

Weekly Aviation Headline News

WORLD NEWS

AAPA calls for review of COVID-19 travel bans

The Association of Asia Pacific Airlines (AAPA) is urging governments to roll back or refrain from introducing travel restrictions. Reports from the World Health Organisation (WHO) indicate that the COVID-19 outbreak has now spread to over 100 countries. In most of the countries, the spread is now predominantly through local transmission rather than from imported cases. WHO has repeatedly advised against travel or trade restrictions as such measures are generally ineffective. – AAPA.

ERA welcomes new slot rule changes

ERA European Regions Airline Association said it supports the decision from the European Commission to temporarily waive the 80 per cent slot rule during these exceptional circumstances of Coronavirus (COVID-19). The temporary suspension of airport slot rules will allow airlines to respond to market conditions with appropriate capacity levels without the risk of losing vital take-off and landing privileges in the future.

TAV to buy-back shares

TAV Airports will initiate share buy-back in order to contain the effect of fluctuations in markets due to the coronavirus pandemic. TAV Airports CEO Sani Şener said “The coronavirus pandemic and related precautions resulted in a decrease in passenger traffic at the airports we operate around the world. Because we’re in the low season, the effect of this traffic decrease had a limited effect on our financial performance to date.



Lufthansa Group will maintain some air connections to the US.

Photo: Lufthansa Group

Impact of American travel ban

As COVID-19 lockdown begins

Following the announcement by US President Donald Trump to ban travel from the 26 countries in the Schengen area for a month, data has surfaced on the possible impact of the suspension.

The UK, Ireland and other non-Schengen countries are unaffected, currently. Analysts at Cirium have analysed the flight and seat data of passenger flights for the 30 days ban from March 14 until April 12.

The UK has the most flights to the USA over the period with 3,628 flights (which is 31% of total Europe to USA flights) and over a one million (1,057,334) seats. Ireland has 668 flights departing to the USA (accounting for 5% of total Europe to USA flights).

The 30-day ban and will have the following effects: 60% of Europe’s scheduled flights to the USA in the 30 days from March 14 are from the restricted

“... airlines are under extreme financial and operational pressures.”

Alexandre de Juniac, IATA’s Director General

European countries.

Restricted European country departing flights account for a total of 7,317 flights, which equates to over 2 million seats (2,069,206).

There are 12,286 flights scheduled to depart from the whole of Europe to the US, which equates to 3.4 million seats (3,461,337).

The most negatively affected country is Germany with 1,714 flights scheduled (which equals to 14% of all of Europe’s departing flights during this period) and 523,065 seats. France is second with 1,391 flights scheduled (accounting for 11% of all of Europe’s flights) and 409,238 seats.

After Germany and France, the next mostly heavily affected countries are the Netherlands (9%), Spain (6%) and Switzerland (5%).

Delta, United and Lufthansa will be the three most affected airlines.

“These are extraordinary times and governments are taking unprecedented measures. Safety—

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including public health—is always a top priority. Airlines are complying with these requirements. Governments must also recognise that airlines—employing some 2.7 million people—are under extreme financial and operational pressures. They need support,” said Alexandre de Juniac, IATA’s Director General and CEO.

Airlines are already struggling with the severe impact that the COVID-19 crisis has had on their business. On 5 March 2020, IATA estimated that the crisis could wipe out some \$113 billion of revenue. That scenario did not include such severe measures as the US and other governments (including Israel, Kuwait, and Spain) have since put in place.

The US measures will add to this financial pressure, states IATA. The total value of the US-Schengen market in 2019 was \$20.6 billion. The markets facing the heaviest impact are US-Germany (\$4 billion), US-France (\$3.5 billion) and US-Italy (\$2.9 billion).



Airlines are complying with these requirements says de Juniac.

Photo: IATA

AIRCRAFT & ENGINE NEWS

Cassio e-aircraft flight testing underway with Safran’s ENGINEUSTM electric motors



Photo: Textron Aviation

VoltAero has marked a significant milestone in developing its all-new family of Cassio e-aircraft with initiation of flight testing using Safran Electrical & Power’s ENGINEUSTM smart electric motors. This testing is a major step toward validating the electric and hybrid-electric powertrains for Cassio aircraft. It keeps the company on track in evolving a family of airplanes with four to nine seats, tailored for operation by private owners, air taxi/charter companies, in commercial flights for point-to-point regional travel, and in various utility-category applications. The current

Orders and deliveries – Boeing and Airbus

Airbus v Boeing: Orders and Deliveries					
February 2020 YTD					
	Airbus		Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	58	6	737	-43	4
A320 Family	207	66	747	0	0
A330	0	3	767	1	5
A350	9	11	777	0	3
A380	0	0	787	17	18
Total	274	86	Total	-25	30

Source: Airbus

Source: Boeing

In February, Airbus delivered 55 aircraft to 35 customers. Single-aisle deliveries in February involved 40 A320 Family aircraft plus four A220s. A350s and A330s were delivered in the widebody sector.

Boeing delivered 17 aircraft predominantly for B787s and 767-300 Fs and orders tallied up to 18, again for mostly 787s and 767 freighters.

flight evaluations utilize VoltAero’s Cassio 1 testbed aircraft, with the two ENGINEUSTM 45 electric motors installed in forward-facing positions on the wings. Cassio 1 is piloted by Technical Director Didier Esteyne, operating from VoltAero’s headquarters facility at the Royan-Médias Aérodrome in France. In its full-up nine-seat version, the Cassio aircraft will utilize electric motors along with VoltAero’s

proprietary aft-facing hybrid power module, which brings together an internal combustion engine and three electric motors. The prototype VoltAero hybrid power module continues its validation on a ground-based rig, preparing for a subsequent integration on the Cassio 1 testbed aircraft.

