

# Weekly Aviation Headline News

## WORLD NEWS

### Air Astana passes 8<sup>th</sup> IATA operational safety audit

Air Astana has successfully passed the International Air Transport Association Operational Safety Audit (IOSA) for 2021, with this being the eighth audit to be undertaken since the first one in 2007. Last year's IOSA verified Air Astana's organisation and management systems, flight operations, operational control and flight dispatch, engineering and maintenance, cabin operations, ground handling, cargo operation and security. Air Astana also provides third-party maintenance services to airlines including Turkish, Lufthansa, Fly Dubai, Air Arabia, Wizz Air, Asiana, Qatar, Lot, Azal and Cargolux.

### TATA completes Air India purchase

The Tata group has announced the completion of the transaction for the purchase of Air India from the Government of India. The Tata group has now taken over management and control of the airline. The transaction covers three entities – Air India, Air India Express, and AI SATS. Air India is India's flag carrier and premier full-service airline. Air India Express is a low-cost carrier. AI SATS provides a comprehensive suite of ground handling and cargo handling services.

### Emirates renews distribution agreement with Amadeus

Emirates has signed a new agreement with Amadeus, extending their partnership to offer the travel trade community more flexibility, choice, and future capabilities. The new agreement will also see Emirates' NDC content integrated into the Amadeus Travel Platform, with NDC content being made available to travel sellers over the course of 2022.



Cargo was a bright spot for the region.

Photo: Korean Air

## Asia Pacific reports depressed passenger levels in 2021 But cargo markets saw encouraging growth

Preliminary traffic results for the full calendar year 2021 have been released by the Association of Asia Pacific Airlines (AAPA) and showed continued decimation in international air passenger demand for the region's airlines, as tight border restrictions implemented in response to the prolonged COVID-19 pandemic dashed hopes of recovery in air travel markets. Overall, the 16.7 million international passengers carried in the year 2021 represented just 4.4% of the volumes recorded in pre-pandemic 2019, whilst offered seat capacity averaged 13.8% of the levels registered in 2019. For the full year, the international passenger load factor was a paltry 32%, underscoring the ongoing challenging conditions faced by the region's airlines in the passenger sector. On the other hand, international air cargo markets saw

encouraging growth over the course of the year. With major manufacturing hubs located in the region, Asia Pacific airlines benefitted from buoyant export demand for consumer and intermediate goods. In addition, supply chain bottlenecks at

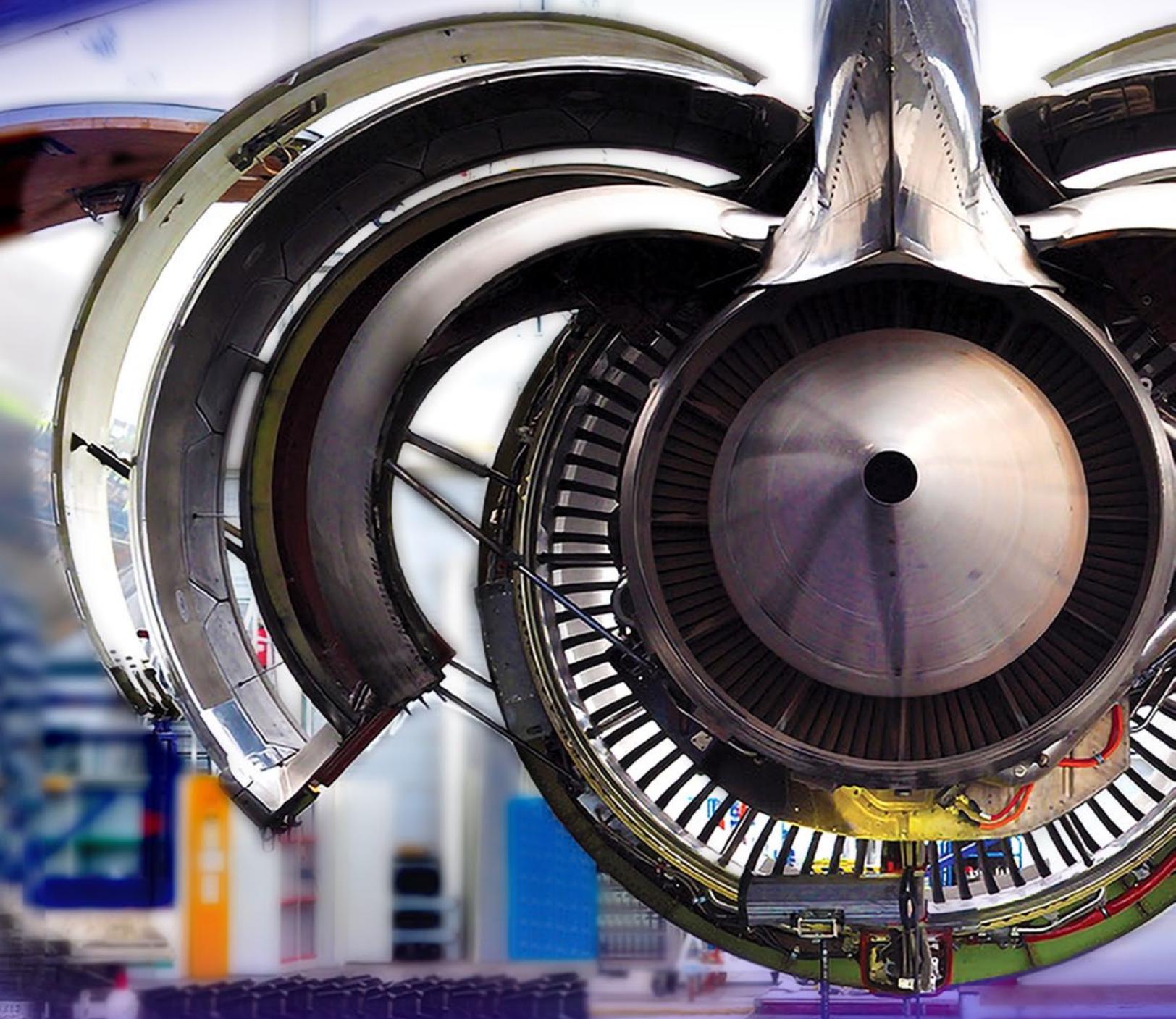
**“In FTK terms, international air cargo demand for the year 2021 has recovered to just above pre-crisis levels.”**

*Subhas Menon, AAPA Director General*

container shipping ports boosted demand for shipments by air. For the full year 2021, international air cargo demand as measured in freight tonne kilometres (FTK) registered a robust 20.1% year-on-year increase, after posting a 15.4% annual decline in the year 2020 when the widening spread of the COVID-19 pandemic severely curbed economic growth across the world.

