with the German Aerospace Center DLR, the engine manufacturer is developing and validating a fuel cell powertrain. A Do228 aircraft will serve as a technology platform and flight demonstrator, equipped and tested in the coming years with a hydrogen-powered fuel cell and a single-sided electric propeller drive.

AFG Aviation Ireland completes acquisition of two Boeing B747-8F freighter aircraft

AFG Aviation Ireland, a wholly owned subsidiary of Aircraft Finance Germany GmbH, has completed the acquisition of two Boeing B747-8F freighter aircraft bearing MSN 37562 and MSN 37563, from Saudi Arabian Airlines Corporation (Saudi Arabia) for its strategic partner Hongyuan Group (the People's Republic of China). The Hongyuan Group is the official warehousing and storage services provider for the Olympic and Paralympic Winter Games Beijing 2022. Both aircraft will be operated by AirBridgeCargo Airlines (the Russian Federation) on behalf of Hongyuan Group.

Safran Aircraft Engines (Safran) and VietJet Air sign strategic collaborative MoU

Safran Aircraft Engines (Safran) and VietJet Air have signed a Memorandum of Understanding (MoU) to strengthen their strategic partnership. The MoU will encompass Safran's business in commercial engines and the development of VietJet Air's operations through the acquisition of jets, fleet management services, training and helping to set up on-site support capabilities. VietJet Air, which is based in Ho-Chi-Minh City, has been a Safran Aircraft Engines' customer via CFM International since 2011. The airline started operation that year with Airbus A320 commercial jets powered by CFM56-5B engines. Today, VietJet Air operates 57 CFM56-powered A320 family aircraft and has also signed by-the-hour service contracts for these engines. In 2016 VietJet Air confirmed an order for 100 Boeing 737 MAX jets powered by LEAP-1B engines from CFM International. Deliveries of these aircraft began in 2019. At the Paris Air Show, in June 2017, VietJet Air had already selected Safran's SFCO2® service for a period of five years. Safran's

First A319neo takes to the skies with 100% sustainable aviation fuel



First A319neo flight with 100% sustainable aviation fuel

Photo: Airbus

Airbus, Dassault Aviation, ONERA, the French Ministry of Transports and Safran have launched the first in-flight study of a single-aisle aircraft running on unblended sustainable aviation fuel (SAF). During the flight test over the Toulouse region on October 28, one CFM LEAP-1A engine of an Airbus A319neo test aircraft operated on 100% SAF. Initial results from the ground and flight tests are expected in 2022. The unblended SAF is provided by Total Energies. It is made from hydro-processed esters and fatty acids (HEFA), which primarily consists of used cooking oil, as well as other waste fats. HEFA is made of paraffinic hydrocarbons and is free of aromatics and sulphur. Approximately 57 tonnes of SAF will be used for the entire test campaign. It is produced in Normandy close to Le Havre, France. The 100% SAF will also be utilised for compatibility and engine operability studies on the Safran Helicopters Arrano engine used on the Airbus Helicopters H160, which are expected to start in 2022. Airbus, in collaboration with DLR, is responsible for characterising and analysing the impact of 100% SAF on ground and in-flight emissions. Safran focuses on compatibility studies related to the fuel system and engine adaptation for commercial and helicopter aircraft and their optimisation for various types of 100% SAF fuels. Safran will perform LEAP engine ground tests with 100% SAF at its Villaroche facilities later this year to complete analysis. ONERA is supporting Airbus and Safran in analysing the compatibility of the fuel with aircraft systems and will be in charge of preparing, analysing and interpreting test results for the impact of 100% SAF on emissions and contrail formation. Dassault Aviation is contributing to the material and equipment compatibility studies and verifying 100% SAF biocontamination susceptibility. The study – known as VOLCAN (VOL and carburants alternatifs nouveaux (new alternative fuels)) – contributes to global decarbonisation efforts currently underway across the entire aeronautical industry and is benefiting from a financing of the France Relance recovery plan, the part thereof dedicated to the decarbonisation of aviation, which is implemented by DGAC under the supervision of Jean-Baptiste Djebbari, French Minister of Transport. The study's ultimate goal is to promote the large-scale deployment and use of SAF, and certification of 100% SAF for use in single-aisle commercial aircraft and the new generation of business jets.

SFCO2® solution combines the respective areas of expertise of Safran Aircraft Engines and Safran Electronics and Defense, a recognised expert in flight data analysis. It is designed to offer airlines effective fleet management recommendations, to help them reduce fuel consumption, and consequently CO2 emissions. As Vietnam's largest airline in terms of the total number of passengers transported domestically, Vietjet currently operates a fleet of 90 aircraft. With a comprehensive network in Vietnam and Asia Pacific, the airline looks to further expand across continents thanks to its new and modern fleet in the near future.

MRO & PRODUCTION NEWS

AerCap and Safran sign joint venture agreement for Shannon Engine Support

Following AerCap's acquisition of the GE Capital Aviation Services business (GECAS), it has signed a 20-year joint venture agreement with Safran Aircraft Engines regarding Shannon Engine Support (SES). SES, a leading provider of spare engines for CFM International, is now a 50/50 joint company between AerCap and Safran. SES, one of the largest lessors of CFM56 and LEAP engines, will continue to provide lease engine

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support to CFM and CFM operators. Aengus Kelly, CEO of AerCap, said, "The SES business is a great fit within the AerCap portfolio, with similar expertise, common assets and a complementary customer base to our wholly owned engine leasing business. This partnership extends our longstanding relationship with Safran, one of the world's leading aviation companies. We look forward to working with the team at Safran to drive continued success at SES."