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AIRCRAFT & ENGINE NEWS

Jackson Square Aviation delivers two Boeing 787-9 aircraft to Air Europa



Air Europa Boeing 787-9 Dreamliner

Photo: AirTeamImages

Jackson Square Aviation (JSA), a full-service commercial aircraft lessor based in San Francisco, has delivered two new Boeing 787-9 aircraft on lease to Spanish airline, Air Europa. These two deliveries result from JSA's ongoing PDP and SLB delivery financing commitments to Air Europa, running since 2015 through to 2021, across multiple aircraft types. "We are honoured to have been able to support Air Europa's fleet and financing needs with these Boeing 787 aircraft," said Christophe Million-Rousseau, Senior Vice President, Marketing & Capital Markets (Southern Europe, Middle East, Africa). He added, "We look forward to further delivering on our commitments to Air Europa and supporting their continued growth over the coming years".

BOC Aviation signs lease agreement for 22 Boeing Dreamliners with American Airlines

BOC Aviation Limited (BOC Aviation) has announced an agreement with American Airlines (American) to lease 22 Boeing 787 Dreamliners, with delivery to take place between 2020 and 2021. The aircraft will be powered by General Electric Genx engines. Robert Martin, Managing Director and Chief Executive Officer, BOC Aviation, said: "We are excited to welcome American as a new customer to BOC Aviation, and to celebrate a new milestone, as this transaction becomes the largest lease commitment in our history. We look forward to working closely with American and to playing a long-term role as a key partner. This incremental investment in 22 new Boeing 787-8 aircraft also speaks to the strength of our balance sheet and our capacity to provide innovative financing solutions for our global customer base. With this transaction, we have now purchased or committed to purchase more than 390 Boeing aircraft, and we are pleased to expand on our long-standing relationship with Boeing and GE."



American Airlines will add 22 Dreamliners to its fleet

Photo: AirTeamImages

MRO & PRODUCTION NEWS

AvAir opens facility at Dublin Airport

AvAir, a global supplier of aftermarket aviation parts, will open a 25,000-ft² warehouse facility at Dublin Airport. The United States-based company's expanded presence in Europe comes as at the start of its 20th year and as part of a new strategic vision for AvAir, which offers customized solutions for customers and suppliers to buy, sell, exchange, loan, lease, or consign more than 26 million in-stock aviation parts. "The new Dublin location will allow us to provide better service to our customers in Europe, Asia, and the Middle East," Bianco said. "With this new facility, we are removing nearly 5,000 miles from the total distance much of our inventory would need to travel. This allows us to be more responsive to our customers while saving time and money." To lead the Dublin office, Fjalar Scott has been promoted to vice president of sales in Europe. Scott has led the European business development for the company with a focus on expanding its footprint to better serve international clients for the last four years.



Photo: AvAir

LHT signs technical support contracts with Red Wings and Smartavia



Red Wings Airbus A321

Photo: LHT

The Russian carrier Red Wings Airlines has contracted Lufthansa Technik to provide extensive support for its growing Airbus narrow-body fleet. Within the frame of a contract with another Russian airline, Lufthansa Technik will also provide technical services for the Boeing 737 fleet of Smartavia. Under a six-year contract with Red Wings Airlines, Lufthansa Technik supports the IAE V2500 and CFM56-5B engines of the carrier's Airbus fleet with a full range of engine services including engine condition monitoring (ECM). For the duration of the contract, a shop visit is planned for each of the current 24 engines. Lufthansa Technik will also maintain the landing gears of Red Wings' fleet of currently eight Airbus A320s and four A321s on a fixed-price basis over the next six years.

Smartavia has signed a long-term agreement covering technical services

for the carrier's Boeing 737 fleet. Under the terms of the contract, Lufthansa Technik provides spare parts for the Boeing 737 NG aircraft of the carrier's fleet. The new contract provides Smartavia with guaranteed access to Lufthansa Technik's component and spare parts pool. Lufthansa Technik's support around the clock ensures that all aircraft spare parts can be supplied to the airline at short notice, reducing the time required to maintain the aircraft and therefore its ground time. Ultimately, this comprehensive support will allow Smartavia to increase its fleet renewal rate, to expand its route network, and enhance the level of services provided to passengers.

MRO & PRODUCTION NEWS

FL ARI obtains EASA Part 145 Maintenance Organization certification for line maintenance in China

FL ARI Aircraft Maintenance & Engineering Company, based in Harbin, China, has obtained certification approval as an EASA Part 145 Maintenance Organization. FL ARI is a joint venture between China Aircraft Leasing Group (CALC), its mid- to end-of-life aircraft solutions arm Aircraft Recycling International (ARI), and FL Technics, a leading provider of MRO services in Europe. FL ARI is now cleared to provide line maintenance support for aircraft from the Boeing 737 NG series to Airbus A320 Families.

TP Aerospace opens wheel and brake MRO in Russia

TP Aerospace has opened its first wheel and brake MRO in Moscow, Russia. The extension to the green family is part of the Green Sunrise

Magnetic MRO and Airbus sign airframe maintenance agreement

Magnetic MRO, a Total Technical Care and asset management organization, and Airbus have signed a long-term airframe maintenance agreement for the support and maintenance of Airbus Family aircraft. "The Total Technical Care is not only about the quality of MRO services. It's also about first-class customer support, transparent processes, and exceptionally high procedural standards. We're very proud of our team which has proven to meet these standards on numerous occasions. We are glad to expand our partnership with Airbus and share the experience of Magnetic MRO high quality of service with them and their partners. This has definitely opened new horizons for Magnetic MRO, and we are looking forward to wide cooperation now that we are an approved supplier for Airbus maintenance-related activities," shared Inga Duglas, Chief Commercial Officer at Magnetic MRO. Magnetic MRO provides EASA- and FAA-certified Total Technical Care services for aircraft operators and owners in Europe, the Middle East, Africa and Asia.



