

Weekly Aviation Headline News

WORLD NEWS

British Airways to suspend up to 36,000 employees

British Airways is reportedly preparing to suspend 36,000 employees amid the coronavirus crisis. BA and its union agreed that 80% of staff will be laid off temporarily with no redundancies and staff will be eligible for state financial support recently offered to all staff employed by UK based companies. The GMB union says the announcement of furlough for more than 30,000 British Airways workers is a 'relief'. The union has been at the forefront of campaigning for a bailout package which has formed the basis of ongoing negotiations with BA.

Avion Express enters cargo transport market

Avion Express, the ACMI operator has announced its re-entry into the airfreight market as a response to the changing needs of the air transport sector. Passenger aircraft are being turned to fly cargo to carry medical supplies, various equipment, industrial parts and high-demand consumer goods in response to the demand caused by the coronavirus pandemic. Avion Express is ready to offer freight capabilities of up to 17 tonnes of cargo with A320, and up to 24 tonnes with A321 in the cargo compartment as well as in the cabin.

Loganair converts aircraft for ambulance service

A Loganair Twin Otter aircraft has been converted into an additional air ambulance aircraft, allowing it to carry Epishuttle isolation pods for the safe carriage of Covid-19 patients by air. The airline is working closely with the Scottish Ambulance Service (SAS) to provide air ambulance capability to meet challenges borne by the Covid-19 outbreak.



Parking spaces at Stansted are mostly filled.

Photo: Stansted

Aircraft parking spaces

Airports rise to the challenge

London Stansted Airport in the UK has released unique drone footage showing how it is managing the challenge of finding parking spaces for almost 100 aircraft which have been grounded following the Covid-19 pandemic.

The reduced operation at what is usually the UK's fourth busiest airport meant a police drone, based at Stansted, was able to safely launch and capture the bird's-eye view of the airfield at a time which would normally be the peak of the flying day.

The footage shows almost all the airport's passenger stands occupied by aircraft which would usually be carrying passengers to

around 200 destinations across Europe and beyond. It also shows aircraft parked on the north side of the airfield, which usually houses London Stansted's busy private and charter aviation operation.

"... we are faced with a different challenge of ensuring there is space for these aircraft on the ground and that airlines can continue to maintain them."

London Stansted's Operations Director, Nick Millar

Despite most airlines suspending almost all passenger operations, there are still some flights operating in and out of London Stansted, with a handful of passenger flights a day and the airport's cargo operations continuing to bring vital supplies into the UK.

Airlines are also using the opportunity to carry out essential maintenance on their aircraft and are expected to continue some limited flying to keep their aircraft and crews current so operations can return to normal as quickly as possible once restrictions are lifted.

London Stansted's Operations Director, Nick Millar said the current environment was a challenging time for the whole country and the aviation sector is no different. "We have been working hard with our airlines to find space for them to park their planes which would otherwise be flying around the world, given the majority of them have taken the

Continued on page 3

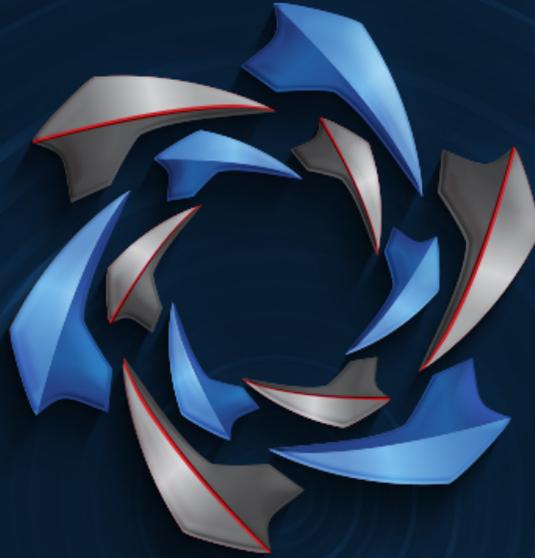
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...continued from page 1

decision to suspend most of their operations for the time being.

“Usually at this time of year we’d see more than 500 flights a day, but this unprecedented situation means we are faced with a different challenge of ensuring there is space for these aircraft on the ground and that airlines can continue to maintain them. This is alongside the cargo operation which continues to bring in essential items like food

and pharmaceuticals from around the globe.

