

Weekly Aviation Headline News

WORLD NEWS

Air bp commences aviation fuel venture in Iraq

Air bp, the international aviation fuel products and service supplier, has commenced a new aircraft fuelling joint venture at Baghdad International Airport (BGW). The joint venture company, United Iraqi Company for Airports and Ground Handling Services Limited, operating under the name MASIL, was awarded an operating licence for aircraft refuelling, ground handling and cargo services.

American Airlines returns daily service to New Delhi from New York

American has marked its return to the Indian capital city with a daily service from JFK to New Delhi (DEL). This expansion will be followed by daily service between Seattle-Tacoma (SEA) and Bengaluru (BLR) in early 2022, linking two critical global technology markets with the U.S. and beyond. The New Delhi service will operate using a Boeing 777-300ER aircraft, the largest widebody in American's fleet.

Qatar Airways and China Southern expand codeshare

Qatar Airways and China Southern Airlines signed a joint MoU confirming a significant expansion of the existing codeshare agreement. As part of the collaboration, all future flights between China and Qatar will be on a codeshare basis. In addition, the two airlines agreed to support the growth of Beijing's Daxing International Airport, into a leading international aviation hub for both passenger and cargo services.



Aviation will play a key role in the fight against climate change.

Photo: Embraer

COP26: Accelerating Net Zero

Aviation calls for greater decarbonisation

As COP26 ended in Glasgow Scotland, Europe's aviation sector has called for wider adoption of decarbonisation objectives to be agreed at the ICAO 2022 Assembly. In February 2021, Europe's airlines, airports, aerospace manufacturers and air navigation service providers laid out a joint long-term vision along with concrete solutions to the complex challenge of reaching net zero CO2 emissions from all flights departing the EU, UK and EFTA by 2050. easyJet has become the latest carrier to join Race to Zero by committing to set an interim

carbon emissions reduction target for 2035 and to reach net-zero carbon emissions by 2050, aligning with the criteria and recommendations of the Science Based Targets initiative (SBTi).

2050 partners at COP26 said: "Our sector is by nature a global one, so we encourage others to follow suit. Alongside regional measures, a strong global framework should be established and put into action

"If every sector plays its part, we will see the global economy on the right path to achieving net zero by 2050."

COP26 President Designate Alok Sharma

easyJet plans to present its net-zero roadmap in the coming months.

Johan Lundgren, CEO of easyJet and Chairman of Airlines for Europe, on behalf of Destination

to enable aviation's decarbonisation to happen on a global scale and match our ambition in Europe.

"Europe's air transport sector strongly supports and encourages the wider

adoption of ambitious decarbonisation objectives and related long-term actions by all countries and regions, including those to be agreed at a global level at the

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next ICAO assembly in 2022.” COP26 President Designate Alok Sharma challenged every sector of the global economy to reach critical net zero tipping points. “It is vital that businesses go net zero, as part of our fight against climate

change. Which is why we look to all sectors to reach a point at which a clean way of operating becomes the norm. Because if every sector plays its part, we will see the global economy on the right path to achieving net zero by 2050.”

The UK’s Aviation Minister Robert Courts also stressed that COP26 represented an opportunity to build momentum in reducing aviation emissions, particularly ahead of the next ICAO Assembly in 2022.

AIRCRAFT & ENGINE NEWS

Scandinavia to benefit from Embraer’s Eve and Widerøe collaboration on air mobility solutions



Photo: Eve and Widerøe Zero have signed an MOU to develop urban air mobility solutions (UAM) in Scandinavia

Eve Urban Mobility Solutions (Eve), an Embraer company and Widerøe Zero (Widerøe) have signed an MOU to develop urban air mobility solutions (UAM) in Scandinavia, focusing in particular on eVTOL (electric vertical take-off and landing) vehicle operations. With the creation of the Air Mobility Business Incubator, Widerøe Zero, the companies will use Embraer’s zero-emissions Eve eVTOL to develop a new concept for passenger travel involving sustainable mobility, connecting travellers throughout a sparsely populated region. As part of this collaboration, Widerøe Zero will contribute to a market readiness exercise and a vehicle concept of operation study in Scandinavia, extending Eve’s development of the UAM market in Scandinavia. Eve’s human-centred, eVTOL design combines disruptive innovation and a simple and intuitive design. In addition to the aircraft programme, Eve is harnessing the expertise of both Embraer and Atech, a subsidiary of the Embraer Group, in providing globally

recognised air traffic management software to create the solutions that will help safely scale the UAM industry going forward. “Widerøe Zero is excited to work with Eve on the eVTOL concept. Although initially designed for Urban Air Mobility, we expect these highly flexible vehicles to be interesting in a variety of applications also in rural areas; from cargo to passenger transportation. Our partnership with Eve is part of our plan to accelerate the development of sustainable aviation in Norway. We are looking forward to the expanded partnership, unlocking new opportunities to improve regional connectivity,” said Andreas Kollbye Aks, Chief Executive Officer at Widerøe Zero.

First Airbus H225 helicopter performs flight with 100% sustainable aviation fuel

An Airbus H225 has performed the first ever helicopter flight with 100% sustainable aviation fuel (SAF) powering one of the Safran Makila 2 engines. The flight, which took place at the company’s headquarters in Marignane, France, marks the start of a flight campaign aiming to assess the impact of unblended SAF on the helicopter systems in view of certifying the use of SAF blends that exceed today’s 50% limit. “While all Airbus helicopters are certified to fly with up to a 50% blend of SAF mixed with kerosene, it is our Company’s ambition to have its helicopters certified to fly with 100% SAF within the decade. Today’s flight is an important first step towards this goal”, said Stefan Thome, Executive Vice President, Engineering and Chief Technical Officer, Airbus Helicopters. The flight campaign, which follows earlier unblended SAF bench tests performed by Safran Helicopter Engines at its Bordes plant, will provide further understanding of the technical challenges associated with the use of 100% SAF. The H225 test helicopter flew with an unblended SAF derived from used cooking oil, provided by TotalEnergies, which offers a net 90% CO2 reduction compared to regular jet fuel. In order to drive the deployment of biofuels, Airbus Helicopters has launched an SAF User Group dedicated to the rotary-wing community. The company has also started using SAF for training and test flights at its French and German sites.