Photo: Magnetic MRO and Airbus sign airframe maintenance agreement



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strategy, an ambitious growth plan for increasing proximity to airline customers worldwide and to provide the best possible wheel and brake support, wherever in the world their aircraft may be. The new workshop is located close to Sheremetyevo International Airport and consists of a combined office and workshop space, currently operated by six skilled staff, four technicians and two in management.

C&L Aviation Services receives Transport Canada Civil Aviation approval

C&L Aviation Service has received Transport Canada Civil Aviation (TCCA) approval. This certification allows C&L to perform maintenance services on commercial aircraft (defined as any aircraft that sells individual seats or full-aircraft rental services) that are registered in Canada. C&L Aviation Services performs depot-level maintenance from its FAA- and EASA-approved, 140,000 ft², Part 145 maintenance facility located in Bangor, ME U.S.A. The company focuses in on regional aircraft including the ERJ 135/140/145, Saab 340, ATR 42/72, Dash-8, and the CRJ 200/700 and corporate aircraft including the Challenger 604/605, Hawker 800 series, Citation Aircraft, and the Beechjet 400A.

AJW Group extends Pool Access Agreement with Acropolis Aviation

AJW Group is extending its Pool Access Agreement with Acropolis Aviation in support of G-NOAH and has entered into a new support agreement for G-KELT. AJW has been providing tailored spares support services to Acropolis Aviation, the U.K.-based VIP charter and aircraft management company since 2011. The extension to the contract sees AJW continue to provide support for Acropolis' ACJ319 G-NOAH along with a Pool Access Agreement for their new ACJ320neo G-KELT aircraft, which is the first of its kind. AJW operates a comprehensive 24/7/365 export freight and logistics service. Our knowledge of all customs, hazardous goods regulations, and export control regulations, enables us to advise customers and ship spares with maximum efficiency and safety.

AEM secures Wizz Air contract for first aid kits

AEM Limited, a business within AMETEK's Aerospace and Defense Division, has signed a contract to supply Hungarian airline, Wizz Air,

Recaro Aircraft Seating installs first seats from SPRINT program on B737 aircraft



BL3530 seats

Photo: Recaro

Recaro Aircraft Seating has installed its first shipset of its BL3530 seats from the SPRINT program on Air Lease Corporation's B737 aircraft start of March. Introduced in late 2019, the SPRINT program develops and ships predefined BL3530 seats for lessors within two months of the order being submitted. The SPRINT program can equip either an A320 or B737 with the BL3530 economy-class seat, which lessors can customize with one of five different predefined e-leather dress covers. Recaro is the first aircraft seating manufacturer to introduce a seating program that offers lessors a customizable seat with a two-month turnaround.

Textron Aviation, WSU Tech, and IAMAW launch aerospace tooling apprenticeship



Photo: Textron Aviation, WSU Tech and IAMAW launch aerospace tooling apprenticeship

Textron Aviation, WSU Tech and the International Association of Machinists and Aerospace Workers (IAMAW) have announced a new collaborative apprenticeship program to address long-term production and tooling requirements for the company's aircraft programs. The two-year program, the first of its kind in the region, will provide students both factory and classroom training in a wide range of skills needed to help design, build and maintain production tooling, which covers everything from specialized hand-held tools to large jig assemblies supporting aircraft parts and assemblies. As Textron Aviation employees, program participants will not only earn a full-time salary and benefits, but the company will also cover related tuition and fees at WSU Tech. "Textron Aviation has long been committed to building educational and community partnerships that benefit both the company and the region, particularly in developing a well-paid, skilled workforce that maintains our advantage in a very competitive, global market," said Maggie Topping, senior vice president of HR and Communications at Textron Aviation. "Through the new apprenticeship program with WSU Tech, our students will get the benefit of an advanced curriculum designed specifically for this program, as well as learn on the job from our highly skilled tradespeople."

MRO & PRODUCTION NEWS

with Aeromedic first aid kits for an additional 146 aircraft in the airline’s Airbus fleet. AEM will manufacture and deliver kits for more than 268 firm orders of the Airbus A320/A321 NEO and CEO family aircraft. AEM will manufacture the kits at its Luton Airport facility, located in London. Airbus will receive the kits by the aircraft on dock dates, per the agreement. The agreement also covers the refurbishment of the kits, as required.

FINANCIAL NEWS

GKN Aerospace posts strong 2019 performance

GKN Aerospace has delivered a strong performance in 2019, with sales up 7% and operating margin up to 10.6% (from 9.9% in 2018), coupled with new contract wins, breakthrough technology developments and more than £50 million invested in key sites. During the year, GKN Aerospace has signed a contract for a large workshare on the all-new Gulfstream G700 Business Jet, including design and manufacture of empennage and floorboards and production of fuselage panels. In addition, Aerion Supersonic selected GKN Aerospace as a supplier on the AS2 supersonic business jet. GKN Aerospace will design the empennage and the electrical wiring and interconnection systems (EWIS). GKN Aerospace continued its strategic expansion in the growing Asian market, announcing a new facility in China and starting production in its new wiring site in Pune, India. Over £50 million was committed to new investment productivity across key European and US facilities, including Cowes, Luton and Portsmouth in the U.K., and Garden Grove in the U.S. (£1.00 = US\$1.31 at time of publication.)