GA Telesis signs new agreement with Didsbury Engineering

GA Telesis (GAT) continues to elevate its tooling and GSE sector growth, signing a new agreement with UK-based Didsbury Engineering to become a global distributor of its extensive inventory of hoist kits and other ground service equipment (GSE). The hoists are an integral tool in the safe installation and removal of heavy, hard-to-reach aircraft components. This agreement further solidifies GA Telesis' Tarmac Solutions team commitment to offering critical, specialised tooling to support airlines and MRO operations. "Didsbury Engineering is proud to work with GA Telesis on this new partnership, which will help increase the exposure of Didsbury Engineering's OEM-approved aircraft tooling and fuel tank entry equipment in the worldwide aviation market," said Matthew Lockett, Civil Aviation Account Manager. "By partnering with GA Telesis, we are confident we can add real value to our customer network and look forward to creating cost-effective engineering solutions for the end-user community," added Lockett.

FINANCIAL NEWS

Ryanair posts H1 loss of €48 million as traffic rebounds at lower fares

Ryanair has released that first half (H1) scheduled revenues have increased 61% to €1.27 billion as traffic jumped 128% from 17.1 million to 39.1 million (at a 79% load factor). The COVID disruption of Easter traffic, the delayed relaxation of EU travel restrictions into May/June, and the uncertainty caused by the UK's traffic light system this summer and the close-in-nature of bookings required price stimulation – resulting in average fares of just €33 (down 30% on H1 last year). Ancillary revenue continued its strong performance, generating over €22.50 per passenger, as guests choose priority boarding and reserved seating. Total revenue increased by over 80% to €2.15 billion in H1. Ryanair reported a H1 loss of €48 million, compared to a PY H1 loss of €411 million. While sectors and traffic more than

AIRCRAFT & ENGINE NEWS

SmartLynx adds two more A321Fs to its expanding cargo fleet



Photo: SmartLynx adds two A321Fs to its fleet

As part of an ambitious expansion strategy, SmartLynx Airlines, a high-profile European ACMI charter and cargo operator has announced the addition of two more A321Fs to its growing cargo fleet. The two new cargo freighter aircraft will bring the airline's A321F fleet to a total of eight active aircraft of the type by the end of 2022. Additionally, SmartLynx, a family member of Avia Solutions Group, has plans to double its fleet number in the near future. Both A321Fs – MSN 1204 (9H-CGC) and MSN 775 (9H-CGD) – are leased to SmartLynx by entities managed by Cross Ocean Partners and will be registered in Malta. The passenger-to-freighter conversion is being undertaken by Precision Conversions in the United States and the aircraft are expected to enter service in Q1 2022.

Air Transport Services Group places first order with Boeing to convert four 767-300 aircraft into freighters



ATSG has ordered four 767-300 Boeing Converted Freighters

Photo: Boeing

Air Transport Services Group (ATSG) has contracted with Boeing for the conversion of four aircraft to 767-300 Boeing Converted Freighters (BCFs). "Our continued confidence in the 767-300 platform, now coupled with the services and support of the OEM, reinforces our commitment to deliver best-in-class reliable services to our customers," said Mike Berger, chief commercial officer of ATSG. "We're proud to partner with Boeing as we expand our fleet to meet growing demand and look forward to future growth together." ATSG is a global leader in cargo leasing, operating a fleet of 106 Boeing aircraft, including more than ninety 767 converted freighters.

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doubled, operating costs increased by just 63% to €2.20 billion, driven primarily by lower variable costs such as aircraft, airport and handling, route charges and fuel. Lower costs, coupled with rising load factors, led to a marked reduction in cost per passenger (ex-fuel) to €38. Ryanair expects to see further improvements in costs as its new, lower-cost and more-fuel-efficient aircraft deliver and EU countries (such as Ireland, Spain and Italy) rollout COVID recovery incentive schemes. Ryanair's fuel requirements are 80% hedged for the fourth quarter of full year 2022 (Q4 FY22) (50% jet swaps at US\$580, with the balance hedged with caps at US\$750 per met. tonne). H1 FY23 is 80% hedged (60% jet swaps at US\$620 and 20% caps at US\$715) and H2 FY23 is 60% hedged at US\$625. Carbon credits are fully hedged for FY22 and 70% hedged for FY23 at €24 and €40 per EUA respectively. (£1.00 = €1.18 = US\$1.38).

CAE to acquire Sabre's AirCentre airline operations portfolio

CAE and Sabre Corporation have announced an agreement for CAE to acquire Sabre's AirCentre airline operations portfolio (AirCentre) – a highly valuable suite of flight and crew management and optimisation solutions. The agreement, which is valued at US\$ 392.5 million excluding post-closing adjustments, includes the Sabre AirCentre product portfolio, related technology, and intellectual property, as well as the transfer of AirCentre's highly talented workforce. AirCentre generated approximately US\$150 million revenue in the 2019 calendar year (pre-pandemic), and approximately US\$55 million EBITDA for the same period. The closing of the transaction is expected in the first quarter of calendar 2022 and is subject to customary conditions and regulatory approvals. The acquisition will further expand CAE's reach across its broad customer base beyond pilot training and establish the company as a technology leader in the growing marketplace for industry-leading, digitally enabled flight and crew operations solutions. CAE expects that the transaction will be mid-single-digit percentage EPS accretive, and even higher free cash flow accretive, for CAE within the first year post closing. (£1.00 = US\$1.38 at time of publication).