“The whole team at the airport have been working hard to adjust our operations to reflect the significant change in demand, while ensuring that London Stansted is ready to return to normal as quickly as possible and play its part in supporting the UK’s recovery once restrictions are lifted.”

AIRCRAFT & ENGINE NEWS

Boeing to reduce workforce

Boeing is launching a compensation program in view of the economic impact of the COVID-19 pandemic. This was announced by Boeing CEO David Calhoun on Thursday, April 2, in a statement to the workforce. Employees should be encouraged to leave the company voluntarily by means of the severance package. This was to avoid the need of other measures to reduce the number of employees. Further details would be announced in three to four weeks. “One thing is already clear; it will take time for the aerospace industry to recover from the crisis. When the world emerges from the pandemic, the size of the commercial market and the types of products and services our customers want, and need will likely be different. We will need to balance the supply and demand accordingly as the industry goes through the recovery process for years to come, it’s important we start adjusting to our new reality now,” Calhoun said in his letter.

APOC Aviation closes on three airframe deals in first-quarter 2020



Photo: APOC Aviation acquires two A319-132 airframes, formerly operated by Air Macau

Part-out activity has commenced this month in Marana, Arizona for two A319-132 airframes recently acquired by APOC Aviation. MSN 1758 and 1790 were formerly operated by Air Macau and the parts are expected to arrive into APOC’s stock during April/May. All of the harvested A319 parts will be assessed, and then APOC’s audited group of US repair stations will return the stock to serviceable status prior to shipment back to the Rotterdam warehouse, to form part of the company’s rapidly expanding inventory of spares for sale and lease. APOC also negotiated the sale of a recently purchased 1999 vintage A321-211 to an undisclosed European operator. “This aircraft was acquired from the Thomas Cook bankruptcy for a further planned APOC part-out. However, due to the high demand for A321s and because of the MAX groundings, the onward sale and return to active service was a calculated decision,” stated Jasper van den Boogaard, VP Airframe Acquisition & Trading at APOC Aviation.

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MRO & PRODUCTION NEWS

Airbus to pause majority of production in Spain amid new government restrictions

The Spanish Government has announced new measures, March 29, in the fight against COVID-19. These measures took effect from Monday, March 30, and will last until Thursday, April 9 (included), and restrict all non-essential activities across the country. Some key activities in Commercial Aircraft, Helicopters and Defence and Space remain essential. Minimum activity in these areas for necessary support functions such as Security, IT, Engineering, will remain under the stringent health and safety measures implemented by Airbus to protect its employees against the COVID-19 pandemic. All other activities in Commercial Aircraft, Defence and Space as well as Helicopters in Spain will be paused until April 9, the date when it is foreseen that restrictions will be lifted. Airbus will closely work with its social partners to apply the social measures applicable under the latest restrictions. Airbus employees in Spain whose jobs are not linked to production and assembly activities and who can work from home will continue to support Airbus business continuity in these difficult times.

Airflow Solutions receives enhanced FAA Op-Specs approval

Airflow Solutions (Tulsa, OK U.S.A.) has received enhanced FAA Op-Specs approval for jet engine maintenance in its expanded 65,000 ft² MRO and Engine Storage and RTF Preservation facility, as well as on-wing field team dispatch authority. Enhancement was expedited to support capacity requirements for engine inspections, preservation and storage as global pandemic has forced the grounding of thousands of commercial aircraft. Engines supported include CFM56, V2500, Trent 700, RB211-535E & Trent 800. Ready-to-Fly Storage and Preservation facility is located next to existing 35,000 ft² MRO operations in the centrally located Tulsa, OK facilities complex. Airflow Solutions was founded in 2017 with a core focus of complete pylon down support. Full in-house repair, refurbishment and overhaul capabilities on nacelle and exhaust systems, engine mounts, as well as “hospital” type triage repair to support remaining green time of engine and to avoid full engine overhaul shop induction. Transaction-based services such as RTF Storage, vBSI inspection, LRU swap, and long-term preservation services for commercial aircraft engines.