DAE increases bond repurchase program by US\$300 million

Dubai Aerospace Enterprise (DAE) announced that its Board of Directors and Shareholders had authorized an additional US\$300 million for bond repurchases to be conducted through open market transactions. To date, DAE has repurchased approximately US\$555 million of principal amount of its publicly traded bonds under the previous authorizations of US\$600 million. DAE Chief Executive Officer Firoz Tarapore said: “We repurchased approximately US\$70 million since recommending the program last week. Today, we are increasing our available authorization as the current disruption in credit markets is creating opportunities for us to acquire our outstanding debt at compelling

S7 Technics and Satair sign consignment agreement

Russian MRO services provider S7 Technics has signed a consignment stock agreement with Satair, the aviation spares and solution provider. The agreement covers the exclusive distribution of over 350 part numbers from a number of suppliers over a multi-year period and constitutes the first of its kind between Satair and customers in Russia and the CIS region. Furthermore, the agreement facilitates the plans of growing the cooperation between S7 Technics and Satair further over the coming years. The new strategic partnership between the two companies will expand the scope of S7 Technics’ maintenance capabilities, increase the overall productivity, and will allow the release of aircraft from maintenance checks more efficiently.



Satair and S7 Technics contract signing

Photo: S7 Group

United Airlines borrows US\$2 billion to pay costs



Photo: United Airlines

United Airlines Holdings Inc (United Airlines) has confirmed that it has entered into a US\$2 billion term loan facility to be repaid on its maturity date of March 8, 2021. The carrier has indicated that the funds are to be used to pay certain transaction fees and expenses, and for general corporate purposes. Currently, airlines are being hard hit by the effects of the COVID-19 coronavirus outbreak with a dramatic downturn in demand. United Airlines share value has fallen 38% over the last 12 months, and dropped 12% premarket on the announcement of the loan agreement. U.S. carriers have also been heavily hit by the latest announcement by Donald Trump, the U.S. President, banning most European flights. The move is being seen as a political one rather than purely for disease control as the U.K and Ireland are not included in the ban, despite the U.K. reporting many more cases of the virus than several ‘blacklisted’ European countries.

FINANCIAL NEWS

price levels. The current liquidity profile of the company remains robust.” DAE currently has US\$2.75 billion of publicly traded bonds outstanding in the U.S. capital markets.

BOC Aviation reports record profit for 2019

BOC Aviation has reported profit before tax of US\$775 million and net profit after tax of US\$702 million for the full year ended December 31, 2019, both increasing by 13% year-on-year. The company delivered a return on equity of 16.0%, exceeding its average return on equity of 15.1% since 2007. The company achieved a strong result in 2019, ending the year with a solid balance sheet and, as of today, has more than US\$5 billion in available liquidity, positioning the company well to meet new challenges and pursue new opportunities in 2020. In January 2020 BOC Aviation announced an order for 20 Airbus A320neo aircraft – starting the year strongly, and in March 2020 committed to acquire 22 new Boeing 787-8 aircraft for lease to American Airlines. As at March 11, 2020, the company had a total fleet of 561 aircraft comprising 316 owned, 40 managed, and 205 aircraft on order.

Willis Lease Finance reports annual pre-tax profit of US\$88.9 million

Willis Lease Finance has reported annual total revenues of US\$409.2 million and pre-tax profit of US\$88.9 million for the year ended December 31, 2019. The Company’s 2019 pre-tax results were driven by continued leasing revenue growth as well as gains associated with the active management of its portfolio. Aggregate lease rent and maintenance reserve revenues were US\$299.7 million for 2019. The Company’s results also include US\$18.2 million of non-cash write downs. As of December 31, 2019, the Company had a total lease portfolio consisting of 263 engines, 12 aircraft, 10 other leased parts and equipment and one marine vessel with a net book value of US\$1.651 billion. As of December 31, 2018, the Company had a total lease portfolio consisting of 244 engines, 17 aircraft and 10 other leased parts and equipment, with a net book value of US\$1.673 billion.

OTHER NEWS

Hawaiian welcomed more than 856,000 guests in February 2020. Total traffic increased 6.4% on an increase of 13.3% in capacity compared to February 2019. Load factor decreased 5.2 points year-over-year to 79.3%.

MILITARY AND DEFENCE

Rolls-Royce launches new electronics manufacturing capability at Purdue University



Unveiling of an electronic engine controller for the Rolls-Royce AE 3007H jet engine

Photo: Rolls-Royce

Rolls-Royce has created new engine controls capability near the campus of Purdue University to support the company’s U.S. defense business, including the F130 engine competing for the U.S. Air Force B-52 program. Rolls-Royce will assemble and test electronic engine controllers, which help manage in-flight engine operations. The first controller has been completed at Rolls-Royce in the Purdue Research Foundation’s Discovery Park District adjacent to the Purdue campus at West Lafayette, Indiana, and will be installed onto a Rolls-Royce AE 3007H engine, manufactured at the company’s facilities in Indianapolis, U.S. The very first engine equipped with the new controller will be delivered to Northrop Grumman for installation on a U.S. Navy Triton aircraft. Additionally, the new controllers will be installed on AE 3007 engines bound for the U.S. Air Force Global Hawk and the U.S. Navy MQ-25 Stingray aircraft. Purdue University has been designated as a Rolls-Royce University Technology Partnership and has collaborated on research including advanced engine technology, materials and testing capability with Rolls-Royce, investment at the university topping \$18 million since 2015. More than 600 Purdue graduates among the company’s workforce in Indianapolis. Rolls-Royce and Purdue have also collaborated on initiatives in cybersecurity and digital technology, as well as the new controls project.