Commenting on the results, Mr. Subhas Menon, AAPA Director General said, “For a second year running international passenger travel remained severely suppressed, as a result of strict border measures imposed throughout the region and elsewhere. It is the worst crisis the region's airlines have ever faced in terms of duration and depth.” He added, “The air cargo business segment has been a silver lining for the aviation industry, with strong demand helping to partially mitigate the loss in passenger revenue. In FTK terms, international air cargo demand for the year 2021 has recovered to just above pre-crisis levels.” Industry leaders in the region have emphasised that collaboration among aviation stakeholders and governments will be the key to the safe and sustained resumption of air travel.

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**Atlas Air and Flexport expand partnership with addition of third Boeing 747 freighter**

Atlas Air has signed an agreement to expand its partnership with Flexport, the technology platform for global logistics, to add a third Boeing 747-400 freighter to its existing fleet beginning in September 2022. The agreement between Flexport and Atlas Air will broaden Flexport’s network of dedicated freighters to include service from Asia to Los Angeles (LAX), Miami (MIA) and soon, Chicago (ORD). The additional freighter will increase Flexport’s dedicated airfreight capacity from Atlas Air by 50% and allow for enhanced schedule flexibility as new origins and destinations are added in 2022 and beyond. The move eastward across the United States will improve airfreight accessibility for global shippers and enable them to design airfreight networks that best serve their interests as part of strong, resilient multi-modal supply chain strategies.

**Wisk Aero secures a US\$450 million investment from Boeing for Advanced Air Mobility programme**

Wisk Aero (Wisk), a California-based Advanced Air Mobility (AAM) company responsible for producing the first all-electric, self-flying air taxi in the US has successfully secured an investment of US\$450 million (£333 million) from Boeing. This makes Wisk one of the best-funded AAMs and strengthens the already existing relationship between the two companies. Wisk will use the funds to advance its current 6th-generation electric vertical take-off and landing (eVTOL) aircraft, which is also the first all-electric autonomous passenger-carrying aircraft in the US to be a candidate for certification. The funding provided by Boeing will be used to support Wisk

**Spanish Customs Service takes delivery of last ever Dauphin helicopter**



*Photo: Airbus delivered the last Dauphin helicopter to the Spanish Customs Service*

Airbus has delivered its last Dauphin helicopter, an AS365 N3, to the Spanish Customs Service. This helicopter will reinforce the Customs Surveillance Service’s capacity to combat drug trafficking in the Strait of Gibraltar, the Alboran Sea and in Galicia. The helicopter was customised at Airbus Helicopters’ facilities in Albacete and comes equipped with mission equipment such as an electro-optical system, radar, tactical communications system and search light, since most of the patrol flights take place at night. Thanks to its long-range fuel tanks, the Spanish Customs’ Dauphin can fly up to three hours and 30 minutes and reach a fast cruise speed of 145 kts – an essential asset when it comes to reaching the vessels of drug traffickers. The Spanish Customs’ three Dauphins perform maritime patrol missions to track, chase, and intercept high-speed smuggling boats typically transporting contraband. In 2021, the Dauphin helicopters contributed to the seizure of more than 200 tons of illegal drugs in Spain, working with the Custom Service’s 45 vessels and land units.

as it ramps up its growth phase ready to launch full-scale manufacturing of the aircraft. In the five years subsequent to obtaining certification, Wisk anticipates operating one of the largest fleets of AAM eVTOL aircraft. Within that same timeframe Wisk believes it will fly over 40 million people across 20 cities, operating at zero CO2 emission levels. Gary Gysin, CEO of Wisk said:

“Wisk is extremely well-positioned to deliver on our long-term strategy and commitment to safe, everyday flight for everyone. We are incredibly fortunate to have Boeing as not only an investor but a strategic partner, which provides us with access to a breadth of resources, industry-leading expertise, a global reach, extensive certification experience, and more.” Marc

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Allen, Chief Strategy Officer of Boeing said: “With this investment, we are reconfirming our belief in Wisk’s business and the importance of their work in pioneering all-electric, AI-driven, autonomous capability for the aerospace industry. Autonomy is the key to unlocking scale across all AAM applications, from passenger to cargo and beyond.”

**MRO & PRODUCTION NEWS**

**Collins Aerospace expands propeller MRO services in Malaysia to accommodate growing ATR fleets in Asia Pacific**

To better serve growing ATR fleets in the Asia Pacific region, Collins Aerospace is launching new MRO capabilities for its 568F propeller at its Malaysia campus. IATA III operators of ATR 42 and ATR 72 turboprop aircraft will have access to a local pool of rotatable spares. Collins will begin standing up the new services in 2022. Initially, the exchange programme will be supported by local operations to assess hardware preservation and condition, while the repairs and major inspections will be supported by Collins’ existing MRO centres in Europe, ensuring operators receive comprehensive and top-quality OEM services. “In the next decade, the ATR fleet is poised to enjoy significant growth in the Asia Pacific region, and we’ll be there to support the increased demand,” said Nicolas Lérisson, aftermarket director, Propeller Systems for Collins Aerospace. “These new, local MRO services will bring faster exchanges and reduced transportation costs to our airline customers—ultimately supporting more efficient operations.”

**MTU Maintenance and Nayak Group enter collaboration to expand service offering**

MTU Maintenance and the Nayak Group, line- and base-maintenance specialists, have entered into a collaboration agreement to offer a broader variety of services to each of their respective customer groups. From now onwards, MTU Maintenance is able to offer its wide range of on-site engine services in combination with aircraft line- and base-maintenance services, a new addition and to be performed by the Nayak group, to all its customers. In turn, the Nayak group will also be offering more extensive engine services, via MTU Maintenance, to its aircraft customers. “This agreement is the next step in MTU’s commitment to our customers to increase our services and network and become the number-one on-site engine service provider in Europe,” says Martin Friis-Petersen, SVP MRO Programs, MTU Aero Engines. “We are excited to be partnering with such an