First flight of an Airbus H225 helicopter with 100% SAF

Photo: Airbus

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AIRCRAFT & ENGINE NEWS

Embraer unveils the Energia family – four new aircraft concepts en route to 2050 carbon neutrality

Brazilian plane manufacturer Embraer has just unveiled its latest-technology Energia family of four renewable-energy-propulsion aircraft. The concepts are the fruits of Embraer’s collaboration with an international consortium of engineering universities, aeronautical research institutes, and small and medium-sized enterprises in order to better understand energy harvesting, storage, thermal management and their applications where sustainable aircraft propulsion is concerned. The four aircraft in question vary in size and design, capable of carrying between nine and 50 passengers. The Energia Hybrid with expected technology readiness in 2030 will have hybrid-electric propulsion, reduce CO2 emissions by 90%, will have nine seats and a rear-mounted engine. The Energia Electric will have full electric propulsion, zero CO2 emissions, nine seats, an aft contra-rotating propeller, and will be technology ready by 2035. The Energia H2 Fuel Cell will have hydrogen electric propulsion, zero CO2 emissions, 19 seats, rear-mounted electric engines, and will be technology ready by 2035. The Father of the family is the Energia H2 Gas Turbine with hydrogen or SAF/JetA turbine propulsion, up to 100% CO2 emissions reduction, 35 to 50 seats, twin rear-mounted engines and a technology readiness in 2040. Currently each of the four aircraft is undergoing evaluation for its technical and commercial viability. While the Energia concepts are still on the drawing board, Embraer has already made advances in reducing its aircraft emissions, having tested drop-in sustainable aviation fuel (SAF), mixes of sugarcane and camelina plant-derived fuel and fossil fuel, on its family of E-Jets. The company is targeting to have all Embraer aircraft SAF-compatible by 2030.



Photo: Embraer Energia Family

MRO & PRODUCTION NEWS

Spairliners and Fokker Services finalise MRO component support agreement



Contract signing at MRO Europe 2021 between Spairliners and Fokker Services

Photo: Lufthansa Technik

Spairliners and Fokker Services have finalised a long-term agreement during MRO Europe 2021 in Amsterdam, The Netherlands. The Fokker Services team will perform maintenance, repair and overhaul (MRO) services for a variety of line replaceable units (LRUs) related to power generation, bleed air valves, starters and avionics for the Embraer E-Jet family. Menzo van der Beek, CEO of Fokker Services, said: “Fokker Services and Spairliners have a shared mission: to provide highly reliable after-market services for customers worldwide. We are delighted to be chosen by Spairliners to support its global component support solutions. With decades of repairs expertise, the team at Spairliners can count on our support for this range of critical components. At Fokker Services, we are continuously expanding our MRO capabilities, especially for Embraer aircraft and we look forward to offering our strong repair solutions to Spairliners in the years to come.” All units will be repaired in-house at Fokker Services’ facilities in the Netherlands and the United States. Both shops feature state-of-the-art technology, such as the eddy current dynamometer test stand, electric test stand, generator test stand and more, to ensure complete reliability. By utilising the extensive experience in repairing these units at both shops, Fokker Services can offer cost-effective solutions on both continents.

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GA Telesis to start disassembly of multiple Boeing 737NG, Airbus A330-200 and A340-600 aircraft

GA Telesis (GAT) has announced a significant expansion to its inventory of Used Serviceable Material (USM) with the disassembly of two Boeing 737NG, two Airbus A330-200 and four Airbus A340-600 aircraft. GAT's Component Solutions team will manage the distribution of the USM from these three aircraft types. GA Telesis has disassembled over 400 commercial aircraft with the inventory supporting the day-to-day operational requirements of airlines and MROs worldwide. The GA Telesis strategy to maintain the highest level of USM in support of the industry is also an integral part of GAT's SNAP, iGEAR, ACCESS, exchange, and lease programmes, providing cost-effective solutions to operators globally. GA Telesis forecasts that in 2022, the company will up-cycle another 35-40 aircraft and up to 100 engines to continue supporting the commercial aviation market. The material from these latest projects will be positioned at strategic distribution centres in North America and Europe by the end of 2021.

FINANCIAL NEWS

IAG posts operating loss of €2,487 million for nine months to September 30, 2021

The International Airlines Group (IAG) has reported an operating loss for the third quarter 2021 of €452 million (2020 restated: operating loss of -€1,923 million) and operating loss before exceptional items of -€485 million (2020 restated: operating loss before exceptional items of -€1,305 million). For the nine months the Group reported an operating loss of -€2,487 million (2020 restated: operating loss of -€5,975 million) and operating loss before exceptional items of -€2,665 million (2020 restated: operating loss before exceptional items of -€3,220 million). IAG reported exceptional credit before tax in the nine months of €178 million on discontinuance of fuel and foreign exchange hedge accounting and the reversal of the impairment of certain fleet assets (2020: exceptional charge before tax of €2,755 million on discontinuance of fuel and foreign exchange hedge accounting and impairment of fleet assets). Loss after tax and exceptional items for the nine months was -€2,622 million (2020 restated: loss of -€5,576 million) and loss after tax before exceptional items of -€2,775 million (2020 restated: loss of -€3,185 million). At current fuel prices and exchange rates, IAG expects its 2021 operating loss before exceptional items to be approximately -€3.0 billion. Fourth-quarter capacity, measured in ASKs, is expected to be approximately 60% of 2019, resulting in 2021 capacity of 37% of the 2019 pre-pandemic level.