INFORMATION TECHNOLOGY

SunExpress, a joint venture between **Lufthansa** and **Turkish Airlines**, has selected **GE Aviation** for a comprehensive safety contract including eFOQA Mainline. The program covers the SunExpress fleet including Boeing 737 and Airbus A330 airplanes and expands upon a previous agreement to enable advanced analytics with enriched



SunExpress

Photo: AirTeamImages

data sets that will ultimately drive greater understanding of flight trends. Implementation is currently underway. FOQA (Flight Operations Quality Assurance), also commonly referred to as FDM (Flight Data Monitoring), is the process of analyzing and reviewing routinely recorded flight data. Airlines and operators that adopt FOQA are better able to identify and eliminate potential safety hazards in flight operations.

OTHER NEWS

SAS has released that passenger growth, unit revenues and passenger yield showed good development in February 2020, as COVID-19 had a limited impact. Due to the outbreak, SAS has noted a reduced demand going forward and is adjusting its route network and capacity accordingly. Total capacity and traffic increased by 1.4% and 0.5%, respectively, compared to last year. The load factor decreased 0.7 points to 65.2% compared to February 2019. Currency adjusted unit revenue increased by 1.1% and passenger yield increased by 2.2%. Following the outbreak of COVID-19, SAS suspended flights to/ from Mainland China on January 31, Northern Italy on March 4, and Hong Kong on March 5. SAS is also adjusting other parts of network and reducing capacity on routes with lower demand.

APEX (Airlines Passenger Experience Association) strongly encouraged governments worldwide to issue immediate tax relief in an even-handed manner for the airline industry in the wake of COVID-19 (Novel Coronavirus). Representing nearly every major airline in the world, APEX believes that governments around the globe have a responsibility to reduce taxation upon airlines during this unprecedented disruption due to the COVID-19 public health emergency. Aviation remains one of the most heavily taxed industries worldwide with an estimated US\$136 billion in taxes being paid via airlines this year ranging from 5% to over 50% of total passenger ticket cost. As airlines are a leading global economic driver, APEX has put forward three key recommendations:

1. Reduce all possible global tax burdens on airlines during this stressful time,
2. Suspend “hidden taxes” such as forced slot and gate utilization, and
3. Remove any new aviation taxes / penalties from consideration.

“Airlines are critical to our world’s economy and connecting the lives of billions,” said APEX CEO Dr. Joe Leader. “APEX’s recommendations for governments reducing taxation, penalties, and slot/gate bureaucracy in the midst of a crisis will go a long way toward ensuring economic recovery. Now more than ever, we need to enable airline resources and funds to go into both the health of our industry and our customers worldwide.” APEX’s position on the slot rule suspension aligns with IATA’s recent request to suspend global slot rules due to COVID-19. Following the initial steps taken by the European Union this week, this would allow airlines the opportunity to better manage the total number of flights at the over 200 slot-coordinated airports worldwide during these extraordinary times. Given the severity of the crisis, APEX expects that all slot and gate allowance measures will extend fully through the summer season, effective immediately.



Photo: Southwest implements enhanced aircraft cleaning program

As many other airlines, **Southwest Airlines’** teams are working throughout the day to execute an aircraft cleaning program built upon standing guidance from the **Centers for Disease Control and Prevention (CDC)** and the **World Health Organization (WHO)** which is designed with Customer Safety and comfort in mind. As part of the program, Southwest aircraft routinely undergo more than six labor hours of cleaning every night. As of March 4, Southwest’s Aircraft Appearance Technicians enhanced the cleaning procedures by expanding the use of an EPA-approved, hospital-grade disinfectant to address human touchpoints across the passenger cabin, lavatories, and flight deck. Additionally, Southwest equips all of its aircraft with a HEPA (High Efficiency Particulate Air) filter, which filters out recirculated air onboard each plane to remove airborne particles. As a reference, HEPA filters are also used in hospitals to provide patients with clean air.

Boeing has joined the **Renewable Energy Buyers Alliance (REBA)** in support of its goals to reduce greenhouse gas emissions by 25% by 2025, and ultimately power operations with 100% renewable energy. This alliance of large, clean energy buyers, energy providers, service providers, and NGO partners supports a large-scale, rapid transition to a cleaner future. REBA membership expands Boeing’s leadership in the use of renewable energy and energy efficiency. Two Boeing sites – Renton, Washington, and Charleston, South Carolina – use 100% carbon-free electricity through a combination of renewable energy consumption and carbon offsets from renewable sources. The company is ranked 16th on the EPA’s Green Power Partnership Fortune 500® Partners List.

Following the U.S. ban on travel from most of Europe and the escalating coronavirus situation, **Norwegian** has released that it has decided to ground 40% of its long-haul fleet and cancel up to 25% of its short-haul flights until the end of May. The changes apply to the company’s entire route network. From March 13 to March 29, the carrier will cancel the majority of its long-haul

flights to the U.S. from Amsterdam, Madrid, Oslo, Stockholm, Barcelona and Paris. From March 13 to the end of May, all flights between Rome and the U.S. will be cancelled, and from March 29 until the end of April, all flights from Paris, Barcelona, Madrid, Amsterdam, Athens and Oslo to the U.S. will be cancelled. All routes between London Gatwick and the U.S. will continue to operate as normal. Norwegian’s goal is to reroute as many of its customers as possible through London during this difficult period. Due to the extraordinary market situation as a result of the coronavirus, and thus a dramatic drop in customers and subsequent production decline, the airline has to temporary lay off up to 50% of its employees and the number may increase. All departments will be affected by the layoff.