**Boom Supersonic selects Greensboro, North Carolina for first supersonic airliner manufacturing facility**



Photo: Boom Supersonic Overture

Boom Supersonic, the company building a supersonic airliner, has selected the Piedmont Triad International Airport in Greensboro, North Carolina as the site of its first full-scale manufacturing facility. The Overture Superfactory will be a state-of-the-art manufacturing facility, including the final assembly line, test facility and customer delivery centre for the Overture supersonic airliner. Carrying 65 to 88 passengers, Overture is capable of flying on 100% sustainable aviation fuel (SAF) at twice the speed of today’s fastest passenger jets. “Selecting the site for Overture manufacturing is a significant step forward in bringing sustainable supersonic air travel to passengers and airlines,” said Blake Scholl, founder and CEO of Boom Supersonic. “With some of the country’s best and brightest aviation talent, key suppliers, and the state of North Carolina’s continued support, Boom is confident that Greensboro will emerge as the world’s supersonic manufacturing hub.” North Carolina offers Boom an optimal location for its manufacturing facility thanks to its strong aerospace workforce, which includes a large number of US military veterans. North Carolina also affords good access to technical schools, providing Boom with a pipeline of skilled labour. The Piedmont Triad area is in close proximity to many tier-one aerospace suppliers, benefitting Boom as Overture production ramps. Additionally, the close proximity to the eastern seaboard facilitates supersonic flight testing over the Atlantic Ocean. Boom corporate headquarters remains just outside of Denver, Colorado. The Overture Superfactory will be approximately 400,000 ft² and constructed on a 65-acre campus at the Piedmont Triad International Airport. Boom will bring more than 1,750 jobs to North Carolina by 2030, expanding to a total of more than 2,400 jobs by 2032. North Carolina economists estimate that the Overture Superfactory will grow the state’s economy by at least US\$32.3 billion over 20 years. To develop the next generation of supersonic professionals, Boom will also create 200 internships through 2032 for students who attend publicly funded North Carolina universities, community colleges, or technical schools.

experienced maintenance provider to improve the speed at which we can support customers with comprehensive solutions that minimize downtime and keep airlines flying.”

**HAECO signs additional agreement to provide cargo conversions on Airbus A321 aircraft**

HAECO Xiamen has signed an agreement with 321 Precision Conversions to provide passenger-

to-freighter conversion for its A321-200PCF programme. Since 2009, HAECO Xiamen has partnered with Precision on Boeing 757-200 passenger-to-freighter conversions, having completed 26 such converted freighters. The A321 aircraft passenger-to-freighter conversion work will be performed at HAECO Xiamen’s facility, beginning in February 2022. Meanwhile, HAECO Americas commenced provision of conversion service to 321 Precision Conversions at HAECO’s Lake City, Florida facility in January 2022. The two geographical locations will bring

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benefits and flexibility to the A321-200PCF programme while more choices are available for airline customers.

**AVIAN signs surplus spare parts inventory agreement with Embraer**

AVIAN Inventory Management (AVIAN), together with York Aerospace Solutions III (YAS) as the sole capital partner, has signed an agreement with Embraer for exclusive purchasing, marketing and distribution rights of surplus Embraer commercial and business jet airplane parts. Designed to promote accessibility and speed to market, AVIAN’s focused distribution centre will deliver product availability to all aircraft operators and maintenance and repair stations around the world providing a one-stop, go-to access point. Established from the ground up specifically to accommodate Embraer’s long-term spare parts strategy, AVIAN will consolidate all of Embraer’s worldwide surplus spare part inventory in its new facility in Orlando, FL. Operations and sales are expected to commence in 1Q 2022. In addition to Embraer, AVIAN has physically embedded Sales Channel Partners (SCPs) into its operation to act as the customer-facing entities. DASI, UNICAL Aviation and Regional Airline Support Group (RASG) have been named from a wide range of interested parties as each brought extensive market reach and years of product experience.

**Magnetic Group opens new office and hub in Miami, Florida**

Magnetic Group is launching its new representative office and hub in Miami, Florida (USA). Magnetic Trading and EngineStands24 are the first group brands to establish a presence in the region. A significant part of Magnetic Group sales originates from the Americas. Over the past years, the company has been trading large assets within the region and Magnetic Leasing, a brand which provides asset management and leasing solutions, is born from a joint venture with a US-based investment fund. Therefore, it is a logical next step for Magnetic Group to also have a physical presence in the US. The Miami-based team will focus on the introduction of Magnetic Trading services in the local market, including spare parts and component solutions, a total asset management programme and repair management, while providing local airlines with scheduled and AOG spare parts supply. Additionally, airlines and asset owners will be able to lease engine stands from the Miami hub using the recently launched EngineStands24 platform – engine stands for

**AIRCRAFT & ENGINE NEWS**

**Azorra places order for 20 Embraer E2 aircraft**



Azorra E195 E2 aircraft

Photo: Embraer

Azorra, the Florida-based aircraft leasing company specialising in executive, regional and crossover aircraft has signed an agreement with Embraer to acquire a combined total of 20 new E190-E2 or E195-E2 aircraft, plus 30 purchase rights. At list prices, the order is valued at US\$3.9 billion. Deliveries will begin in 2023, adding to the 21 Embraer aircraft already in Azorra’s existing and committed portfolio.

**Airbus C295 Clean Sky 2 in-flight demonstrator makes maiden flight**



First flight of C295 Clean Sky 2

Photo: Airbus

The Airbus C295 Flight Test Bed 2 (FTB2) has successfully performed its maiden flight from the final assembly line in Seville, Spain. The aircraft now starts a flight campaign with the aim of testing the new semi-morphing wing, the new flight control system, as well as a Sat-Com antenna embedded within the aircraft’s fuselage. Based on the Airbus C295, the Flight Test Bed 2 is an in-flight demonstrator of the European Clean Sky 2 (CS2) and the EU Horizon 2020 research and innovation programme, where technologies related to CS2’s future regional multi-mission aircraft are tested. The modifications include new materials and technologies designed to achieve noise, CO2 and NOx emission reduction. With these technologies applied in a future regional multi-mission configuration, up to 43% CO2 and 70% NOx reductions can be achieved in a typical search and rescue mission of 400 nautical miles, as well as 45% less noise during take-off.

**AIRCRAFT & ENGINE NEWS**

**Jump Air officially starts operations**



Photo: Jump Air has received its Type A commercial license on January 24

On January 24, 2022, European ACMI/charter airline Jump Air received its Type A commercial licence and has officially started its commercial operations. The airline, with its headquarters in Vilnius, Lithuania, has received its Air Operator Certificate (AOC) No.LT.AOC.037 from Lithuania’s civil aviation regulator (Transporto Kompetencijų Agentūra – TKA) on December 31, 2021. Type A commercial licence was the last start-up document the airline had to obtain in order to begin commercial operations. Jump Air is now fully staffed, crewed and licenced for commercial air operations and currently operates one ATR 72-500 aircraft that is momentarily parked at Orio al Serio International Airport in Italy. Jump Air plans to grow its fleet by two to three more ATR 72 units by the end of 2022, including an ATR 72 type freighter variant. The airline targets Europe, Middle East, Africa, Asia and Asia Pacific as potential markets for charter and long-term wet-lease operations.

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CFM56-7B, CFM56-5A/B and V2500 engines – will be available for lease from the US with the company planning to expand the portfolio throughout the year.