MRO & PRODUCTION NEWS

China Eastern chooses Safran for MRO operations on landing gear of Airbus A330 fleet



Contract signing between China Eastern and Safran

Photo: Safran

Safran Landing Systems has signed a five-year contract with Chinese airline China Eastern to carry out maintenance operations on the landing gear of 31 Airbus A330 aircraft. These operations will take place at its Singapore workshop. The Singapore workshop is a joint venture with SIAec (Singapore Airlines Engineering Company), which has over 300 employees specialising in landing gear revision. Over 9,000 landing gear have been revised there to date. The contract is part of the Landing LifeTM support and services offer, which covers all Safran Landing Systems' after-sales business and aims to provide a responsive, reliable and good-value service.

Direct Maintenance to restart line maintenance activities in Africa



Edelweiss at Direct Maintenance's station at Kilimanjaro International Airport

Photo: Direct Maintenance

Direct Maintenance, a certified line maintenance service provider, part of Magnetic Group, has announced the restart of its line maintenance activities in Africa with the recent re-opening of its line maintenance station in Kilimanjaro International Airport in Tanzania. The line maintenance station was launched as a consequence of the maintenance service agreement between Direct Maintenance and Edelweiss, a Swiss leisure travel airline. Direct Maintenance will be providing line maintenance services for the airline's A340 fleet in both Kilimanjaro International Airport (JRO) and Abeid Amani Karume International Airport in Zanzibar (ZNZ).

FINANCIAL NEWS

Embraer reports earnings results for the third quarter 2021

Embraer has delivered nine commercial jets and 21 executive jets (14 light / seven large) in the third quarter of 2021, bringing the year-to-date deliveries to 32 commercial jets and 54 executive jets (36 light /18 large). Following solid sales activity in the period across businesses, total company firm order backlog at the end of the third quarter was US\$ 16.8 billion, revenues reached US\$ 958.1 million, representing year-over-year growth of 26.3% compared to the third quarter of 2020, with double digit growth in all segments. Excluding special items, adjusted EBIT and EBITDA were US\$ 35.7 million and US\$ 79.2 million, respectively, yielding an adjusted EBIT margin of 3.7% and adjusted EBITDA margin of 8.3%. In the first nine months of 2021, the adjusted EBIT margin was 3.8% and adjusted EBITDA margin was 8.9%. Adjusted net loss (excluding special items and deferred income tax and social contribution) in the third quarter of 2021 was US\$ (33.9) million, with adjusted loss per ADS of US\$ (0.18). Embraer generated free cash flow of US\$ 21.3 million during the third quarter and in the first nine months of 2021 free cash usage was US\$ (160.2) million. The positive free cash flow in the third quarter represented the first time in more than ten years the company generated cash in the usually seasonally weak third quarter. The free cash flow in both periods represented a significant improvement compared to the prior-year periods on better profitability and working capital efficiencies, particularly with respect to inventory management. The company finished the quarter with total cash of US\$ 2.5 billion and net debt of US\$ 1.8 billion. (£1.00 = US\$1.36 at time of publication).

Astronics reports net loss of US\$7.2 million – continues sequential improvement through 2021

Astronics Corporation has reported financial results for the three- and nine- month period ended October 2, 2021. Consolidated sales were up US\$5.3 million from the third quarter of 2020. Aerospace sales were up US\$13.2 million, or 16.0%, and Test System sales decreased US\$7.9 million. Total sales and volume continued to reflect the ongoing impact of the COVID-19 pandemic on the global aerospace industry. Supply chain pressures impacted delivery schedules and costs, limiting the company's ability to respond to accelerated or quick-turn delivery requests from customers and delayed shipments that otherwise would have been made during the quarter. The company estimates that revenue would have been US\$8 million to US\$10 million higher in the third quarter if its supply

MRO & PRODUCTION NEWS

Gulfstream to build sustainable aircraft service centre in Arizona



Photo: Gulfstream Mesa service centre

Gulfstream Aerospace has announced that it will construct a new aircraft service centre at the Phoenix-Mesa Gateway Airport, its first facility in Arizona. The new 225,000-ft² facility, a more than US\$70 million (£51.5 million) investment, is expected to achieve LEED Silver certification and will expand Gulfstream's maintenance, repair and overhaul (MRO) capabilities in the Western United States. The new facility is scheduled to open in 2023. The Arizona service centre complements Gulfstream Customer Support's growing network around the world and follows recent expansions in Savannah, Georgia; Van Nuys, California; Fort Worth, Texas; Palm Beach, Florida; Appleton, Wisconsin and Farnborough, England. The company's in-service fleet totals nearly 3,000 aircraft worldwide and this latest announcement comes following the introduction of two all-new aircraft, the large-cabin Gulfstream G400 and the Gulfstream G800 the long-range business aircraft. The new facility will include hangar space, back shops and employee and customer offices. In addition to the anticipated LEED Silver certification, Gulfstream is designing the facility with sustainable operations in mind. It will feature a fuel farm with a dedicated sustainable aviation fuel (SAF) supply, low-flow plumbing fixtures, LED lighting, building management systems and an energy-efficient HVAC system. Designers are also incorporating occupancy sensor-controlled lights, a white roof to reflect heat, native plants and low-water-demand landscaping. Gulfstream is also working with the airport authority to explore using green power from the electrical utility and installing solar panels on-site.

Vueling and Lufthansa Technik sign consumable and expendable support contract



Photo: Vueling Airbus A320neo

Spanish low-cost airline Vueling Airlines and Lufthansa Technik have signed a five-year contract for the supply of consumable and expendable parts for Vueling's A320ceo/neo fleet. The contract includes planning, forecasting, transportation and logistics services. The contract also comprises a consignment stock at Vueling's base at Barcelona International Airport. A dedi-

icated account team and on-site customer support manager will be available for direct exchange with the customer to ensure smooth supply processes. The Lufthansa Technik experts will also give an extensive phase-in support to guarantee an optimal technical support right from the beginning.