AerCap completes acquisition of GE Capital Aviation Services

AerCap Holdings, a global leader in aircraft leasing, has completed its acquisition of the GE Capital Aviation Services business (GECAS) from General Electric (GE). The acquisition positions AerCap as the worldwide industry leader across all areas of aviation leasing: aircraft, engines and helicopters.

AIRCRAFT & ENGINE NEWS

A.P. Moller – Maersk orders two Boeing 777 freighters



Photo: Boeing 777F freighter

A.P. Moller – Maersk (Maersk), the global provider of end-to-end container logistics, has placed an order for two Boeing 777 freighters. The freighters will be operated by Star Air, Maersk's in-house aircraft operator and is the company's first 777 order. Star Air currently operates an all-Boeing 767 freighter fleet. "As a global integrator of container logistics, Maersk is improving the ability to provide one-stop shop and end-to-end logistics capabilities to our customers. This year, we have strengthened our integrated logistics offering through e-commerce logistics acquisitions, tech investments, expanding our warehouse footprint and as a natural next step, we are now ramping up our air freight capacity, creating a broader network to cater even better for the needs of customers," said Vincent Clerc, executive vice president and CEO of Ocean & Logistics, A.P. Moller – Maersk. The Boeing 777 freighter offers 17% better fuel efficiency and reduced CO2 emissions compared to legacy airplanes. With a range of 9,200 kilometres, the 777 freighter can carry a maximum revenue payload of 102,000 kilograms, allowing Star Air to make fewer stops and reduce landing fees on long-haul routes.

The combined company will serve approximately 300 customers around the world and will be the largest customer of Airbus and Boeing. AerCap now has a portfolio of over 2,000 aircraft, over 900 engines and over 300 helicopters, as well as an order book of approximately 450 of the most fuel-efficient and technologically advanced aircraft. The aircraft fleet represents approximately 90% of the assets of the combined company. New-technology aircraft are expected to make up 75% of the aircraft fleet by 2024. Under the terms of the transaction agreement, General Electric received 111.5 million newly issued AerCap shares, approximately US\$23 billion of cash and US\$1 billion of AerCap notes. General Electric now owns approximately 46% of AerCap's outstanding shares. In connection with the transaction, Jennifer VanBelle has joined the Board of Directors of AerCap, bringing the number of members serving on AerCap's Board of Directors to ten.

Lufthansa Group returns to profits in third quarter 2021

The Lufthansa Group has reported that in the third quarter of 2021, capacity offered, measured in passenger-kilometres, was 50% of

the pre-crisis level of 2019, about twice as high as in the second quarter. Overall, the airlines of the Lufthansa Group carried 19.6 million passengers in July, August and September combined. This represents 46% of the pre-crisis level in Q3 2019. The seat load factor was 68.8%, 17.4 percentage points higher than in Q2 2021 (-17.5 percentage points compared to Q3 2019). In the third quarter, Group sales nearly doubled (+96%) year-on-year to €5.2 billion (prior year: €2.7 billion). Adjusted EBIT excluding restructuring costs of €255 million was €272 million in the third quarter (prior year: €-1.2 billion). Including these restructuring expenses, Adjusted EBIT amounted to €17 million (prior year: €-1.3 billion). Net income amounted to €-72 million in the third quarter (prior year: €-2.0 billion). Adjusted free cash flow was €13 million in the third quarter of 2021, despite the payment of deferred taxes at Lufthansa Technik of €443 million. The main reasons for the positive result were the good working capital management and the strong inflow of new bookings that continued in the third quarter. From January to September 2021, the Lufthansa Group generated revenue of around €11 billion (prior year: €11 billion). Adjusted EBIT improved to €-1.6 billion excluding restructuring costs of €520 million (prior year: €-4.0 billion). Including

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these restructuring costs, it amounted to €-2.1 billion (prior year: €-4.2 billion). Net income for the first three quarters of the year was €-1.9 billion (prior year: €-5.6 billion). (€1.00 = €1.17 at time of publication).

Dubai Aerospace Enterprise (DAE) has reported its financial results

Dubai Aerospace Enterprise (DAE) has reported its financial results for the nine months ended September 30, 2021. Firoz Tarapore, Chief Executive Officer of DAE, stated, "Our financial results for the first nine months of 2021 demonstrate our continued focus in the leasing division on investing in new technology, fuel-efficient narrow-body aircraft, sales of portfolio aircraft in the secondary market and extending further relief to our airline customers. Since the onset of the pandemic, we have deployed approximately US\$2.6 billion of capital commitments for our own balance sheet and on behalf of our aircraft investor partners. The company reported total revenue of US\$925.3 million (nine months ended September 30, 2020: US\$984.1 million) and adjusted profit before tax of US\$134.4 million (nine months ended September 30, 2020: US\$178.8 million). DAE reported operating cash flow of US\$799.7 million (nine months ended September 30, 2020: US\$602.7 million) and unsecured debt as a percentage of total debt of 68.6% (year-end 2020: 62.6%). DAE had available liquidity of US\$3,421.9 million at the end of the nine months (year-end 2020: US\$2,693.0 million) and a fleet utilisation of 98.8% (year-end 2020: 98.2%). (€1.00 = US\$1.37 at time of publication).