The trial relating to the downing of **Malaysia Airlines** Flight MH17 en route from Amsterdam to Kuala Lumpur on July 17, 2014 has begun. The plane, a Boeing 777, was brought down by a Buk anti-aircraft missile, killing all 193 passengers and crew on board, the majority Dutch nationals, but also passengers from Malaysia, Australia, Indonesia and Britain. The plane was brought

OTHER NEWS

down while flying over an area of Eastern Ukraine which, at the time, was held by pro-Russian rebels and it is alleged the Buk missile originated from the 53rd Anti-Aircraft Missile Brigade of the Russian Federation. It is believed that the armed vehicle had been transported from Russia into the region in question on the day of the crash, and then driven back to Russia shortly afterwards. While the four men on trial are not believed to have been physically responsible for the launch of the missile which downed the plane, Dutch prosecutors have alleged that four men had responsibility for the missile launch: Russians Igor Girkin, Sergey Dubinskiy and Oleg Pulatov, and the Ukrainian Leonid Kharchenko. All were senior commanders fighting Ukrainian forces in the Russian-backed Donetsk People's Republic. The prosecutor Ward Ferdinandusse said the four defendants had "noted with delight" that a plane had been shot down. "We do not think that these defendants pressed the button that launched the Buk missile," he said. "However we do think that they played a significant coordinating role in the transportation and positioning of the Buk-Telar and its removal back to Russia, making them so closely involved that they can be held responsible under criminal law for the downing of flight MH17." None of the defendants will be present at the trial as Russia does not permit extradition of its nationals. The trial is expected to last many months and already case file documentation submitted extends to over 36,000 pages.

An investigative report produced by the U.S. House Transportation Committee into the fatal **Lion Air** and **Ethiopian Airlines** crashes involving the Boeing 737 MAX has found fault both with the way the **Federal Aviation Administration** (FAA) approved the plane's design, and design failures on the Boeing side. The preliminary investigation classed the FAA's certification of the aircraft "grossly insufficient" and that the agency had failed in its duty to identify critical safety problems. The 13-page report made it clear that:

Flughafen Zürich has reported an encouraging result in 2019. In the reporting period, **Flughafen Zürich AG's** revenue increased by 5.0% to CHF 1.2 billion. The airport operator posted a profit of CHF 309.1 million. Additional provisions (CHF 45.8 million after taxes) for sound insulation measures in the previous year depressed the result for 2018. When adjusted for this one-off effect, profit was lifted year-on-year by CHF 25.5 million or 9.0%. A total of 31,507,692 passengers traveled via Zurich Airport in 2019, a year-on-year increase of 1.3%. The number of local passengers rose moderately by 0.1% to 22.2 million. The number of passengers transferring at Zurich Airport increased by 4.2% to 9.2 million. At 29.3%, the share of transfer passengers was above the previous year's figure (+0.9 percentage points). Flight movements totaled 275,329 in 2019, down 1.1% from the prior-year period. A total of 451,827 tons of freight were transported via Zurich Airport. The freight volume thus declined by 8.4% over the previous year. (US\$1.00 = CHF 0.94 at time of publication.)



Zurich Airport

Photo: AirTeamImages

"The combination of these problems doomed the Lion Air and Ethiopian Airlines flights," while also stating that: Boeing's 737 MAX design "was marred by technical design failures, lack of transparency with both regulators and customers, and efforts to obfuscate information about the operation of the aircraft." The FAA said in a statement it welcomed the report's observations and that lessons learned from the two fatal crashes "will be a springboard to an even greater level of safety. While the FAA's certification processes are well-established and have consistently produced safe aircraft designs, we are a learning agency and welcome the scrutiny." The report also showed that both the FAA and Boeing missed "multiple

red flags and clear data points" in recommending that the 737 MAX should continue to fly after the Lion Air crash. The U.S. House panel also faulted Boeing for what it described as a "culture of concealment" in its failure to disclose information to airline pilots about the 737 MAX's MCAS stall-prevention system which has been linked to both crashes, and that a key angle-of-attack cockpit alert was "inoperable on the majority of the 737 MAX fleet." Separately, according to Reuters news agency, last Friday the FAA proposed fining Boeing US\$19.7 million for allegedly installing equipment on hundreds of 737 aircraft containing sensors in heads-up displays that regulators had not approved for use.

INDUSTRY PEOPLE



Kevin Ducksbury

• **Kevin Ducksbury** of Emerge Aviation has been appointed as the new Chairman of The Air Charter Association, succeeding **Nick Weston** of Weston Aviation. The

appointment was made at the February Board Meeting of The Air Charter Association following a vote and the endorsement of the Board. Ducksbury is the first appointed Chairman since the Association's rebrand in 2019 and will formally take on the role from The Air Charter Spring Lunch on April 1, onwards. In his presentation to the Board, Ducksbury outlined his future vision for the Association which included growing the Association's geographical footprint and the

promotion of the air charter industry to the next generation of aviation professionals. Since joining the Board of the Association in 2018, he has been a very active participant and has driven forward many of the Association's initiatives, including Broker Training and notably launched and continues to produce the Association's unique podcast.

INDUSTRY PEOPLE

- Independent MRO service provider Sabena Technics has appointed **Philippe Fournadet** as General Manager of its Nîmes site. Fournadet is a recognized expert in the field of aircraft maintenance. He has held various responsibilities in France as well as internationally, including several experiences within the Airbus Group. In 2008, Fournadet was extensively involved in the creation and development of Tarmac Aerosave, a company specializing in the dismantling and storage of aircraft.



Paul T. Dacier

- AerCap has released that **Pieter Korteweg**, the Chairman of the Company's Board of Directors, has decided to retire from the Board with effect from the close of the Company's annual general meeting of shareholders in 2020 (the 2020 AGM). The Board has appointed **Paul T. Dacier** to succeed Korteweg as Chairman of the Board with effect from the close of the 2020 AGM. Dacier has been a Non-Executive Director of AerCap since 2010 and Vice Chairman of the Board of Directors since 2013. His appointment as Chairman of the Board is subject to his re-appointment as a Non-Executive Director at the 2020 AGM.