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chain was functioning normally. The company was awarded a grant of up to US\$14.7 million as part of the Aviation Manufacturing Jobs Protection (“AMJP”) programme. The grant will be recognised ratably over the six-month period of performance. In the third quarter of 2021, US\$1.1 million was recognised as an offset to cost of products sold. Consolidated operating loss improved measurably over the prior-year period as higher volume reflecting improvements in the commercial aerospace and the benefit of the AMJP helped to offset the impacts of supply chain constraints. Consolidated net loss was US\$7.2 million, compared with net loss of US\$5.3 million in the prior year. The prior-year net loss benefitted from a US\$3.1 million tax adjustment related to a revised state income tax filing position. Consolidated adjusted EBITDA was US\$2.8 million, or 2.5% of consolidated sales, compared with adjusted EBITDA of US\$(0.1) million, or (0.1) % of consolidated sales, in the prior-year period. Sequentially, compared with the second quarter of 2021, while revenue remained consistent, net loss improved to US\$(7.2) million from US\$(8.1) million, and adjusted EBITDA improved to US\$2.8 million from US\$0.4 million. Bookings were US\$153.5 million in the quarter resulting in a book-to-bill ratio of 1.37:1. Backlog at the end of the quarter was US\$354.4 million. Approximately US\$113.3 million, or 32%, of backlog is expected to ship in the remainder of 2021. (£1.00 = US\$1.36 at time of publication).

Chorus Aviation reports third-quarter 2021 financial results

In the third quarter of 2021, Chorus Aviation reported adjusted EBITDA of CA\$78.1 million, a decrease of CA\$7.8 million relative to the third quarter of 2020. The Regional Aircraft Leasing (RAL) segment’s adjusted EBITDA was essentially unchanged from the prior quarter due to additional aircraft earning lease revenue offset by lower lease revenue attributable to negotiated amendments to certain lease agreements including extensions and lower earnings due to a lower US dollar exchange rate. The Regional Aviation Services (RAS) segment’s adjusted EBITDA decreased by CA\$7.7 million. Adjusted net income was CA\$15.3 million for the quarter, an increase of CA\$4.4 million while net income decreased CA\$34.5 million over the prior period. As of September 30, 2021, Chorus’ liquidity was CA\$258.1 million including cash of CA\$223.2 million and CA\$34.9 million of available room on its operating credit facility. Liquidity increased from the second quarter of 2021 by CA\$80.2 million primarily due to the issuance of the Series C Debentures for net proceeds of CA\$80.9 million (CA\$29.8 million of which is currently held in a restricted cash account established in exchange

MRO & PRODUCTION NEWS

J&C Aero to support SmartLynx Airlines with EASA STC approval for in-cabin cargo transportation



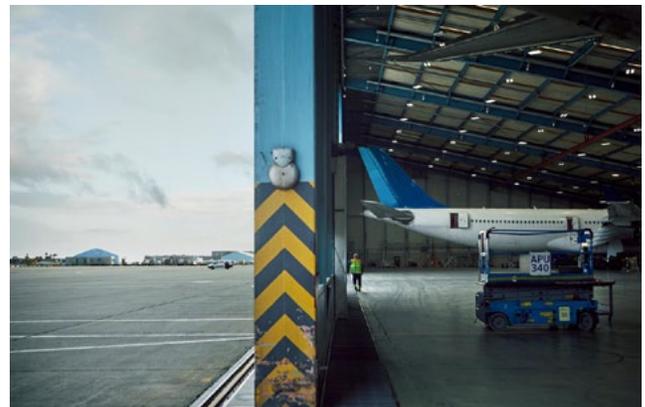
Photo: J&C Aero to support SmartLynx Airlines with EASA STC approval

J&C Aero, an international aviation design and production company and SmartLynx Airlines, an EU full-service ACMI aircraft lease provider, have signed an agreement under which J&C Aero’s engineers will manage the certification process for the air carrier to receive a permanent EASA STC for cargo transportation inside Airbus A330 cabins. Previously, J&C Aero had provided en-

gineering support for SmartLynx Airlines to receive temporal approval for the modification of five Airbus A330s with Zero LOPA. Under the Zero LOPA project, J&C Aero has developed all the necessary technical and legal documentation required to conduct cabin modification on five wide-body aircraft operated by SmartLynx Airlines. In addition, the company’s engineers conducted technical oversight of the modification works and ensured the subsequent temporary certification by aviation authorities. Completed modifications enabled the air carrier to operate Airbus A330s that can be relatively easily converted from passenger to cargo operations and vice versa. Each of SmartLynx Airlines’ seatless Airbus A330s has up to 34 cargo zones for cargo containers or nets with a total transportation capacity of 260 m3 and up to 55,000 kg of cargo. With all necessary temporary approvals by aviation authorities received, the airline already operates the modified aircraft on transatlantic and transpacific routes, transporting medical supplies and other cargo types, now being ready for the growing demand as the pre-Christmas season approaches. With the support of J&C Aero engineers, the airline anticipates completing the certification for a permanent EASA STC by the end of autumn 2021.

Satair signs service agreement with AEGEAN Airlines for ERO solutions

Satair, an Airbus Services company and one of the leaders in the commercial aerospace aftermarket, and AEGEAN Airlines (AEGEAN) have signed a service agreement for Satair’s Expedited Routine Ordering (ERO) solution. ERO is one of Satair’s latest service offerings that provides an end-to-end routine replenishment service. It guarantees specific delivery lead times from



The ERO solution has been implemented at AEGEAN’s location in Athens, Greece
Photo: Satair

order entry to delivery for materials available ex-stock and which is ordered before a specified daily cut-off time. Thanks to streamlined order handling and warehouse processing, as well as reliable shipping times of items stocked in Hamburg, ERO offers customers high plannability and reduced inventory holding. ERO is a harmonised service that can be adapted to individual customers’ needs and is rapidly gaining popularity in the market. The ERO solution has been implemented at AEGEAN’s location in Athens, Greece, and ensures the delivery of items to AEGEAN’s warehouse in a guaranteed time. A scope of more than 125,000-part numbers is available within the ERO service including Airbus proprietary parts, as well as vendor parts and standard hardware, from the preferred Satair warehouse in Hamburg.