Wencor Group acquires ASC Industries

Wencor Group (Wencor), a leading solutions provider to the aerospace aftermarket, defence and OEM markets, has announced the acquisition of ASC Industries. "The addition of ASC broadens our capabilities and product offerings, allowing Wencor to deliver differentiated supply chain solutions, value-added inventory services and customised kitting solutions. This acquisition aligns with our market and product expansion strategy into the military and defence marketplace providing access to over 30 premier authorised distribution lines. We look forward to serving many of the world's leading aerospace and defence original equipment manufacturers, their subcontractors and the warfighter," said Wencor's President of Defense, Scott Herndon. Established in 1951, ASC Industries is currently celebrating its 70th year servicing the aerospace market. ASC has a rich history supporting domestic and international military and commercial customers

AIRCRAFT & ENGINE NEWS

Embraer delivers first Phenom 300E to Ecuador



Photo: Embraer has delivered the first Phenom 300E to Ecuador

Embraer has delivered a new Phenom 300E to an undisclosed customer in Quito, Ecuador, marking the first delivery of the aircraft type in the country. The Phenom 300E's technology, performance and comfort are key for the missions in which the aircraft will fly. With a range of 2,010 nautical miles (3,724 km), the aircraft also features unique take-off performance, which allows it to depart from Quito International (SEQM) at its maximum structural take-off weight (MTOW) in temperatures up to ISA+26 on dry or wet runways and fly non-stop to Miami, for instance. In addition to the Phenom 300E's range, the aircraft was selected by the customer for its ability to operate from challenging airports with outstanding performance when facing short runways, high elevations and surrounding mountains. With superb runway and climb capabilities, the Phenom 300E demonstrates unmatched performance with technologies such as Synthetic Vision System (SVS) to provide enhanced situational awareness and runway overrun awareness and alerting system (ROAAS)—the first technology of its kind to be developed and certified in business aviation.

as a full-line stocking distributor of aerospace fasteners, fittings and hardware, from its 50,000 ft² facility in Arlington, Texas.

Atlas Air Worldwide reports strong third-quarter results

Atlas Air Worldwide Holdings has reported strong third-quarter 2021 results, including net income of US\$119.5 million, compared with net income of US\$74.1 million in the third quarter of 2020. On an adjusted basis, EBITDA grew sharply to US\$280.5 million in the third quarter this year compared with US\$196.3 million in the third quarter of 2020. Adjusted net income in the third quarter of 2021 increased to US\$145.4 million compared with US\$82.7 million in the third quarter of 2020. "We delivered outstanding financial and operating results in the third quarter. We flew over 90,000 block hours and generated quarterly revenue that exceeded US\$1.0 billion for the first time in our company's history," said Atlas Air Worldwide President and Chief Executive Officer John W. Dietrich. "Our

strategic focus on express, e-commerce and fast-growing global markets is driving robust demand for our services and producing strong financial performance. In a very challenging pandemic operating environment, our team pulled together to increase utilisation of our aircraft, and safely serve our customers and the global supply chain." (€1.00 = US\$1.37 at time of publication).

Spirit AeroSystems posts revenue of US\$980 million in Q3 2021 - up 22%

Spirit AeroSystems' (Spirit) third quarter of 2021 revenue was US\$980.0 million, up 22% from the same period in 2020, primarily due to higher production deliveries on the Boeing 737 and increased revenue from the recently acquired A220 wing and Bombardier programmes. These increases were partially offset by the lower wide-body production rates due to reduced international air traffic resulting from the impact of COVID-19. Deliveries increased to 250 shipsets during the third quarter of 2021 compared to 206

FINANCIAL NEWS

shipsets in the same period of 2020, including Boeing 737 deliveries of 47 shipsets compared to 15 shipsets in the same period of the prior year. Spirit's backlog at the end of the third quarter of 2021 was approximately US\$33 billion, with work packages on all commercial platforms in the Boeing and Airbus backlog. Operating loss for the third quarter of 2021 was US\$156.6 million, as compared to an operating loss of US\$176.9 million in the same period of 2020. The decreased loss was primarily driven by lower forward loss charges and lower excess capacity costs in the third quarter of 2021 compared to the third quarter of 2020. Third-quarter 2021 earnings included US\$57.1 million of excess capacity costs and net forward loss charges of US\$70.4 million, primarily driven by schedule changes on the Airbus A350 programme and reduced production demand on the Boeing 787 programme. In comparison, during the third quarter of 2020, Spirit recorded excess capacity costs of US\$72.6 million and US\$128.4 million of net forward loss charges. Additionally, during the third quarter of 2020, Spirit recognised restructuring expenses of US\$19.5 million for cost-alignment and headcount reductions. (£1.00 = US\$1.37 at time of publication).

IAG Cargo reports strong third-quarter revenues of €405 million

IAG Cargo reported that third-quarter 2021 (Q3) revenues represent an increase of 34.4% at constant currency versus the same period last year. Overall yield for Q3 was down 2.0% at constant currency versus 2020. Sold tonnes were up 42.6%. The results come on top of IAG Cargo's half-year revenue of €769 million, and delivering total revenue to date of €1,174 million in 2021, up 28.0% on the same time last year. The quarter's success has been achieved through a sustained resurgence in the volume of flights offered by IAG Cargo. Overall, IAG Cargo has seen a 24% increase in capacity on the previous quarter and a 62.2% increase compared to Q3 last year. The increased activity reflects growing levels of global trade, as many economies experience recovery following the COVID-19 pandemic. New routes during the quarter included Nairobi, Istanbul, Male, Chennai, Vienna, Denver and Phoenix, whilst many other lanes saw increased frequencies. During the quarter, IAG Cargo's ability to provide a fast, efficient and global service, connecting East to West, has been in high demand. IAG Cargo's hubs in Heathrow, Madrid and Dublin have been pivotal, with a significant increase in interline activity. IAG Cargo also increasingly saw conversions from sea freight as shippers turned to air freight to minimise the impact of the well-publicised supply chain disruption.