**VoltAero selects Electric Power Systems' EPiC™ energy storage system for prototype Cassio 330 hybrid-electric aircraft**

The VoltAero prototype Cassio 330 hybrid-electric aircraft will be equipped with Electric Power Systems' EPiC™ energy storage system, bringing industry-leading battery technology to VoltAero's first-built versions of its Cassio airplane family. An agreement, announced on January 27 by the two companies, calls for the initial EPiC™ energy storage system to be delivered in the first half of 2022 for integration on VoltAero's no. 1 Cassio 330 – the company's four-seat variant with a combined hybrid-electric power of 330 kilowatts. The EPiC™ energy storage system contains advanced cell technology that offers an energy density of over 200 Wh/kg (watt-hours per kilogram) at the battery pack level, while providing over 2,000 fast-charge cycles before replacement is required. The EPiC Ecosystem developed by Electric Power Systems consists of modular building blocks that allow customization at the aircraft level. Cassio aircraft are to be built in a dedicated production facility at Rochefort Airport in France's Nouvelle-Aquitaine region. Ground breaking is scheduled for the first half of 2022.

**FINANCIAL NEWS**

**American Airlines posts full-year 2021 net loss of US\$2.0 billion**

American Airlines Group has reported its fourth-quarter and full-year 2021 financial results, including: fourth-quarter revenue of US\$9.4 billion, down 17% versus the same period in 2019 on a 13% reduction in total available seat miles (ASMs) versus the same period in 2019. The Group reported fourth-quarter net loss of US\$931 million, excluding net special items, fourth-quarter net loss was US\$921 million. Full-year net loss was US\$2.0 billion, excluding net special items, full-year net loss was US\$5.4 billion. American Airlines Group transported more than 165 million passengers in 2021 and ended the fourth quarter with US\$15.8 billion of total available liquidity. American will continue to match its forward capacity with observed booking trends. Based on current trends, the company expects its first-quarter capacity to be down approximately 8% to 10% compared to the

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**NAC delivers one ATR 72-600 to Loganair**



Loganair ATR 72-600 aircraft

Photo: AirTeamImages

Nordic Aviation Capital (NAC) has delivered one ATR 72-600 aircraft, MSN 1257, to Loganair on a long-term operating lease. The 72-seat ATR, which will be registered G-LMTC and named Clan Cairns in service with Loganair, will become the airline's ninth ATR and will form part of its continuing fleet renewal programme.

**Airbus launches new air-cargo service using its BelugaST fleet**



Beluga transport test-load

Photo: Airbus

Airbus has launched a new air-cargo service using its unique BelugaST fleet to offer freight companies and other potential customers a solution to their outsized freight transportation needs. The new service – Airbus Beluga Transport – will provide commercially-contracted customers in a variety of sectors, including space, energy, military, aeronautic, maritime and humanitarian sectors, with a solution to their large cargo transport needs. Based on the A300-600 design, the five-strong BelugaST fleet, which has until now been the backbone of Airbus' inter-site transportation of large aircraft sections, is being replaced by six new-generation BelugaXLs to support Airbus' ramp-up of its airliner production. The new Airbus Beluga Transport service can cater for a multitude of possible market applications since the planes possess the world's largest interior cross-section of any transport aircraft, accommodating outsized cargo of up to 7.1m in width and 6.7m in height. In the near future, once Airbus has commissioned all six new BelugaXLs, the fully released BelugaST fleet will be handed over to a newly created subsidiary airline with its own Air Operator Certificate (AOC) and staff. Philippe Sabo Head of ATI and Air Oversize Transport at Airbus, said: "The new airline will be flexible and agile to address the needs of external worldwide markets."

**FINANCIAL NEWS**

first quarter of 2019. American expects its first-quarter total revenue to be down approximately 20% to 22% versus the first quarter of 2019. (£1.00 = US\$1.35 at time of publication).

**IBC Advanced Alloys pays off mortgage on its copper alloys manufacturing facility**

IBC Advanced Alloys, one of the leading beryllium and copper advanced alloys companies, has announced that it has completed payments on its US\$1.7 million (£1.26 million) mortgage term-loan on its copper alloys manufacturing facility in Franklin, Ind. Paying off this mortgage is part of IBC’s primary corporate strategy of reducing its debt burden. “I am very pleased to announce that we have been able to pay off our sole mortgage as part of our ongoing effort to reduce corporate debt,” said Mark A. Smith, CEO and Director of IBC. “It is especially exciting that continuing strong sales across both of our operating divisions are strengthening IBC’s ability to generate cash-flow and strengthen our balance sheet organically.”

**Hawaiian Holdings reports 2021 fourth-quarter and full-year financial results**

Hawaiian Holding, the parent company of Hawaiian Airlines, has reported its financial results for the fourth-quarter and full-year 2021. The company reported total revenue of US\$494.7 million for the fourth quarter, down 30% compared to the fourth quarter of 2019, on 19% lower capacity. Hawaiian Holdings reported total operating expenses of US\$566.1 million and adjusted operating expenses of US\$443.4 million. The company reported EBITDA of (US\$58.9) million and adjusted EBITDA of (US\$30.7) million. For the full year of 2021, Hawaiian Holdings reported total revenue of US\$1.6 billion, down 44% compared to the full year of 2019, on 29% lower capacity. The company reported total operating expenses of US\$1.7 billion and adjusted operating expenses of US\$1.6 billion. The company reported EBITDA of US\$63.4 million and adjusted EBITDA of (US\$238.7) million. As of December 31, 2021, Hawaiian Holdings had US\$2.0 billion in liquidity, including its undrawn US\$235 million revolving credit facility. (£1.00 = US\$1.35 at time of publication).

**JetBlue reports fourth-quarter 2021 results**

JetBlue Airways Corporation has reported its results for the fourth quarter of 2021: the company reported GAAP loss per share of (\$0.40) in the fourth quarter of 2021 compared

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**China Airlines signs order for four Boeing 777 freighters**



Boeing 777F in flight

Photo: Boeing

China Airlines, the Taiwan flag carrier, has ordered four 777 freighters, adding to its existing fleet of Boeing airplanes. Valued at US\$1.4 billion at list prices, the order will enable the airline to capture new market opportunities as global air cargo demand continues to grow. In 2021, China Airlines’ air cargo revenue was up 186% above the pre-pandemic year of 2019, which nearly balanced out a 96% drop in passenger revenue. Last year China Airlines Cargo recorded the best year in its history – over TWD 100 billion (US\$3.6 billion) in revenue – by leveraging its existing all-Boeing fleet of (18) 747-400 freighters and (three) 777 freighters. With three 777 freighters already on order, China Airlines’ 777 Freighter is the perfect complement to the airline’s existing 747-400 freighter fleet, seamlessly accommodating the three-metre (10-foot) tall pallets and maximizing flexibility for its air cargo operations. (£1.00 = US\$1.35 at time of publication).