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for a conditional waiver of the 35% repayment obligation under the Unsecured Revolving Credit Facility). The net proceeds from the issuance will be used primarily to partially redeem or repay existing indebtedness, including the 6.00% Debentures which may be redeemed by Chorus on or after December 31, 2021. (£1.00 = CA\$1.68 at time of publication).

SIA Group narrows first-half net loss

The SIA Group has reported financial performance for the first half of FY2021/22. SIA Group revenue rose SG\$1,193 million (+73.0%) year-on-year to SG\$2,827 million, attributable to improvements in both passenger and cargo segments. Passenger flown revenue grew by SG\$598 million (+385.8%) on the back of the recovery in traffic, partly offset by weaker yields. Cargo flown revenue reached a record high of SG\$1,875 million (+SG\$635 million or +51.2%) with the progressive resumption of passenger flights contributing to the increase in cargo capacity (+49.5%) and loads carried (+61.6%). Group expenditure fell SG\$51 million (-1.5%) to SG\$3,446 million. This was mainly due to the absence of the fuel hedging ineffectiveness that was recorded last year and the swing from fair value loss to gain on fuel derivatives arising from the rise in fuel prices during the first half of the year. This was mostly offset by net fuel costs which rose by SG\$434 million (+115.4%) to SG\$810 million, mainly due to higher fuel prices and an increase in volume uplifted to support the expansion in passenger operations. The SIA Group recorded an operating loss of SG\$619 million for the first half, an improvement of SG\$1,244 million (+66.8%) from the SG\$1,863 million operating loss in the previous year. For the half year ended September 30, 2021, the Group reported a net loss of SG\$837 million, an improvement of SG\$2,630 million (+75.9%) from the prior year. This was mainly due to better operating performance, and the absence of SG\$1,630 million in non-cash items recorded last year largely from the impairment of aircraft assessed to be surplus to requirements. Based on current published schedules, the Group expects passenger capacity to reach 43% of pre-Covid levels by December 2021. The Group network will serve just over half of the total pre-Covid points, or 73 destinations including Singapore. (£1.00 = SG\$1.81 at time of publication).

Boeing accepts full liability for Ethiopian Airlines crash – avoids punitive damages

Boeing Co. has accepted liability for the crash of the Ethiopian Airlines 737 MAX on March 12, 2019, in which all 157 passengers and crew were killed, according to a filing in the US District

MRO & PRODUCTION NEWS

ST Engineering to provide full component support to Virgin Australia’s B737NG fleet



Photo: Virgin Australia Boeing 737 aircraft

ST Engineering has reported that its Commercial Aerospace business has secured a component Maintenance-By-the-Hour (MBH™) contract from Virgin Australia Airlines. Under the five-year contract, ST Engineering will provide full integrated component support to Virgin Australia’s growing fleet of Boeing B737NG aircraft starting this month. The suite of comprehensive component

MRO services includes repair management, pool access and provision of consignment stock in Australia. This adds to the airframe heavy maintenance services that ST Engineering is currently providing to the airline at its Singapore facility. Virgin Australia Chief Operations Officer, Stuart Aggs, said, “Virgin Australia Airlines is pleased to have selected ST Engineering as our strategic partner for component MRO services through a comprehensive tender process. We look forward to maximising our strategic partnership as domestic and international travel ramps up and our fleet, team and passengers return to the skies.”

IAI to convert ten B737-800 passenger aircraft to cargo configuration for World Star Aviation



World Star Aviation Boeing 737-800

Photo: IAI

Israel Aerospace Industries’ (IAI) Aviation Group has signed an agreement with World Star Aviation to convert ten B737-800 passenger aircraft to cargo configuration, with an option for an additional ten conversions. The cargo conversions will take place at IAI’s partially owned subsidiary, Bedek Lingyun (Yichang) Aircraft Maintenance Engineering (Belinco) in Yichang, Hubei Province, China and in other locations. World Star Aviation is a global leading aircraft lessor, specialising in mid-life aircraft and engine leasing/trading with a highly experienced team of professionals. Established in 2003, World Star has been providing aircraft solutions to both passenger and freighter airlines worldwide. World Star Aviation provides full, in-house asset and investment management services with end-to-end aircraft marketing and technical capabilities.

FINANCIAL NEWS

Court in Chicago. In a statement Boeing admitted under the agreement “that the 737 MAX had an unsafe condition and that it will not attempt to blame anyone else” for the crash. The statement also concluded that “Boeing is committed to ensuring that all families who lost loved ones in the accidents are fully and fairly compensated for their loss. By accepting responsibility, Boeing’s agreement with the families allows the parties to focus their efforts on determining the appropriate compensation for each family”. Lawyers for the victims commented that: “This is a significant milestone for the families in their pursuit of justice against Boeing, as it will ensure they are all treated equitably and eligible to recover full damages under Illinois law while creating a pathway for them to proceed to a final resolution, whether through settlements or trial.” With the admission of culpability, lawyers acting for the victims will not pursue punitive damages and Boeing will withhold challenging the victims’ lawsuits that are being filed in Illinois. Next Tuesday is the day appointed by a judge for a hearing, lawyers for the victims also commenting that the compensation “will serve to hold Boeing fully accountable for the deaths of the 157 people who perished”. The crash of the Ethiopian Airlines’ and Lion Air’s 737 MAX jets have cost Boeing in the region of US\$20 billion, the company having recently agreed to a deferred prosecution agreement with the US Department of Justice including US\$2.5 billion in fines and compensation. However, the uncle of one of the Ethiopian Airlines’ victims, Ralph Nader, has criticised Boeing’s actions, pointing out that it will now prevent lawyers from questioning current and former Boeing senior executives or pursuing punitive damage claims. Meanwhile, the victims’ families have additionally agreed to dismiss claims against Rosemount Aerospace who made the sensors for the 737 MAX, and Raytheon Technologies Corp’s Rockwell Collins, a key supplier for the jet.