- IBA Group has appointed **Ian Beaumont** to Chief Executive Officer (CEO) of IBA Group effective from March 11, 2020. **Phil Seymour**, IBA's former CEO will continue to serve as Company President. For the past five years the business has been successfully led by Seymour and has seen a period of rapid growth with both its core professional and advisory services, as well as the powerful data platform, IBA. iQ. Building on this success, the Company continues to make significant investments in scaling the business to accommodate the growth in demand for its services. Beaumont's appointment, with a proven track record of leading fast-growing, data-driven, professional services businesses, will strengthen the already impressive and experienced senior leadership team. Beaumont comes with outstanding credentials as the former founder and

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CEO of Matrix Solutions and, as such, he has substantial expertise across asset management, professional services and data platforms with a proven track-record of building fast-growing, international business intelligence companies.

- TrueAero has promoted **Chris Luke** to Senior Vice President of Leasing. Luke's leadership of TrueAero Asset Management has led to TrueAero's excellence in aircraft leasing, asset trading, origination, customer service, and marketing. Under his stewardship, TrueAero Asset Management has broken into the top third of commercial aircraft lessors worldwide.

- Éric Martel** has been appointed President and Chief Executive Officer, and a member of the Bombardier Board of Directors, effective April 6, 2020. He succeeds **Alain Bellemare**. Martel joins Bombardier from Hydro-Québec, where he has served as President and Chief Executive Officer since July 2015. Prior to joining Hydro-Québec, he held several leadership positions at Bombardier, including President of the Business Aircraft Division and President of the Customer Services and Specialized Aircraft Division.



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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	DVB Bank	CFM56-5B63	3586	2008	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	DVB Bank	V2522-A5	2375	2005	Q2/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	BBAM	CFM56-5B5/P	2129	2004	Apr 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5	2249	2004	May 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5/P	1362	2000	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5/P	2251	2004	Mar 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A320-200	ORIX Aviation	CFM56-5B4/P	2584	2005	Q1/2021	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	TrueAero Asset Management	V2527E-A5	5794		Nov 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5531		Oct 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5296		Aug 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5089		Jun 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5050		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	DVB Bank	V2527-A5	3734	2009	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-214	DVB Bank	CFM56-584/3	3767	2009	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	4552	2010	Q4/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	DVB Bank	CF6-80E	814	2007	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	GA Telesis	CF6-80E1A4	510	2002	Now	Sale	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	871	2007	Now	Lease	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-200	TrueAero Asset Management	CF6-80E1A4/B	882		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	901		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	932		May 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-223	Presidio Aircraft Leasing	PW4168A	970	2008	Now	Lease	Stephen Haire	shaire@aelfinc.com	+1 3127721613
A330-300	BBAM	Trent 772B-60	1544	2014	Jul 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A330-300	BBAM	Trent 772B-60	1562	2014	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A330-300	DVB Bank	Trent 772B-6	1146	2010	Q1/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B27	30654	2003	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	ORIX Aviation	CFM56-7B26E	38034	2012	Q4/2020	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ORIX Aviation	CFM56-7B26	34153	2005	Q1/2021	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
737-900	BBAM	CFM56-7B26/3	34953	2007	Dec 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B777-300ER	Doric	GE90-115BL1	35592	2009	Q2/2021	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
B777-300ER	Doric	GE90-115BL2	36158	2009	Q2/2021	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
B777-300ER	DVB Bank	GE90-115B	37705	2009	Q1/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449

Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
CRJ-200LR	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
CRJ-700	Regional One	CF34-8C5B1	10205	2005	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
D0328 Jet	Regional One	PW306B	3185	2001	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
ERJ170-100LR	Regional One	CF34-8E5	17000123	2006	Nov 2019	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164



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THE AIRCRAFT AND ENGINE MARKETPLACE

Regional Jet / Turboprop Aircraft (cont.)

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
ERJ-145LR	Regional One	AE3007A1	145304	2001	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
ERJ-145LR	Regional One	AE3007A1	145331	2000	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164

Commercial Engines

Multiple Types	Sale / Lease	Company	Contact	Email	Phone
Multiple Engines GE / CFM / RB211	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
AE3007 Engines	Sale / Lease	Company	Contact	Email	Phone
(3) AE3007A1P	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 786-623-3936
(1) AE3007A1	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
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				
(2) CF34-8C5B1	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) CF34-3B1	Now - Sale / Lease				
(2) CF34-10E6	Now - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+1 954-478-7195
(3) CF34-10E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-8E5A1	Jan 2020 - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204x202
(1) CF34-8C5A1	Jan 2020 - Lease				
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
CF34-8E(s)	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1 (513) 782-4272
CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF6-80C2B6F	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(1) CF6-80C2B1F	Now - Sale / Lease				
(1) CF6-80C2B7F	Now - Sale / Lease				
(1) CF6-80E1A4	Now - Sale / Lease				
(1) CFM56-5C4/P	Mar 2020 - Sale / Lease	Castlelake	Stuart MacGregor	stuart.macgregor@castlelake.com	+442071906138
(1) CF6-80C2B1F	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(2) CFM56-5B (all thrust levels)	Now - Sale / Lease	Contrail Aviation	Kevin Milligan	kevin@contrail.com	+1 949-933-0797
(2) CFM56-7B (all thrust levels)					
(1) CFM56-5B4/P (full QEC)	Now Sale / Lease	Fortress Investment Group	Tom McFarland	tmcfarland@fortress.com	+1 786 785 0787
(3) CFM56-7B24/3	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-5B6/P	Now - Lease				
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-7B22/3	Now - Lease				
(2) CFM56-7B24E	Now - Lease				
(1) CFM56-7B27	Now - Lease				