**MRO & PRODUCTION NEWS**

**C&L Aerospace signs supply chain support agreement with ExpressJet**



Embraer ERJ 145 jet in aha! livery

Photo: aha!

C&L Aerospace has signed a five-year agreement with ExpressJet, operating as aha! to provide full supply chain support for its fleet of ERJ 145 aircraft. The contract includes parts procurement, managed repairs, inventory management, shipping and logistics, on-site staff support and a sizeable consignment inventory. C&L offers a wide variety of aircraft parts’ support programmes all customisable to meet the needs of the individual operator. Programmes range in size from initial provisioning and rotatable repair management, to hourly-support and exclusive supply chain management programmes like this one.

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to diluted earnings per share of \$0.56 in the fourth quarter of 2019. Adjusted loss per share was (\$0.36) in the fourth quarter of 2021 versus adjusted diluted earnings per share of \$0.56 in the fourth quarter of 2019. GAAP pre-tax loss of (US\$163) million in the fourth quarter of 2021, compared to a pre-tax income of US\$220 million in the fourth quarter of 2019. Excluding one-time items, adjusted pre-tax loss of (US\$145) million in the fourth quarter of 2021 versus adjusted pre-tax income of \$221 million in the fourth quarter of 2019. Capacity declined by 5.4% year-over-two years ago, in-line with JetBlue's planning assumption of a 4% to 7% decline, year-over-two years ago. Revenue declined 9.7% year-over-two years ago, compared to JetBlue's planning assumption of an 8% to 13% decline year-over-two years ago. This was within the range of the company's initial assumptions despite a late quarter impact from the Omicron wave, driven by strong holiday peaks. (£1.00 = US\$1.35 at time of publication.)

**Massive 787 Dreamliner charge sees Boeing posts third consecutive heavy annual loss**

Having only just finished weathering the 737 MAX storm which cost Boeing Co. an estimated US\$21 billion in documented costs plus the cancellation of over 1,000 orders, the North American planemaker has been hit a further financial blow, this time relating to its 787 Dreamliner and continued quality control issues. Having delivered only 21 of the jets in 2021 and none since June of last year, Boeing has had to pay US\$3.5 billion in compensation to customers, while the delays have increased the cost of production by US\$2 billion. As a consequence, Boeing has taken nearly US\$4 billion in charges directly related to the 787 reamliner, resulting in the company posting a net loss of US\$4.3 billion for the financial year 2021. The result is an improvement of the previous year's loss of US\$11.9 billion, but far worse than analysts had predicted. The situation has not been helped by the fact the 787 Dreamliner was designed for the long-haul market and international travel is expected to be the last sector of the industry to recover from the negative effects of the COVID-19 pandemic. Having sold 119 787 Dreamliners in 2019, Boeing managed just 21 orders throughout 2021. "We are taking the time now to ensure we're positioned well as widebody demand recovers," said Boeing CEO Dave Calhoun in his memo to employees. The good news is that the company had a positive cash flow for the last quarter of 2021, the first time since the first quarter of 2019 when the problems with the 737 MAX began. "We have been focused relentlessly on improving our free cash flow situation" Calhoun told investors on a

**MRO & PRODUCTION NEWS**

**MTU Maintenance starts using sustainable aviation fuels in its test cell with launch customer JetBlue Airways**



Tests have started on data-gathering on sustainable aviation fuels with JetBlue's V2500 engine Photo: MTU

MTU Maintenance has partnered with JetBlue Airways for the testing and data-gathering on sustainable aviation fuels (SAFs) with the airline's V2500 engines following on from shop visits in Hannover, Germany. Conducted in a controlled ground environment, test runs will initially be performed with a 10% SAF fuel blend and can be expanded to up to 50%, the current regulatory limit, if required. This SAF is sustainably derived from waste fats, oils and greases and has up to an 80% lifecycle greenhouse gas emission reduction per gallon when compared to the conventional jet fuel it replaces. "We are delighted to be MTU Maintenance's launch customer in this pioneering and sustainable initiative," says Sara Bogdan, JetBlue Director of Sustainability and Environmental Social Governance. "Our goal is to achieve net-zero carbon emissions by 2040 and implementing sustainable initiatives along the supply chain and gathering the necessary data to ensure these initiatives are safe, practical and meaningful, is a key part of this work." JetBlue currently has an exclusive thirteen-year contract with MTU Maintenance for its V2500 pre-select fleet.

**SCHROTH Safety Products named preferred safety restraint provider by Unum Aircraft Seating**



Photo: Unum business-class seat

SCHROTH Safety Products has been selected as the preferred provider of occupant restraint systems by Unum Aircraft Seating, a new manufacturer of business class seats for single- and twin-aisle aircraft. SCHROTH provides seatbelts and restraint systems for leading commercial airlines, business aircraft, general avi-

ation and military aircraft, as well as the safety restraints used by space flight operators such as SpaceX, Blue Origin and Virgin Galactic. The newly launched Unum Aircraft Seating designs and produces lie flat business-class seats for commercial airliners. Based in Weybridge, UK, Unum adheres to the quality assurance measures and compliance with the Civil Aviation Authority.

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conference call Wednesday. “It has been our #1 metric. And to be able to achieve that, I think, is terrific news.” Boeing shares dropped nearly 4% in Wednesday morning trading on the results. (£1.00 = US\$1.35 at time of publication).

**MILITARY AND DEFENCE**

**Boeing expands UK Military support with Apache AH-64E long-term services contract**

Boeing and the Ministry of Defence (MOD) have signed an agreement for Boeing to provide long-term training, support and sustainment for the British Army’s new fleet of 50 Apache AH-64E helicopters. Under the new US\$348 million long-term training and support services (LTTSS) contract, Boeing will work closely with the British Army to provide maintenance and engineering support, supply chain and logistics management at Wattisham. Boeing will also deliver aircrew and maintainer training from its advanced facility at Middle Wallop. The new agreement, which will run until 2040, will create more than 200 jobs in the UK during the initial four years, including more than 165 jobs at Army Aviation Centre Middle Wallop and 45 at Wattisham Flying Station, plus dozens more with suppliers in the UK. Boeing already has more than 40 employees working alongside Army Air Corps personnel providing training for the Mk1 Apache. In addition to the new Boeing roles, the training and support for the new Apache model will bring new roles and opportunities for Boeing’s UK supply chain. Yeovil-based Kuehne & Nagel will provide a warehouse management service at Wattisham with a dispersed store at Middle Wallop, creating 45 new jobs. H&S Aviation will carry out the repair and overhaul of the engines in Portsmouth, under subcontract to GE Aviation.