MILITARY AND DEFENCE

Defence Logistics Agency to partner with Boeing for another ten-year supply chain support

The Defence Logistics Agency (DLA) and Boeing have agreed to a follow-on contract for future sustainment support of military services across multiple Boeing platforms, enabling Boeing and DLA to continue support through the extension of existing programmes up to a ceiling value of US\$15 billion over 10 years. Boeing will continue to provide an inventory of parts and logistics support and services to maintain nearly every Boeing military platform, including the KC-46 Tanker, AH-64 Apache, F-15, and F/A-18.

FINANCIAL NEWS

GE targets future with creation of three new public companies with focus on aviation

General Electric (GE) has announced its intention to create three independent industry-leading, global, public companies in the aviation, healthcare and energy sectors. It will achieve this through pursuing a tax-free spin-off of GE Healthcare, creating a pure-play company at the centre of precision health in early 2023, in which GE expects to retain a stake of 19.9 percent. It will also combine GE Renewable Energy, GE Power, and GE Digital into one business where it will be positioned to lead the energy transition, and then pursue a tax-free spin-off of this business in early 2024. Subsequent to these transactions, GE will then be an aviation-focused company intent on shaping the future of flight. The company will be focused and de-risked through strategic portfolio actions including the recent GECAS transaction, resulting in a simpler, stronger and more focused high-tech industrial company. GE will expect to achieve greater than US\$75 billion of gross debt reduction from the end of 2018 through the end of 2021. In today’s portfolio of businesses, GE is on track to reduce debt by more than US\$75 billion by the end of 2021 and is now on track to bring its net-debt-to-EBITDA ratio to less than 2.5x in 2023. GE will also continue to drive operating improvements for sustainable profitable growth, and the company now expects to achieve high-single-digit free cash flow margins in 2023. As a result, GE is in a strong position to execute this plan to form three well-capitalized, investment-grade companies. (£1.00 = US\$1.36 at time of publication).



Photo: GE

INFORMATION TECHNOLOGY

Chrono Aviation, the Canadian charter airline, has successfully deployed **Rusada’s ENVISION** as its airworthiness and maintenance solution. Chrono Aviation provides charter services from its bases in Montreal, Quebec City and Rimouski to destinations across Canada and the US. After nine years in operation, the carrier now has a fleet of 14 aircraft ranging from Pilatus PC-12s to Boeing 737s. Chrono will also soon be adding a Boeing 737-800 aircraft to the fleet, its largest aircraft to date. Chrono performs most of its maintenance in-house through subsidiary WAAS Aerospace, which also conducts extensive third-party work. The company is currently constructing a new 66,000 ft² hangar at Montreal Saint-Hubert Longueuil Airport to accommodate recent growth. Rusada worked closely with the teams at Chrono and WAAS throughout the deployment project to ensure a successful go live on eight of ENVISION’s modules. Chrono will use its Fleet Management module for continuing airworthiness and maintenance planning, Base, Line & Component Maintenance modules for MRO execution and Inventory Management for its warehouses. It will also use ENVISION’s Human Resources, Quality & Safety, and Finance & Accounting modules to support these functions.



Chrono Aviation Boeing 737-200

Photo: Rusada

MILITARY AND DEFENCE

This is the second contract under the Boeing Captains of Industry (BCOI) programme, which was stood up in support of DLA’s initiative to create a more efficient defence supply chain. Rather than having thousands of contracts for individual parts, Boeing and DLA collaborate to forecast the need for common parts and components across platforms, which are then pooled under a single contract. Boeing has a large and diverse global supply chain network supporting both proprietary parts and common consumables for a wide variety of Boeing and non-Boeing platforms and products. Boeing is also utilising its digital capabilities to provide enhanced supply chain solutions. Additionally, Boeing leverages its global distribution business to expand its offerings across commercial and government markets, which requires experience with Federal Aviation Agency rules and procedures – particularly for commercial derivative aircraft like the KC-46. Since the first BCOI contract was awarded in 2014, the US Government has awarded Boeing more than US\$6 billion in supply chain support contracts. (£1.00 = US\$1.36 at time of publication).

Embraer begins production of first KC-390 Millennium for Hungary

Embraer has successfully concluded the Hungary Critical Design Review (CDR) and has begun the structural assembly of its first KC-390 Millennium for Hungary. In the coming weeks, parts will be assembled to generate the structural panels and frames for the main components of the fuselage and semi-wings. The first aircraft is scheduled to be delivered in 2024. In November 2020, the Hungarian government signed a contract with Embraer for the acquisition of two C-390 Millennium multi-mission transport aircraft, in its Air-to-Air Refuelling (AAR) configuration, designated KC-390. The acquisition is part of the process to strengthen the capabilities of the Hungarian Defence Forces. The KC-390 for the Hungarian Defence Forces will be the first in the world with the Intensive Care Unit in its configuration, an essential feature to perform humanitarian missions. The aircraft fully meets the requirements of the Hungarian Defence Forces, being able to perform different types of military and civilian missions including Medical Evacuation, Cargo and Troops Transport, Precision Cargo Airdrop, Paratroopers Operations and AAR. These KC-390 are fully NATO compatible, not only in terms of its hardware but also in its avionics and communications configuration. Furthermore, the KC-390 probe and drogue refuelling system means the aircraft is capable of refuelling the Hungarian JAS 39 Gripen, as well as other aircraft that use the same technology.