Boeing to use 3-D printing capabilities to manufacture face shields

Boeing is taking additional steps to support COVID-19 recovery and relief efforts. The company released that it would begin using its 3-D printing

American Airlines uses COVID-19 disruption to retire vintage 737s and other jets

Having announced two weeks ago that it was to retire 34 Boeing 757s and 17 Boeing 767s, American Airlines has announced that with the dramatic downturn in world travel, it will now be retiring 76 Boeing 737s that the carrier acquired between 1999 and 2001. In addition, it will also be retiring nine Airbus and 20 Embraer E190s according to Reuters news agency. There is also the distinct possibility that a number of its 50-seat regional jets will also be retired. American Airlines sees this as an opportune moment to retire an additional number of jets with a view to replacing them with Boeing 737MAX jets that are currently on order but awaiting the lifting of the model’s grounding after two fatal crashes. “Decisions beyond the 757 and 767 have yet to be finalized, and we continue to make refinements to our overall fleet plan,” American spokesman Ross Feinstein said, adding that decisions would be based on demand. The move to newer, more fuel-efficient jets, while avoiding costly retrofitting that may have been required on older 737s, will still require considerable expenditure, but running costs will be significantly reduced as a consequence. While many carriers may now choose to dispose of older aircraft, this could prove beneficial for the manufacturing side of the aerospace sector as a demand for new jets could increase substantially with an increased rate in retirements. To date, American Airlines has temporarily parked 135 out of 150 wide-body jets — including 787 Dreamliners — and more than 300 single-aisle jets, and may continue to park more of its smaller aircraft as the COVID-19 crisis continues, the carrier’s president, Robert Isom, told employees.



American Airlines Boeing 757-200

Photo: AirTeamImages

Embraer’s new, enhanced Phenom 300E receives triple-certification



Embraer Phenom 300

Photo: Embraer

The new Phenom 300E achieved its certification goals with an intracountry range of 2,010 nautical miles (or 3,723 km, considering NBAA IFR reserves with 5 passengers), a high-speed cruise of 464 kts, a maximum payload of 2,636 lb (1,196 kg), a takeoff distance of only 3,209 ft (978 m) and an unmanufactured landing distance of 2,212 ft (674 m). In addition, the new Phenom 300E received both avionics upgrades and enhancements that lowered cabin noise levels.

Embraer Executive Jets’ new Phenom 300E was granted its Type Certificate by ANAC (National Civil Aviation Agency of Brazil), EASA (European Union Aviation Safety Agency) and the FAA (Federal Aviation Administration). The new Phenom 300E is the most enhanced version of the Phenom 300 series, which was the most delivered business jet series in the 2010s. The

capabilities at several facilities across the United States to manufacture face shields to help protect those who are on the front lines of fighting the virus. Boeing’s initial production goal is to produce thousands of face shields per week followed by subsequent production increases. Boeing has additive manufacturing machines in St. Louis, Missouri; El Segundo, California; Mesa, Arizona; Huntsville, Alabama and Philadelphia, Pennsylvania that will be used for this initial response, as long as those facilities remain in operation, consistent with federal, state and local health orders and the health and safety of Boeing employees. The company said it has also offered the use of its Dreamlifter, one of the largest cargo carriers in

the world, to help transport critical and urgently needed supplies to healthcare professionals. To date, Boeing has donated tens of thousands of masks, gloves and other equipment to hospitals in need. The company is also analyzing several other ways to use its engineering, manufacturing and logistics expertise to help the cause.

AAR and Sumitomo Corporation launch joint venture

AAR, a leading aviation services provider to commercial airlines and governments worldwide, and Sumitomo Corporation, a top Japanese trading company, are launching a joint venture —

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MRO & PRODUCTION NEWS

AAR Sumisho Aviation Services. This Chicago-area-based joint venture will distribute aircraft parts and offer aviation logistics management solutions to the Japanese defense market. Additionally, the partnership will distribute parts from OEMs based in Japan to the global aviation aftermarket. This business initiative builds upon the parties' successful, long-standing relationship, under which AAR has served as a stocking distributor for OEM factory-new parts to Japanese defense customers via Sumitomo Corporation since 2012. "We look forward to partnering with AAR to serve our Japanese customers and make our services more accessible to customers around the world," said Eiji Ishida, Sumitomo Corporation Executive Officer and GM of the Lease, Ship & Aerospace Business Division.