**OTHER NEWS**

**Canada Jetlines Operations** has reported that the new all-Canadian carrier has received conditional approval for flight crew (pilot) training from **Transport Canada**, effective immediately. Final approval of Canada Jetlines’ pilot training programme will be granted once Transport Canada has reviewed the training conducted under the programme and it proves to be satisfactory. “This is an important milestone in the air operator certificate process with Transport Canada. Our first crew will start their pilot training programme this month and are scheduled to have completed simulator training in the later part of February,” shared Eddy Doyle, CEO of Canada Jetlines. “The

**MRO & PRODUCTION NEWS**

**West Star Aviation paints first Embraer Lineage at Chattanooga location**



The finished paint job on an Embraer Lineage

Photo: WSA

West Star Aviation has completed its first paint project of an Embraer Lineage aircraft at its Chattanooga, TN (CHA) location, one of its four full-service facilities. The recently announced expansion will allow for even more space to assist customers with their MRO services at the CHA facility. Of the four full-service locations, CHA has the newest and largest paint facility at 48,000 ft<sup>2</sup>, with the ability to accommodate larger aircraft. The aircraft was received on October 30 and delivered back to the customer on December 4. “We were excited to be able to offer our state-of-the-art paint facility to the customer and complete the requested paint project within a short timeframe, while also exceeding its expectations with the final delivery,” said Jeremy Turnbough, paint programme Manager (CHA).

**MHIRJ opens new MRO facility in Macon, Georgia**



Photo: MHIRJ’s new facility in Macon, Georgia

MHI RJ Aviation Group (MHIRJ) is expanding its Maintenance, Repair and Overhaul network with the opening of a new facility in Macon, Georgia. The new facility will be located at the Middle Georgia Regional Airport and is part of MHIRJ’s growing footprint in North America servicing the CRJ Series fleet. The lease has been signed for two additional lines of maintenance, with the potential to grow that number to four, which would bring the total up to 40 lines of maintenance within the MHIRJ network. The new facility will add around 200 jobs in the local community at full capacity, for which MHIRJ will kickstart hiring efforts immediately. MHIRJ now has facilities in Macon Georgia, Bridgeport, West Virginia and Tucson, Arizona.

OTHER NEWS

Airbus A320 is a great aircraft and a pleasure to fly. I haven't flown a commercial aircraft in the last four years, and I am a little envious of our pilots going on [the] course."

**Embraer** has successfully completed the reintegration of its commercial aviation business' main information technology systems and processes. The work, done throughout January, did not hamper the continuity of the company's essential operations. The reorganisation resulting from this process began in May 2020 and since then has been one of Embraer's main focuses, as part of the execution of the strategic plan and implementation of initiatives to make good use of skills and recover synergies. The reintegration ensures operational benefits and eliminates fiscal inefficiencies that an integrated, less complex and more agile management can offer. With the completion and restoration of normal service in the company, commercial aviation is again directly linked to Embraer's structure.

**IAG Cargo**, the cargo division of **IAG** (International Airlines Group) has adopted the **International Air Transport Association's** (IATA) newly developed Dangerous Goods AutoCheck (DG AutoCheck) to automate the acceptance of dangerous goods shipments from its London-Heathrow hub. DG AutoCheck is a digital solution that facilitates the acceptance of dangerous goods by checking all the regulations, rules and guidance contained in the IATA Dangerous Goods Regulations (DGR) and converts them into an automated validation solution, enabling IAG Cargo to check the compliance for the Declaration for Dangerous Goods (DGD) against the latest industry regulations more quickly. The DG AutoCheck platform uses optical character recognition technology enabling paper DGD to be transformed into electronic data facilitating a safe, secure and efficient operation for IAG Cargo in relation to its dangerous goods shipments. The platform facilitates in the verification of the packages' marks and labels on dangerous goods' consignments.

The **United States** has announced that it will be suspending 44 flights to China, flown by Chinese carriers, between January 30 and March 29. The retaliatory action is as a direct result of actions by the Chinese Government and its current COVID-19 protocols. China has become disgruntled with the fact that while having negatively tested for the COVID-19 virus prior to departing the US, a number of American passengers have subsequently tested positive for the virus upon arrival in China. China currently operates what is referred to a 'circuit-

MILITARY AND DEFENCE

**JetPack Aviation inks commercial flight and technical training deal with military customer**

California-based JetPack Aviation (JPA) has signed an agreement to provide JetPack pilot and maintainer training to a military customer in Southeast-Asia. This is the first time that professional JetPack training has been delivered to a team of serving military personnel and represents a critical advancement in the use of personal aerial vehicles for government use. Following the signing of a US\$800,000 (£593,000) order for two JB12 JetPacks, the customer has contracted JetPack Aviation to train two pilots and two maintenance technicians at its California facility, with future options to teach additional personnel, including an instructor. The student pilots, already experienced military personnel but without flying experience, will initially receive on-tether instruction, subsequently moving off-tether for advanced training, following an FAA-approved syllabus created by JPA and the US Navy. Training, which will be undertaken close to JetPack Aviation's Ventura, CA. headquarters, will be delivered on the customer's own JB12 aircraft during summer 2022. Conducted over two weeks, the course will require a minimum of 50 six-minute on-tether flights before the trainee's progress to free flight. Once off-tether training is completed, the programme will conclude with advanced mission-specific manoeuvres, including operating in tightly confined spaces and landing on moving 'targets'. Future developments may include in-country arrangements for initial and currency training, using purpose-built facilities. It is anticipated the Southeast-Asian customer will use the JetPacks to support complicated special missions.



Training for the JB12 JetPacks will take place over water when off-tether  
Photo: JetPack Aviation

OTHER NEWS



United Aviate Academy has been officially opened on January 27

Photo: United Airlines

**United Airlines** has officially opened its **United Aviate Academy** on January 27 and welcomed a historic inaugural class of future pilots, 80% of whom are women or people of colour. United Aviate Academy is a key part of the airline's goal to train about 5,000 new pilots at the school by 2030, with at least half women or people of colour. This unprecedented training commitment will dramatically expand access to this lucrative and rewarding career while upholding United's world-class safety standards. Last summer, United unveiled its ambitious 'United Next' strategy to revolutionize the United flying experience and introduce more than 500 new, narrow-body aircraft into its fleet to match the anticipated resurgence in air travel. United plans to hire at least 10,000 new pilots by 2030 to meet this need with about 5,000 of those coming from United Aviate Academy.