MILITARY AND DEFENCE

New Atlantic Strategic Partnership for Advanced All-domain Resilient Operations (ASPAARO) brings together nine companies with world-leading capabilities



Photo: Airbus

Northrop Grumman and Airbus Defence and Space, together with seven industrial players, have established ASPAARO, the Atlantic Strategic Partnership for Advanced All-domain Resilient Operations. ASPAARO will bid to undertake the Risk Reduction and Feasibility Studies (RRFS) for the NATO Support and Procurement Agency as part of the Alliance Future Surveillance and Control (AFSC) programme. The feasibility studies are a key milestone in the AFSC programme which aims to support NATO and NATO nations as they consider the Alliance’s future tactical surveillance, command and control capabilities after the current Airborne Warning and Control System (AWACS) fleet reaches the end of its service life in 2035. Following the delivery of a High-level Technical Concept in 2020 by three of the team members (Airbus, Lockheed Martin and MDA), Airbus continues to support NATO in the concept stage of the AFSC programme together with Northrop Grumman and a strong transatlantic team including Lockheed Martin (US), BAE Systems (UK), KONGSBERG (Norway), MDA (Canada), GMV (Spain), Exence (Poland) and IBM (US). ASPAARO offers an unparalleled set of skills and capabilities that will address the threats of today and tomorrow and will fulfil the Alliance’s requirements across all domains. The industry team will leverage its multi-domain concepts, advanced technologies and integrated designs to pave the way to a fully interoperable architecture between NATO nations while further driving innovation through combined access, investments and experience.

OTHER NEWS

SITA, the technology provider for the air transport industry, has developed a proven blockchain-based solution enabling the verification of an electronic personnel license (EPL) without network connectivity. Allowing offline verification in an efficient and privacy-preserving way, SITA’s contribution supports the International Civil Aviation Organization’s (ICAO) adoption of an industry-wide digital standard for



Photo: SITA

the use of EPLs on international flights. After setting out to create a digital standard for the use of EPLs on international flights, the International Civil Aviation Organization (ICAO) determined that the ability to verify EPLs without network connectivity would be a necessary feature to ensure functionality across civil aviation authorities globally. SITA began working on a solution to the issue of offline license verification in 2019. Following a successful Proof of Concept in 2020 where SITA integrated its solution for offline verification into the Civil Aviation Authority of China’s EPL system, SITA has become the first industry partner to prove offline verification for pilot licenses, made possible specifically by using blockchain-based decentralized identity technology. Having a proven example of integrating offline verification capabilities has enabled the ICAO Air Navigation Commission to issue a recommendation to move forward with developing an international standard for EPLs. In March 2022, the ICAO Council will consider adopting a new international Standard that will pave the way for EPLs to become valid licenses, with offline verification systems in place by the end of 2022, citing SITA’s solution as an example.

OTHER NEWS

Austrian Airlines and **Vienna International Airport** will jointly introduce the biometric recognition system for contactless travel on November 9. Star Alliance Biometrics facilitates boarding without presenting the boarding pass and passing through security access both quickly and contactlessly. This feature is exclusive for Miles & More members. After a one-time registration via the Miles & More app and accepting the terms of use, frequent flyers can access boarding pass control and selected quick-boarding-gates contactlessly. A special infrastructure has been set up at the Vienna hub in Terminal 3. The biometric recognition system not only allows for more travel comfort for frequent flyers, in times of increased hygiene standards it also provides an important contribution to health protection. Since the facial recognition technology is not affected, passengers can keep their FFP2-mask on, which is mandatory inside the terminal. "The optimisation of travel processes is a top priority for us. With biometric technology, we can offer our frequent flyers more travel comfort and a contactless passenger journey. Once registered, the free service can now be used for Austrian, Lufthansa and SWISS flights at our Vienna hub in addition to Munich and Frankfurt airports," says Austrian Airlines COO Michael Trestl.

Rex has announced the progressive rollout of Wi-Fi on the airline's fleet of Boeing 737-800NG aircraft. Intelsat's 2Ku Wi-Fi systems have been installed on four of the fleet of six jets in the 737 fleet and the remaining will be similarly equipped in a few months. The relaunch of flights from Melbourne to Sydney and Canberra next week will be followed by Melbourne-Adelaide on November 26 and both Melbourne-Gold Coast and Sydney-Gold Coast on December 17. Business class travellers will enjoy complimentary internet Wi-Fi throughout their journey. Passengers in economy class will also enjoy free internet Wi-Fi until the end of November after which they'll be able to access the internet for a small fee. Rex passengers will also have access to a new Inflight Entertainment (IFE) portal featuring inflight information, weather and a variety of free-of-charge TV shows and movies which will all be refreshed on a regular basis.

IAG has signed an MoU agreement with **Velocys**, the sustainable fuels technology company, to acquire 220,000 tonnes of sustainable aviation fuel (SAF) over ten years. This equates to one third of the planned



SAS Airbus A320 Photo: AirTeamImages

As a direct result of the US now opening to more visitors, demand for travel is rising sharply. **SAS** is now updating its traffic programme and increasing the number of flights to and from the US. Flight bookings with SAS to the US over Christmas and New Year have increased significantly. SAS is offering up to 100 flights per week during the Christmas and New Year period to and from Scandinavia. SAS resumed the route from Stockholm to Miami on November 8th and resumed the route from Copenhagen on November 10th and from Oslo on November 11th. This means that SAS will have daily flights to Miami from Scandinavia during the winter. SAS is also increasing the number of departures to New York and will fly twice daily from Copenhagen, Oslo and Stockholm, starting in November. SAS flies daily from Copenhagen to Chicago and will start flights from Stockholm to Chicago from mid-December. The carrier will increase the number of flights to Los Angeles, San Francisco and Washington DC from Copenhagen over Christmas and New Year. SAS flies to the US with modern Airbus aircraft with fuel-efficient engines. The new aircraft have 15-30 % lower fuel consumption compared to the aircraft they are replacing. The new, state-of-the-art aircraft offer SAS' customers a more comfortable, pleasant and sustainable way of travelling.