MRO & PRODUCTION NEWS

Qatar Airways Cargo to replace entire ULD fleet with Safran Cabin Fire Resistant Containers



Photo: Qatar Airways Cargo has opted for Safran's new Fire Resistant Container solution

Qatar Airways Cargo is the first cargo carrier to adopt Safran Cabin's new fire-resistant container (FRC) solution, having taken delivery of an initial batch of containers on September 29, in Doha, Qatar. Over the next five years, the cargo airline will replace its entire fleet of more than 10,000 ULDs (Unit Load Devices) with this unique container design, aiming to exchange 70% of the units during 2022. Qatar Airways Cargo's decision to invest in Safran Cabin's newly developed FRCs stems from the airline's vested interest in preventing safety issues related to the increasing risk posed by lithium battery shipments, a concern that Guillaume Halleux, Chief Officer Cargo at Qatar Airways, recently also raised in a key note presentation to the air cargo industry at IATA's World Cargo Symposium in Dublin, Ireland. "As a leading cargo airline, we put the safety of our passengers and employees first. Due to the increased transport of devices with lithium-ion batteries in Unit Load Devices (ULDs), we were looking for a solution that prevents incidents in containers used for the handling and storage of baggage, as well as the transportation of cargo goods. Thorough testing has validated the absolute fire resistance of Safran Cabin's new FRC containers, and we are very pleased to roll out this solution in our belly-hold fleet within such a short period of time," he announced. It is precisely these rising concerns amongst airlines about the safe transportation of lithium-ion batteries and related goods such as smartphones, that prompted Safran Cabin to extend its portfolio with a Class-D Fire Resistant Container, complementing its existing solutions against Class-A fires (ordinary combustibles, such as paper and cardboard). Safran Cabin's newly developed FRCs are designed to resist a lithium-based fire for six hours, and are equipped with an innovative SEN (Secure, Ergonomic, and Non-Velcro) door made of high-impact-resistant materials and without the use of Velcro, making the container easy to maintain and optimising the cost of ownership.

Willis Lease Finance Corporation Reports third-quarter pre-tax profit of US\$6.1 million

Willis Lease Finance Corporation has reported third-quarter total revenues of US\$70.8 million and pre-tax profit of US\$6.1 million. For the three months ended September 30, 2021, aggregate lease rent and maintenance reserve revenues were US\$56.6 million and spare parts and equipment sales were US\$5.1 million. The company reported increased total revenues in the third quarter when compared to the prior year period, primarily due to an increase in lease rent revenue and gain on sale of leased equipment partially offset by a reduction in long-term maintenance revenue. "We are encouraged to see some of the early stages of a recovery reflected in our improved quarterly performance," said Charles F. Willis, Chairman and CEO. "While we are still a long way from a pre-COVID environment and many hurdles still

exist on that path, we are pleased to see our customers beginning to use the equipment they have more and increasingly requesting additional support. The aviation industry is important to the global recovery, and we are proud to be part of it." (£1.00 = US\$1.37 at time of publication).

Air Canada reports third-quarter revenues of CA\$2.103 billion

Air Canada has released its third-quarter 2021 financial results, which reveal operating revenues of CA\$2.103 billion, representing almost three times the operating revenues of CA\$757 million in the third quarter of 2020. Negative EBITDA (earnings before interest, taxes, depreciation, and amortization), excluding special items, was CA\$67 million compared to negative EBITDA (excluding special items) of CA\$554 million in the same quarter of 2020. Operating loss was CA\$364 million, compared to an operating loss

FINANCIAL NEWS

of CA\$785 million in the third quarter of CA2020. Net cash flow was CA\$153 million, approximately CA\$520 million higher than the midpoint of the net cash burn guidance provided for the quarter. Record cargo revenues surpassed the billion-dollar mark year-to-date and unrestricted liquidity stood at CA\$14.4 billion at September 30, 2021. Air Canada recorded a net loss of CA\$640 million or CA\$1.79 per diluted share in the third quarter of 2021 compared to a net loss of CA\$685 million or \$2.31 per diluted share in the third quarter of 2020. The net loss in the third quarter of 2021 included a foreign exchange loss of CA\$136 million, as compared to a foreign exchange gain of CA\$88 million recorded during the third quarter of 2020. When compared to the third quarter of 2020, EBITDA improved CA\$487 million to negative EBITDA, excluding special items, of CA\$67 million in the third quarter of 2021. The last two months of the third quarter of 2021 each generated positive EBITDA. In the third quarter of 2021, net cash generation of CA\$153 million was better than management's expectation of a net cash burn of between CA\$280 and CA\$460 million, as discussed in Air Canada's July 23, 2021 news release. Over the third quarter, Air Canada saw the benefit of strong advance ticket sales and a significant increase in passengers carried versus both the second quarter of 2021 and the third quarter of 2020. This, along with its strong liquidity position, gives Air Canada added confidence that it is well-positioned to emerge from the pandemic, and to continue building back its network and investing in the future. As at September 30, 2021, Air Canada's unrestricted liquidity was approximately CA\$14.4 billion which consisted of approximately CA\$9.5 billion in cash, cash equivalents, short- and long-term investments and about CA\$4.9 billion available in undrawn funds from credit facilities.