STS Aviation Services gains EASA approval for base maintenance at BHX facility

STS Aviation Services (STS) has gained CAA Part 145 approval to conduct base maintenance operations at its state-of-the-art aircraft maintenance facility

EDM installs Air Baltic's A220 Extended Door Trainer in Riga, Latvia

EDM, a global provider of training simulators to the civil aviation and defense sectors, has completed a project for Air Baltic's A220 Extended Door Trainer, which has been fully installed at the airlines' training facility in Riga, Latvia. EDM was tasked by airBaltic to develop its new A220 Extended Door Trainer in response to the airline



Air Baltic's A220 Extended Door Trainer

Photo: EDM

acquiring its new Airbus A220 fleet. This simulator will enable the airline to train its cabin crew and certify them to the new aircraft type. The Extended Door Trainer is fitted with key features to help simulate a number of scenarios that helps practice everyday functionality, but also for emergency situations.



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MRO & PRODUCTION NEWS

in Birmingham, United Kingdom. Aircraft types included in the new approval cover the A320 family, A330, B737NG and B757 models, with additional aircraft to be added in the coming months. The STS team will immediately focus on aircraft modifications, structural repairs, engine changes, A Checks, C Checks, lease transition and bridging checks.

AEI receives Transport Canada approval for B737-300/-400SF conversions

Transport Canada Civil Aviation has approved Aeronautical Engineers’ (AEI) STC (STO1827LA) for the 11-pallet position B737-400SF freighter conversion and the 10-pallet position B737-300SF freighter conversions. Foreseeing an uptick in demand for the B737 Classic freighter programs, AEI initialized the approval process with Transport Canada in the fourth quarter of 2019. In addition to FAA, EASA, and now Transport Canada approvals, AEI’s B737-400SF and B737-300SF freighter conversions are also approved in Russia, Brazil, India, Australia, and China. The AEI converted 11-pallet position B737-400SF freighter offers a main deck payload of up to 47,100 lbs. (21,364 kg), while the 10-pallet position B737-300SF freighter offers a main deck payload of up to 42,900 lbs. (19,460 kg). Both freighter conversions include a large 86” x 140” Main Cargo Door with a dual vent door system, 9g rigid cargo barrier and a flexible Ankra Cargo Loading System. AEI announced two firm orders for the B737-800SF conversion for Allied Air earlier this month and has also announced at least five B737 classic freighter conversions with various customers in the first quarter of this year alone.

Aviation Clean Air ramps up production

Aviation Clean Air (ACA) is experiencing increased interest and an uptick in orders for its Ionization Purification System. The patented system is certified for aircraft installation by both the Federal Aviation Administration (FAA) and the European Aviation Safety Agency (EASA). The ACA product is a proactive system that immediately improves interior air quality, eliminates odours and kills pathogens in the air and on surfaces wherever they live throughout the cabin and cockpit of the aircraft. The system, which operates through the aircraft’s existing environmental control system (ECS) is a proactive, natural purification process that produces no harmful ozone or chemicals and requires no maintenance with filters to be changed or charged plates to clean. “We began manufacturing our Ionization Purification System in 2014 and it is currently installed on a variety of aircraft models,” said Howard Hackney, ACA Managing Member. “The system is proven to effectively purify the air and surfaces throughout an aircraft’s interior.”

J&C Aero and Colibri Aero develop first EASA-certified commercial Cargo Seat Bags for Airbus passenger cabins



Photo: JC Aero and Colibri Aero Cargo Seat Bags

Colibri Aero, an international supplier of aircraft parts and interior solutions, together with J&C Aero, an international aircraft design and production organization, have developed universal Cargo Seat Bags for commercial and humanitarian cargo transportation inside Airbus A319/A320/A321 passenger cabins. The newly developed interior modification kit has already been approved by the European Aviation Safety Agency (EASA) and has received its Supplemental Type Certificate (STC). The Cargo Seat Bag comes as a spacious 76x76x147 cm (30x30x58 inches) kit for a triple seat, with up to 75 kg (165 lbs) of cargo to be stored on the seat and additional 9 kg – under the seat, totaling 252 kg (555 lbs) per triple seat block. The kit can be easily installed in just a few minutes and can include a wide range of cargo types, from postal correspondence, household goods, electronics and other commercial cargo to medical equipment and other kinds of humanitarian supplies. The kits are developed in compliance with structural integrity, fire protection, and emergency evacuation requirements.