**OTHER NEWS**

breaker' policy where routes to the country are suspended if too many infected passengers are brought into China on any specific flights. The US is objecting as all passengers departing the US have complied 100% with all relevant Chinese regulations with regard to pre-departure and in-flight protocols, yet the US is being penalised if those passengers subsequently test positive for COVID-19 once in China. China has recently used its circuit-breaker policy to cancel a number of flights operated by **American, Delta** and **United** airlines after several passengers tested positive for the virus once in China, despite testing negative prior to departure from the US. The current batch of cancellations by the American government will affect **Air China, China Eastern Airlines, China Southern Airlines** and **Xiamen Airlines**. According to Reuters news agency, the US Department of Transportation wrote in its order Friday that "actions impairing the operations of Delta, American and United as described above are adverse to the public interest and warrant proportionate remedial action by the department." It continued: "US carriers, who are following all relevant Chinese regulations with respect to pre-departure and in-flight protocols, should not be penalised if passengers, post-arrival, later test positive for COVID-19."

An alliance of approximately 20 European airlines and airports, including all **Lufthansa** subsidiaries, **Air France-KLM, Frankfurt** and **Schiphol** airports, have challenged the EU's climate change legislation that was presented last July. The major complaint is that the overarching consequence will disadvantage European carriers and airports against their non-European rivals. However, the alliance has made it clear that it is not against the EU's "Fit for 55" climate package which has targeted a 55% reduction in CO2 emissions by 2030 compared to 1990 levels. While the aviation sector may be responsible for 3% of global CO2 emissions, the EU's targeting of synthetic aviation fuel blends and a kerosene tax is causing the greatest headache. The alliance is arguing that any increase in costs would not be applicable to non-European hubs, which means that long-haul flights by European carriers from European airports would be financially disadvantaged in a highly competitive market and at a time when airports and carriers alike are struggling to recover from the impact of the COVID-19 pandemic. The alliance's proposed solution would be to dismiss the kerosene tax completely and any environmental protection surcharge be based on the full flight route, rather than just feeder flights which carry passengers from the EU to international hubs such as Istanbul and Dubai.

**INDUSTRY PEOPLE**



Yann Ballet

Blueberry Aviation has announced the addition of **Yann Ballet** to its team as Senior Advisor. Ballet has accumulated over 30 years of financing experience in aircraft and structured finance. He was previously VP Structured Finance at Airbus, which he joined in 1987 and where he held various senior positions in France, the USA, Ireland and UAE. His experience covers a wide range of aircraft financing structures (mortgage debt, leasing, capital markets, Islamic financing, investment funds) and corporate financing. In recent years Ballet was responsible for designing and implementing a private non-payment insurance programme for Airbus Aircraft (Balthazar) that has supported the financing of 23 aircraft over the past three years. He was also involved in advising commercial teams for several airlines on restructuring schemes rolled out during the COVID-19 crisis.



Lars Wagner

Clean Aviation, the successor to the European aviation research programme Clean Sky, officially kicked off at the end of last year. MTU Aero Engines is not only contributing new key technologies but has also been awarded a seat on the Governing Board of the clean aviation joint undertaking, thus COO **Lars Wagner** will be representing the company. "This appointment is a big success for MTU and it serves as a clear affirmation," Wagner comments. "Like with the previous programme, Clean Sky, it gives us a chance to actively shape the direction the research programme takes." The Governing Board functions as the central decision-making body, with overall responsibility for strategic alignment and for carrying out all activities. Clean Aviation brings together 27 partners from industry, academia and the research sector to work on new technologies, all with the aim of making aviation climate-neutral by the year 2050. That means the new aid programme launched by the European Commission, which has billions of euros in funding, is

advancing the world's most ambitious research and innovation agenda aimed at sustainability in the aviation sector.



Andrew Strachan

Lilium, the manufacturer of an all-electric vertical take-off and landing jet (eVTOL) has appointed **Andrew Strachan** as its Chief Test Pilot. Strachan had originally served in the RAF, followed by working as Chief Test Pilot at Leonardo Helicopters, so he is accustomed to flying a wide range of aircraft types. Commenting on his new role, Strachan said: "I'm thrilled to join Lilium at such an exciting moment in the company's growth. As someone who has been influenced by aviation since childhood, it's inspiring to be part of a company driving the next phase of sustainable, aeronautical technology."



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**Publisher**  
Peter Jorssen  
Tel: +1 604 318 5207

**Editor**  
Heike Tamm  
editor@avitrader.com  
Tel: +34 (0) 971 612 130

**Advertising Inquiries**  
Tamar Jorssen  
VP Sales & Business Development  
tamar.jorssen@avitrader.com  
Phone: +1 (778) 213 8543

For inquiries and comments,  
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editor@avitrader.com





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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	2119	2004	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A319-100	BBAM	CFM56-5B5/P	2283	2007	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	CFM56-5B63	3586	2008	Q2/2022	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A319-131	Deucalion Aviation Limited	V2522-A5	2375	2005	Q2/2022	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320	Deucalion Aviation Limited	CFM56-5B4/P	1571	2001	Now	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
A320-214	Deucalion Aviation Limited	CFM56-584/3	3767	2009	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320-232	Deucalion Aviation Limited	V2527	4323	2010	Now	Sale / Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A320-232	ALTAVAIR	V2527-A5	4621	2011	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
A320-232	Willis Lease	V2527-A5	6865	2016	Feb 2022	Sale / Lease	Chris Giles	cgiles@willislease.com	+44 1656 754 788
A320-232	Willis Lease	V2527-A5	7163	2016	Now	Sale / Lease	Chris Giles	cgiles@willislease.com	+44 1656 754 788
A320-233ceo	FPG Amentum	V2527E-A5	4457	2010	Now	Sale / Lease	Lei Ma	ma.lei@fpg-amentum.aero	+852 9199 1875
A321-200	GA Telesis	V2533-A5	2255	2004	Q2/2022		David Byrne	aircraft@gatelesis.com	+353 86 780 8974
A321-200	GA Telesis	V2533-A5	2261	2004	Q2/2022		David Byrne	aircraft@gatelesis.com	+353 86 780 8974
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	ORIX Aviation	Trent 772B-60/16	1289	2012	Now	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A330-200	Deucalion Aviation Limited	CF6-80E	814	2007	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A330-200 (5x)	ALTAVAIR	Trent 772B-60/16	various	06-14	Q1/2022	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 7899 892493
A330-300	ALTAVAIR	CF6-80E1A3	1580	2014	Q1/2023	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
A330-300	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-60	1559	2014	Now	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
A330-300	Deucalion Aviation Limited	Trent 772B-6	1146	2010	Q3/2022	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B737-700	BBAM	CFM56-7B20	32418	2003	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	Q1/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42826	2017	Q1/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42827	2017	Q1/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42828	2017	Q1/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42829	2017	Q1/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42830	2017	Q1/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42831	2018	Q1/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42832	2018	Q1/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42833	2018	Q1/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	42835	2018	Q1/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	63971	2018	Q1/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-8	Orix Aviation	CFM LEAP-1B	64992	2018	Q1/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-800	BBAM	CFM56-7B24/3	34905	2007	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
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	Lease	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
B737-800	Deucalion Aviation Limited	CFM56-7B26	30294	2004	Q1/2022	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	CFM56-7B24E	40318	2012	Q2/2022	Sale / Lease	Cian Coakley	cian.coakley@orix.ie	+353 87 7760451
B737-800SF	GA Telesis	CFM56-7B24	33003	2002	Q2/2022	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
B737-900	BBAM	CFM56-7B26/3	34953	2007	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B777-200ER	BBAM	GE90-90B	29004	1998	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B777-300ER	BBAM	GE90-115B	37898	2012	Apr 2022	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B777-300ER	BBAM	GE90-115BL2	37898	2012	Apr 2022	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B777-300ER (8x)	ALTAVAIR	GE90-115B		06-13	Q1/2022	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
CRJ-200ER	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
CRJ-200ER	Regional One	CF34-3B1	8059	2005	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
DHC8-Q400	Regional One	PW150A	4326	2010	Now	Sale / Lease	Kurt Brulisauer	kbrulisauer@regionalone.com	+1 (404) 542-5320
ERJ-145LR	Regional One	AE3007A1	145411	2002	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				
CF34-3A	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	Now - Sale / Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+ 1 954-478-7195
(1) CF34-10E5A1 Full QEC	Now - Sale / Lease				
(4) CF34-10E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-8C5A1	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(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