MILITARY AND DEFENCE

Boeing breaks ground for new MRO facility in Jacksonville

Boeing has begun construction of a new 370,000 ft² maintenance, repair and overhaul (MRO) facility located at Cecil Airport that, once complete, will support Boeing's ability to deliver readiness outcomes for US government customers. The facility will include eight new hangars, additional workspace and offices where Boeing maintainers, engineers and data analysts will support US Navy and Air Force aircraft. The facility's close proximity to Naval Air Station Jacksonville, Boeing's Training Systems Center of Excellence in west Jacksonville, and local academic

MRO & PRODUCTION NEWS

Stevens Aerospace starts construction of new Tennessee MRO facility



Photo: Construction site Stevens Aerospace Nashville MRO

Stevens Aerospace and Defense Systems (Stevens) has started construction on its new MRO facility in Smyrna, Tennessee. The first phase of the facility will provide 57,000 ft² of operational space and phase two will see an additional 40,000 ft² of hangar space. Stevens has operated in the Nashville metropolitan area for nearly 40 years. The Smyrna/Rutherford County Airport offers all the operational features found at larger airports but with considerably less congestion plus room to expand, making it an ideal fit for Stevens' continuing business growth. In addition, most of Stevens' Tennessee employees live closer to the new facility which has reduced their daily commute. "John Black, the airport's executive director, has done an outstanding job of growing and modernizing a WWII military training airport", said Christian Sasfai, Stevens' president. "He understands how to attract aviation businesses and, maybe more importantly, that the airport is a key part of overall business growth in the region." Stevens expects the new facility to be fully functional by mid-2022.

FINANCIAL NEWS

Struggling Thai Airways to take drastic measures – will offload 42 jets and slash workforce by a third

Founded in 1961, the flag-carrying airline Thai Airways International Public Company Limited (Thai Airways) has remained virtually unprofitable for the best part of a decade. The ailing carrier is now taking drastic measures to turn round the company's fortunes by selling off 42 less-fuel-efficient aircraft, 16 aircraft which are on lease will also be returned, basically halving its current



Thai Airways

Photo: AirTeamImages

fleet size to 58 planes across four different types. These moves are all part of a bankruptcy-protected restructuring after protection was granted by the Central Bankruptcy Court in September 2020. In June 2021 the Central Bankruptcy Court accepted Thai Airways' business plan, which had been previously agreed by creditors, to restructure its approximate 424-billion-baht debt. On Monday the Thai government lifted restrictions to enable quarantine-free travel for vaccinated tourists and the carrier intends to now expand its flight coverage, adding flights especially from Europe. By December 2022 Thai Airways will also reduce its workforce from a current 21,300 staff to 14,500. While currently in discussions with the Thai government for an additional loan of 25 billion baht, the Thai carrier will finalise a 25-billion-baht credit agreement with financial institutions to aid cashflow by the end of next year. For the six-month period up to June this year Thai Airways posted a profit of 11.1 billion baht, compared to a loss of 28 billion baht for the same period in 2020. (£1.00 = US\$1.18 = 45.44 baht).

MILITARY AND DEFENCE

institutions make it a leading location for the development and delivery of innovative product support, underpinned by collaborative research and engineering. "With this physical growth comes the ability to meet the evolving needs of our nation's servicemen and women," said Ted Colbert, president and CEO of Boeing Global Services. "The Boeing team in Jacksonville are experts at performing complex military aircraft modifications, and we're excited to partner with our customer to tackle what's next in the MRO space, like using data analytics to help minimise aircraft downtime, or applying digital tools to optimise and integrate our support approach."

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MENA Cargo has signed its first strategic partnership with **euroAtlantic Airways**. Portugal-based euroAtlantic Airways will supply aircraft to support MENA Cargo's global strategy in expanding operations in SE Asia, Europe and the USA. The one-year charter agreement has been signed for a Boeing 777-200ER and Boeing 767-300ER, both of which are P2F, with the likelihood of more aircraft being added soon. MENA Cargo and euroAtlantic Airways signed the partnership agreement at the GITEX Global tech event in Dubai.

BAA Training, one of the top-three leading aviation training academies in Europe, and **École Nationale de l'Aviation Civile (ENAC)**, the only aviation-oriented university in France, have signed an agreement and developed a BAA Training – ENAC mutual training programme, covering Ab Initio and advanced training. With a proven track record of two-year collaboration, the companies are eager to foster their synergies further and establish long-term business relationships. The mutual programme is currently available for corporate clients. The first students will start their training in early 2022. On a second step, BAA Training and ENAC may study the possibility to open registration to clients coming from other backgrounds than airline companies. The partners have shared responsibilities regarding the new programme's components: BAA Training will deliver ground school training, VFR, MCC, JOC and Type Rating, whereas ENAC will cover the IFR training stage. BAA Training entered into partnership with ENAC in 2019. Since then, it has supported the French university with both theory and flight training.