Photo: Qatar Airways Airbus A380

A **Qatar Airways** Airbus A380 took to the skies for the first time in more than 18 months last week, positioning the aircraft from Doha International Airport (DIA) to Hamad International Airport (HIA) 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 ten A380 aircraft will be brought back into service on a temporary basis over the coming weeks to support fleet capacity on key winter routes, including London Heathrow (LHR) and Paris (CDG), from December 15, 2021. The national carrier for the State of Qatar is currently facing significant limitations to its fleet capacity as a result of the recent grounding of 19 of its Airbus 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 a number 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.

OTHER NEWS

output of the company’s new Bayou Fuels project in the US when it begins delivery in 2026. The SAF will be used by IAG airlines including British Airways, Aer Lingus and Iberia. The technology used in this project will capture CO2 from the manufacturing process to permanently remove it from the atmosphere. The Group will purchase one million tonnes of sustainable jet fuel per year enabling it to cut its annual emissions by two million tonnes by 2030. This equates to removing one million cars from Europe’s roads each year. Luis Gallego, IAG’s chief executive, said: “IAG is investing US\$400 million (£294 million) in the development of sustainable aviation fuel in the next 20 years. This new agreement is another important step towards achieving our goal of ten per cent sustainable aviation fuel use by 2030”. Henrik Wareborn, Velocys’ Chief Executive, said: “This is another step in our long-standing partnership with IAG. Velocys offers an end-to-end technology solution to its clients enabling the production of SAF from waste feedstocks and the integration of carbon capture technology. It’s great to continue working with IAG on its journey to net zero by 2050.” Velocys is an international sustainable fuels technology company, providing clients with a technology solution to enable the production of negative Carbon Intensity synthetic drop-in fuels from a variety of waste materials.

INDUSTRY PEOPLE



Greg Mariotto

- AMETEK Singapore has appointed **Greg Mariotto** as Director of Operations, Singapore. Focused on driving the facility to be best in class from an operational performance perspective, he will be responsible for production, engineering, purchasing and quality. Mariotto foresees a significant focus on the development, implementation and use of lean manufacturing and continuous improvement protocols over the next 12 months. He joins AMETEK MRO with more than twenty years’ experience within the aviation MRO sector, most recently with Collins Aerospace and he is a qualified AS9100 and AS9110 trainer.

- Alaska Airlines has promoted **Diana Birkett Rakow** to Senior Vice President of Public Affairs and Sustainability, in a move that underscores the airline’s commitment to lead the aviation industry with ambitious and measurable goals to protect the places the carrier flies and to support the people and communities it serves. Birkett Rakow joined Alaska in 2017 and has led



Diana Birkett Rakow

the establishment and pursuit of the airline’s climate strategy and strengthened Alaska’s Environmental Social Governance (ESG) programme as a whole. Her previous title was Vice President of External Relations. In April 2021, the airline announced 2025 ESG goals across the most important areas of impact for the company, including near-term goals to be the most fuel-efficient US airline by 2025. The company also set a five-part path to net zero carbon emissions by 2040, joined the Climate Pledge and established Alaska Star Ventures to identify and enable technology that can accelerate its path to net zero. That strategy leverages operational best practices and next-generation disruptive technology to transform and reduce the long-term climate impact of aviation.



Dual take-off - British Airways and Virgin Atlantic

Photo: BA

British Airways flight BA001 became the airline’s first flight to depart for the US on November 8, as the country lifted restrictions imposed on British travellers for more than 18 months. The BA001, the flight number previously reserved for **Concorde**, departed Heathrow at 0830 Monday morning in a synchronised take-off with **Virgin Atlantic’s** VS3 flight. Both flights were bound for New York, JFK. The British Airways A350 flight is being directly powered by a 35% blend of sustainable aviation fuel (SAF) provided by bp and

made from used cooking oil. It is believed to be the first commercial transatlantic flight ever to be operated with such a significant level of the fuel blended with traditional jet fuel. The airline’s newest and most fuel-efficient long-haul A350 aircraft are up to 40% more efficient than the Boeing 747-400 Jumbo Jet aircraft that used to operate between London and New York. Combining this modern aircraft efficiency with today’s blend of SAF means the flight’s overall CO2 emissions are more than 50% less than those emitted by the now retired 747 aircraft that previously operated on this route. In addition, British Airways also offset all emissions associated with the flight, to demonstrate the various ways in which the airline is decarbonising its operations. In September, British Airways announced a collaboration with bp to source sustainable aviation fuel in respect of all flights between London, Glasgow and Edinburgh during the UK COP26 conference. British Airways’ parent company International Airlines Group recently committed to operating 10% of its flights using SAF by 2030.



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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.)

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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
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				
(2) CF34-10E6	Full QEC	DASI	Joe Hutchings	joe.hutchings@dasi.com	+1 954-478-7195
(1) CF34-10E5A1	Full QEC				

RegionalOne


Engine Lease Finance


Aircraft Parts eMarketplace **BROWSE PARTS**

MAGELLAN
AVIATION GROUP

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CF34 Engines (cont.)	Sale / Lease	Company	Contact	Email	Phone
(4) CF34-10E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-8C5A1	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 980 256 7102
(2) CF34-8C5B1	Now - Sale/Lease/Exch.				
(3) CF34-8E5A1	Now - Sale/Lease/Exch.				
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF6-80C2B7F	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
(1) CF6-80E1A3	Now - Sale / Lease				
(1) CF6-80E1A4B	Now - Sale / Lease				
(2) CF6-80E1A4B	Now - Sale/Lease/Exch.	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
(1) CF6-80C2B1F	Now - Sale/Exchange	Chromalloy Asset Management	Hema Krishan	Hkrishan@chromalloy.com	+1 845-587-7102
(1) CF6-80C2B1F	Q3/2021 - Sale/Exchange				
(2) CF6-80E1	Now - Lease	Deucalion Aviation Limited	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
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@ftaiviation.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) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P (u/s)	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.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-1A26	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
PW 2000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW2037	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiviation.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	kebach@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				

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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@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