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

(2) CFM56-5A	Now - Sale	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
(1) CFM56-5B3/3	Now - Lease	Rolls-Royce & Partners Finance	Charlie Ferguson	charlie.ferguson@rolls-royce.com	+44-(0)777224895
(2) CFM56-7B22	Now - Sale	CFM Materials	Jimmy Hill	jimmy.hill@cfmmaterials.com	+1 -214-988-6670
(1) CFM56-7B26/E	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B24/E	Now - Lease				
(1) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(2) CFM56-7B22	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(2) CFM56-5B6	Now - Sale / Lease				
(2) CFM56-5B4/P	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(2) CFM56-7B26/27	Now - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(2) CFM56-5B6/P	Now - Lease				
(1) CFM56-5B4/P	Now - Lease				
JT8D and JT9D Engines	Sale / Lease	Company	Contact	Email	Phone
(1) JT8D-219	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GE90 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) GE90-115B	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) GE90-115	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(1) GE90-115BL (Propulsor)	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
GENx Engines	Sale / Lease	Company	Contact	Email	Phone
(1) GENx1B74/75 Propulsor	Jan 2020 - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
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	Mar 2020 - Lease				
(1) LEAP-1A32	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) LEAP1A-32	Now - Lease	Rolls-Royce & Partners Finance	Charlie Ferguson	charlie.ferguson@rolls-royce.com	+44-(0)777224895
PW 4000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW4056-1C	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(3) PW121	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) PW123B/E	Now - Sale / Lease				
(3) PW127E/F/M	Now - Sale / Lease				
(1) PW150A	Now - Sale / Lease				
(2) PW123	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(2) PW150A	Now - Sale/Lease/Exch.				
(2) PW127M	Now - Sale/Lease/Exch.				
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				
(1) PW124B	Now - Sale/Lease/Exch.	Logix.Aero	Jean-Christian Morin	jcMorin@logix.aero	+33.6.4782.4262
(2) PW127E/F	Now - Sale/Lease/Exch.		Remi Krysz	rkrysz@logix.aero	+33.6.2079.1039
(4) PW127M	Now - Sale/Lease/Exch.				
(1) PW118	Now - Lease / Exchange				
(1) PW118A	Now - Lease / Exchange				
(1) PW119B	Now - Lease / Exchange				
(1) PW121	Now - Lease / Exchange				
(1) PW121A	Now - Lease / Exchange				
(1) PW125B	Now - Lease / Exchange				
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW120A	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) PW120	Now - Sale/Lease/Exch.				
(1) PW123E	Now - Sale/Lease/Exch.				
(4) PW126	Now - Sale/Lease/Exch.				
(1) PW121	Now - Sale/Lease/Exch.				
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(1) Trent 772B	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
(2) Trent 772B-60	Jul 2020 - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 415 486 6100
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) V2533-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
(2) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2527-A5	Now - Lease				
(2) V2527-A5	Jan 2020 - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) V2527-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2533-A5	Now - Lease				
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(1) V2533-A5	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(1) V2527-A5	Now - Lease				

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(1) A320-200 Landing Gear	Now - Sale/Lease/Exch.	TrueAero, LLC	Matt Parker	mparker@trueaero.com	+1 469-607-6110
A340-300/A330 Landing Gear	Now - Sale/Lease/Exch.				
A340-600 Landing Gear	Now - Sale/Lease/Exch.				
B777-200 Landing Gear	Now - Sale/Lease/Exch.				
Trent 552 Inlet Cowls & Fan Cowls	Now - Sale/Lease/Exch.				
Trent 892 Inlet Cowls and Fan Cowls	Now - Sale/Lease/Exch.				
CFM56-5B Inlet Cowls and Fan Cowls	Now - Sale/Lease/Exch.				
V2500-A5 Inlet Cowls & Fan Cowls	Now - Sale/Lease/Exch.				
CF6-80E Trust Reversers, Inlets & Fan Cowls	Now - Sale/Lease/Exch.				
APUs (2) APS2300	Now - Sale/Lease/Exch.				
APUs (2) GTCP331-500B, (1) APS3200	Now - Sale/Lease/Exch.				
Neutral CFM56-7B QEC Kit	Q4/2019 - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
767-300ER 413K, 737-300 LANDING GEAR	Now - Sale/Lease/Exch.	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GTCP85-98DHF APU	Now - Sale/Lease/Exch.				
A320 Nose Landing Gear	Now - Sale/Lease/Exch.				
CFM56-3 LPT MODULE, REPAIRED	Now - Sale/Lease/Exch.				
CFM56-3 ENGINE STAND	Now - Lease				
(1) GTCP36-150RJ, (2) GTCP36-100M,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A					
(1) APS1000-C12, (1) APS1000-C3					
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) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) GTCP131-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com	+1 954-801-3592
(4) GTCP131-9A, (1) GTCP131-9B, (2) GTCP331-350		GA Telesis		apu@gatelesis.com	+1-954-676-3111
(1) GTCP331-200ER, (1) GTCP331-550, (1) APS3200					
GTCP131-9A, GTCP131-9B, GTCP331-350C	Now - Sale/Lease/Exch.	Logix.Aero	Jean-Christian Morin	jcMorin@logix.aero	+33.6.4782.4262
GTCP331-500B, GTCP331-200/250, APS5000			Rich Lewsley	rlsley@logix.aero	+1 602 517 8210
APS3200, APS2300					
(1) APU GTCP331-500	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available	Now - Lease				
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368