In October, **Finnair** carried 433,300 passengers, which was 330.0% more than in October 2020. The number of passengers in October 2021

INFORMATION TECHNOLOGY



Greater Bay Airlines

Photo: Swiss-AS

Newly founded Hong Kong-based carrier **Greater Bay Airlines** is joining the **AMOS** Community. The airline will start flying soon, initially with three Boeing B737-800 aircraft and aims to expand its fleet to more than 30 aircraft by 2026. To initiate its operation and support the gradual growth of its activities, the maintenance division of Greater Bay Airlines will make full use of the scalability of AMOS, as the system meets all the current needs of the start-up airline and has the potential to support the ambitious growth plans of the airline. Furthermore, with the choice of AMOS, the integration of the core MRO system with GBA's eco-system has been ensured. Selecting AMOS coincided with Greater Bay Airlines' signing with **flydocs**, one of the leading asset management solution providers in the aviation industry. With flydocs the airline has been able to automate and digitise its aircraft records from day one, while at the same time benefitting from the seamless integration between AMOS and flydocs. Greater Bay Airlines relies on third-party maintenance providers for both line and base maintenance. Additionally, the airline selected **Lufthansa Technik** for the provisioning of CAMO services. Such partnerships support the very lean organisation model of the young airline and allow it to concentrate on its core business. To focus on its primary domain of expertise and keep internal IT effort and cost at a minimum, the airline has entrusted **Swiss-AS** as a cloud and operational services provider by subscribing to the AMOS Cloud Hosting package.

IFS, the global cloud enterprise applications company, has announced that **Viva Air** has selected IFS to support its maintenance, repair and overhaul (MRO) and fleet planning operations. As one of Latin America's leading low-cost carriers with ambitious expansion plans across South and North America, Viva Air will deploy IFS



Latin American-based low-cost carrier Viva Air has chosen IFS to support growing MRO footprint
Photo: IFS

software to support maintenance planning and execution across its growing fleet of aircraft. Over the last decade Viva Air has grown rapidly across Latin America and now serves 20+ routes within Colombia and Peru, as well as international routes to Mexico and a growing number of daily flights to the US. The company has a vision to establish itself as the leading low-cost airline in Latin America, with planned international expansion into Brazil, Argentina, Chile and more countries in the region. The airline currently operates 21 Airbus A320-200 and A320neo aircraft, with fleet size expected to more than double over the next five years. Advanced maintenance software was required to match these aggressive expansion plans. Following an extensive evaluation, the decision was made to move to a cloud-based maintenance management system provided by IFS. IFS MRO and fleet planning software will provide visibility across the entire Viva Air network, bringing multiple disparate systems to a single view in order to more effectively scale the organisation. The cloud solution will be implemented and hosted by IFS partner **Tsunami Tsolutions**. Viva Air is the latest commercial airline customer to select IFS, joining other airline operators across the Americas including **LATAM**, **Copa Airlines**, **Cape Air**, **PSA Airlines** and more.

OTHER NEWS

was 45.3% more than in September 2021. The COVID-19 impact, including the strict travel restrictions imposed by several countries, still affected all passenger traffic figures. It was particularly visible in the North Atlantic and Asian figures. The overall capacity, measured in available seat kilometres (ASK), increased in October by 252.8% year on year and by 31.6% month on month. Finnair operated, on average, 173 daily flights (cargo-only included), which was 130.7% more than in October 2020 and 20.1% more than in September 2021. The differences between capacity figures compared to October 2020 are explained by the longer average stage length of flights operated and by the larger gauge of aircraft operated. Finnair's traffic, measured in revenue passenger kilometres (RPKs), increased by 419.3% year on year and by 51.3% month-on-month. The passenger load factor (PLF) increased by 14.9 points to 46.6% year on year and by 6.1% points month-on-month. The ASK increase in Asian traffic was 87.6% year-on-year. In European traffic, the ASKs were up by 367.4%. The ASKs in domestic traffic increased by 33.5%. RPKs increased in Asian traffic by 70.3%, in European traffic by 726.6% and in domestic traffic by 61.2% year-on-year. The PLF was 17.4% in Asian traffic and 15.1% in North Atlantic traffic, but both were supported by the very strong cargo operations and a high cargo load factor. The PLF was 79.5% in European traffic, which is already close to the pre-pandemic figures. The PLF in domestic traffic was 72.0%. Passenger numbers increased in Asian traffic by 67.9%, in European traffic by 545.7% and in domestic traffic by 71.6% year-on-year. In North Atlantic traffic, ASK, RPK and passenger number growth rates year on year cannot be calculated as there were no passenger flights in October 2020.

A very dark shadow has been cast over the forthcoming holiday period in America with major airlines across the country struggling to recruit staff as post pandemic-restricted travel demand surges. Even back in the summer flight cancellations owing to staff shortages were occurring, and the problem has been exacerbated by virtually all major airlines scrambling to boost staffing levels at the same time. According to REUTERS news agency, Both **American Airlines** and **Southwest Airlines** have been adding multiple flights, consequently severely stretching resources. Last weekend American Airlines cancelled hundreds of flights as a consequence of both bad weather and staffing shortages. Last month, the number of flights cancelled by Southwest Airlines stretched into the thousands, costing the carrier over US\$75 million, while in August **Spirit Airlines** was forced to cancel over 2,800



Photo: Savback Nottingham Heliport

Savback Helicopters AB is opening a UK home at **Nottingham Heliport** in the East Midlands, as it furthers its expansion in Europe. The premier dedicated helicopter facility, owned and operated by **Central Helicopters**, is set in 11 acres of private grounds, offering VIP facilities for crew and passengers and a substantial 520 m² hangar, and another 250 m² of offices and classrooms. Savback Helicopters' Rick Andrew, who joined the business a year ago as Commercial and Sales Director, is moving into his new office this week. Savback will be able to use the hangar space to showcase pre-owned helicopter inventory, invite clients to come and view helicopters for sale, undertake demos and perform pre-purchase inspections on site.