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

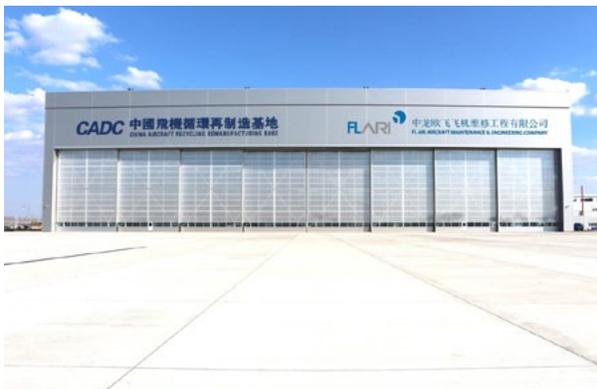


Photo: FL ARI based in Harbin, China

FL ARI Aircraft Maintenance & Engineering Company (FL ARI), a maintenance, repair and overhaul (MRO) service provider based in Harbin, China, has received 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 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. FL ARI provides MRO services for aircraft in China and Asia. Established in 2018, FL ARI focuses on aircraft line and base maintenance, aircraft disassembly, and engineering services consultation. Currently, FL ARI’s facility holds multiple approvals including the CAAC 145 line maintenance certificate, EASA Part 145 and China’s first accredited aircraft disassembler under the CAAC’s CCAR 145 Civil Aircraft Maintenance Organization Certificate Regulations. FL ARI is currently providing line maintenance and repair services for two reputable airlines in China.

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MILITARY AND DEFENCE



Boeing has received a US\$1.5 billion production contract for 18 P-8A Poseidon aircraft

Photo: Boeing

Boeing receives US\$1.5 billion P-8A Poseidon contract

The U.S. Navy has awarded Boeing a US\$1.5 billion production contract for the next 18 P-8A Poseidon aircraft. The contract includes eight aircraft for the U.S. Navy, six aircraft for the Republic of Korea Navy and four aircraft for the Royal New Zealand Air Force. The Republic of Korea Navy and Royal New Zealand Air Force acquired the aircraft through the Foreign Military Sales process and will receive the same P-8A Poseidon variant designed and produced for the U.S. Navy. The Royal New Zealand Air Force is expected to begin receiving aircraft in 2022 and the Republic of Korea Navy is expected to begin receiving aircraft in 2023.

OTHER NEWS

The severe and unparalleled impact of COVID-19 on the global aviation sector has led **Gatwick** to consolidate passenger processing and facilities into the airport's South Terminal and to limit scheduled flights on its runway to between 1400 and 2200, with effect from April 1, 2020. The airport's operations will be consolidated into the South Terminal and the runway will remain open for emergency landings and diversions only outside these hours. The temporary closure of the North Terminal will last a minimum of one month and the situation will be kept under regular review. A decision taken on reopening the North Terminal when airline traffic increases and Government public health advice – including on social distancing – is relaxed.



Photo: Gatwick Airport



Photo: Emirates

Emirates has received approvals to carry passengers on certain flights. Effective Monday April 6, initial flights will commence from Dubai to London Heathrow, Frankfurt, Paris, Brussels and Zurich, with four flights a week to London Heathrow, and three flights a week to the other cities. Operating from Dubai International airport Terminal 2 until further notice, these flights will only carry outbound passengers from the UAE. Emirates will also carry belly-hold cargo in both directions, supporting trade and communities with the transport of essential goods. Emirates will operate its Boeing 777-300ER aircraft on these routes.