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**MAGELLAN AVIATION GROUP**

# THE AIRCRAFT AND ENGINE MARKETPLACE

## Commercial Engines (cont.)

CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF6-80E1A3	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
(1) CF6-80E1A4B	Now - Sale / Lease				
(2) CF6-80E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(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
(1) CFM56-5B4/P (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaaviation.com	+1 786 785 0787
(1) CFM56-5B5/P	Now - Lease				
(1) CFM56-5B6/P	Now - Lease				
(1) CFM56-5B2/P	Now - Lease				
(2) CFM56-7B26 (full QEC)	Now - Lease				
(1) CFM56-7B27	Now - Lease				
(1) CFM56-7B24	Now - Lease				
(1) CFM56-7B22 (with QEC)	Now - Lease				
(4) CFM56-7B24/3	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(4) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P	Now - Lease				
(4) CFM56-7B24/E	Now - Lease				
(4) CFM56-7B24	Now - Lease				
(4) CFM56-7B26	Now - Lease				
(1) CFM56-5C4	Now - Lease				
(4) CFM56-5B4/P	Now - Lease				
(2) CFM56-7B26/3	Now - Lease				
(3) CFM56-7B26	Now - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(4) CFM56-5B5/P	Now - Sale / Lease				
(2) CFM56-5B6	Now - Sale / Lease				
(1) CFM56-3 (SVC, fresh PR)	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)1357 521144
CFM56-5 (all thrust levels)	Now - Sale / Lease	Contrail Aviation Support	Steve Williamson	steve@contrail.com	+1 720-276-5966
CFM56-7 (all thrust levels)	Now - Sale / Lease				
(2) CFM56-7B22	Now - Lease	Deucalion Aviation Limited	Jonathan Louch	aircraft@deucalion.com	+44 207 256 4449
(multiple) CFM56-5B	Now - Sale / Lease	CFM Materials	Jimmy Hill	jimmy.hill@cfmmaterials.com	+1 469-628-3756
(multiple) CFM56-7B	Now - Sale / Lease				
(1) CFM56-7B26/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(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	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(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
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) LEAP-1A33	Now - Lease				
(1) LEAP-1A32	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
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
(6) PW127M	Now - Sale/Lease/Exch.				
(1) PW121	Now - Sale/Lease/Exch.	Magellan Aviation Group	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(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) PW123B	Now - Sale/Lease/Exch.	Regional One	Duane Butler	Dbutler@regionalone.com	+1 561-809-0001
(1) PW127F					
(1) PW150A					
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(2) Trent 772B-60	Q1/2022 - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(2) Trent 772C-60	Q1/2022 - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) Trent-556-61	Now - Sale/Lease/Exch.				
(1) Trent772B-60	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(3) V2522-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(3) V2524-A5	Now - Sale/Lease/Exch.				
(3) V2527-A5	Now - Sale/Lease/Exch.				
(3) V2527E-A5	Now - Sale/Lease/Exch.				
(3) V2527M-A5	Now - Sale/Lease/Exch.				
(3) V2530-A5	Now - Sale/Lease/Exch.				
(2) V2533-A5	Now - Sale/Lease/Exch.				
V2500 (all thrust levels)	Now - Sale / Lease	Contrail Aviation Support	Steve Williamson	steve@contrail.com	+1 720-276-5966
(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@ftaiairaviation.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	Bradley Hogan	bradley.hogan@magellangroup.net	+1 980.256.7120
(3) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2527E-A5	Now - Lease				
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111

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

Description		Company	Contact	Email	Phone
(1) GTCP331-500B	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
(2) GTCP331-200ER, (2) GTCP131-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCP131-9B					
(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
(1) A320 ENH NLG, (2) A340 Landing Gear Shipsets		GA Telesis		landinggearsales@gatelesis.com	
Neutral CFM56-7B QEC Kit	Now - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) RE220, (1) APS3200, (1) GTCP131-9A	Now - Sale / Lease	Magellan Aviation Group	Drew Megorden	drew.megorden@magellangroup.net	+1 704-340-0273
(1) GTCP131-9B, (1) GTCP331-500B	Now - Sale / Lease				
(1) GTCP131-9B	Now - Sale/Lease/Exch.	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(3) GTCP331-350, (5) GTCP131-9A	Now - Sale / Lease	DASI	Chris Glascock	chris.glascock@dasi.com	+1 954-801-3592
(1) APS3200, (2) GTCP131-9B					
(1) APS2300, (1) GTCP331-200ER,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 954-683-1893
(1) APS1000-C12, (1) GTCP36-150RJ, (1) RE220RJ					
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(4) GTCP131-9A, (1) GTCP331-200, (2) GTCP131-9B, (1) GTCP331-200		GA Telesis	Jay Meshay	apu@gatelesis.com	+1-954-849-3509
(2) GTCP331-350, (1) GTCP331-500, (1) APS3200B, (2) APS3200C					
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000			Ricky Torres	stands@gatelesis.com	+1-954-676-3111
(2) 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