MLS headquarters

Photo: MTU

MTU Aero Engines (MTU) has purchased a 20% share of **MTU Maintenance Lease Services B.V.** (MLS) from **Sumitomo Corporation**, making the Amsterdam-based company a 100% subsidiary of **MTU**. MTU has also sold its 10% share in **SMBC Aero Engine Lease B.V.** to **Sumitomo Corporation**. Both companies will continue to maintain their close collaboration. The move will unlock the full potential of synergies within the MTU group and more focussed support of MTU's engine maintenance, repair and overhaul customers with their spare engine and material needs. It will also ensure continued used serviceable material supply for MTU's network of maintenance facilities. Further, MLS is specialised in leasing, asset management and technical consulting and will continue to develop its portfolio according to market and customer needs.

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flights. With Thanksgiving looming, Southwest Airlines advised last month that flight bookings for the holiday period stood at pre-COVID-19 levels. Currently American Airlines is hoping to onboard 4,000 new employees while also recalling 1,800 flight attendants who are currently on long-term leave. Southwest Airlines has indicated it is aiming to increase staffing levels by 5,000 by the end of December. Ticket prices are likely to become victim to the staff shortages as well as a hike in fuel prices, though despite a minimum wage increase to \$15.00 an hour and hiring referral bonuses, applicant numbers conversely remain lower than pre-pandemic levels. Meanwhile unions have been quick to blame carriers for poor planning which has led to pilots experiencing fatigue and difficulty in finding accommodation. "We're very concerned that management is stuffing the holiday turkey with uncertainty for the upcoming holiday travel period," said Dennis Tajer, spokesman for the Allied Pilots Association, which represents pilots at American Airlines. Meanwhile, carriers such as **United Airlines** and **Delta Air Lines** have not suffered a similar fate as they have been able to mitigate a surge for national demand for air travel with a still relatively low demand for international air travel.

INDUSTRY PEOPLE



Sonia Kurek

• Canadian leisure airline Air Transat has announced the appointment of **Sonia Kurek** as its new Commercial Director of UK, Ireland and GSA Markets. Joining Air Transat on November 1, 2021, Kurek will lead the airline's global team to develop its commercial strategy, including all sales and marketing activity across every distribution channel. She will lead revenue responsibility in markets across Europe and the Americas, including the UK, Ireland, Portugal, Italy, Croatia, Spain, Greece, the Dominican Republic, Mexico and Haiti. Kurek joins Air Transat from British Airways, where she first started in 2004 as a Corporate Account Manager, looking after corporates and TMCs. Several promotions followed, culminating in the role of Sales Manager – Specialists Markets at the airline, where she managed the distribution of a varied portfolio and needs of customers including Groups,

MICE, Retail/OTA, Cruise, Sports, Students, Tour Operators and Specialist Agents.



Chris Greamo

• ARCTOS has named defence technology leader **Chris Greamo** as its new President and Chief Executive Officer (CEO). Greamo has extensive technical competence and significant experience leading innovative defence technology enterprises. He previously served as president and CEO of Two Six Labs, building the technical products and services company with greater than 30% annual growth and leading its sale to The Carlyle Group in February 2021. Following the transaction, he served as president and chief technology officer (CTO) to support the merger between Two Six Labs and IST Research that formed Two Six Technologies. Greamo also previously served as the executive vice president and general manager at Invincea Labs, where he was responsible for technology innovation, research and development for new cybersecurity solutions. Prior to his executive leadership roles, he worked as a technologist and engineer in developing product lines for defence and aerospace industry leaders.



Ciara Ruane

• **Ciara Ruane** has joined Avolon to serve in a newly established role as Chief People Officer (CPO). As CPO, she will be responsible for leading Avolon's people strategy, employee experience, rewards, retention, recruitment, diversity and inclusion, and leadership development and learning. Ruane will be a core member of Avolon's executive leadership team, joining its Executive Committee effective immediately. Ruane has over 20 years' human resources (HR) experience working in strategic HR and effectiveness. Most recently, she served as Group Director of People and Culture at Primark. Aside from the management of the day-to-day employment lifecycle, she was also responsible for the creation of its people strategy and the development of Primark's People & Culture leadership team globally, ensuring best practice HR processes were embedded across Primark's 14 markets for the benefit of its 70,000 employees.



Andreas Pericleous

• ACC Aviation, the global aviation services group, has appointed **Andreas Pericleous** to a new position as VP Business Development, dedicated to the company's expanding, international consulting division. He will work across the consultancy portfolio covering aircraft asset management, technical services, aviation finance and advisory. Pericleous joins ACC Aviation from an established international air charter and ACMI brokerage in Cyprus where he led business development for five years, taking a seat on the management board from 2017. He forged close relationships with a variety of operators and managed long-term ACMI (wet and damp lease) contracts, as well as GSA agreements.

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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	Now	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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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	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
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	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
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@ftaiairline.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
(5) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P	Now - Lease				
(2) CFM56-7B24/E	Now - Lease				
(4) CFM56-7B24	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(1) CFM56-5C4	Now - Lease				
(4) 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 (u/s)	Now - Sale	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
(1) CFM56-7B22/3	Now - Lease				
(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@ftaiairline.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
(1) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(8) 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@ftaiairline.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	Now - Sale				

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(1) GTC331-500B Trent 892B-17 Modules	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
(2) GTC331-200ER, (2) GTC331-9A, (1) GTC331-9B (1) A321 Enhanced Landing Gear 2020 OH	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
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, (1) APS1000-C12, (1) GTC331-9B	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 954-683-1893
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 (2) GTC331-350, (2) GTC331-500, (1) APS3200B, (1) APS3200C		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
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