OTHER NEWS



Parked aircraft

Photo: Munich Airport

Due to the travel restrictions and the drastic reductions in available flights resulting from the coronavirus pandemic, **Munich Airport** is currently experiencing massive decreases in every area. The number of take-offs and landings declined steadily in March and last week had plummeted to less than 10% of the number counted in the corresponding week in 2019. Meanwhile, passenger traffic is now at just 5% of last year's level. Against the backdrop of the sharp declines, **Flughafen München GmbH** (FMG) and its subsidiaries began several weeks ago to implement far-reaching measures to secure the airport's liquidity. These include a groupwide set of measures to impose tight limits on personnel and material costs to bring about extensive savings in all areas. As a result, planned investment projects such as the western parking facility, the new corporate headquarters and the new budget hotel have been postponed until further notice. Jost Lammers, the President and CEO of Munich Airport

said: "We are experiencing a crisis in global air transportation on an unprecedented scale, with no end in sight. Protecting the health of the passengers and employees at Munich Airport remains our top priority. Another vital concern is to limit the enormous economic damage for Munich Airport and the people working here by taking all necessary measures to preserve our financial stability." In keeping with its role as critical infrastructure, Munich Airport will continue to operate and thus help to ensure that returnees can get home and that cargo shipments keep moving quickly. The airlines now have over 100 out-of-service aircraft parked at Munich Airport. Unneeded infrastructure in the A, B and D areas of Terminal 1 and the Terminal 2 satellite facility have been temporarily shut down. "Our goal this year is to adjust our economic and financial fundamentals to the current situation and the dry spell that lies ahead. In doing so, we will benefit from Munich Airport's strong economic performance over the years and especially in 2019," said Jost Lammers. "At present, any prediction as to when the aviation industry might rebound and resume its upward trend would be mere guesswork. With regard to the long-term outlook for the entire industry and Munich Airport, however, the CEO is looking ahead with confidence, citing the extensive experience gained from past crises in the world of aviation. "The effects of the coronavirus crisis far exceed the impact of the terrorist attacks of September 11, 2001, or the global financial crisis in 2008. Consequently, it may take significantly longer this time before demand returns to the previous level. Nor can we rule out structural changes in air traffic. But I have no doubt that the global need for mobility will increase in the medium term and that air travel will therefore return to growth once more," said Mr. Lammers.

FINANCIAL NEWS

Lufthansa agrees on short-time work

Lufthansa has signed agreements with its works council and trade unions to introduce short-time working for cabin and ground staff in Frankfurt and Munich. This also applies to the management. An agreement with the pilot's union "Vereinigung Cockpit" has not yet been reached. The extent of reduced working hours is determined for employees depending on the loss of work and can be up to 100%. For some of the employees, reduced working hours began retrospectively in March 2020. The agreements apply to at least 27,000 employees of the approximately 35,000 employees of Deutsche Lufthansa AG. Based on the current agreements, Lufthansa for the time being is increasing the short-time working allowance up to 90% of the net salary lost through short-time working. How long Deutsche Lufthansa AG can pay these top-up amounts depends largely on the duration of the crisis. In solidarity with all employee groups, the Lufthansa Supervisory Board, Executive Board and Management will also participate in the measures. The members of the Supervisory Board have voluntarily waived 25 percent of their compensation, the members of the Executive Board have waived 20 percent and managers not affected by short-time working have waived between 10 and 15 percent of their monthly basic compensation. The voluntary waiver of remuneration for the Supervisory Board, board members and all managers in Germany will apply from April 1, 2020 for at least a period of six months until the end of September.



Photo: Lufthansa's parked aircraft

FINANCIAL NEWS

British Airways extends Revolving Credit Facility

International Airlines Group (IAG) has released that British Airways has extended its US dollar secured Revolving Credit Facility for one year from June 23, 2020 to June 23, 2021. The amount available under the extended facility is US\$1.38 billion. Including the extended facility and some smaller additional facilities recently arranged, IAG has total undrawn general and committed aircraft financing facilities equivalent to €2.1 billion currently, compared to €1.9 billion at the end of 2019. IAG has not drawn down on any of its facilities. IAG continues to have strong liquidity with cash, cash equivalents and interest-bearing deposits of €7.2 billion as at March 27. Total cash and undrawn facilities are currently €9.3 billion. In addition, the Group is exploring a number of operational and treasury initiatives to improve further its cash flow and liquidity and will update the market in due course. (€1.00 = US\$1.10 at time of publication.)

MTU Aero Engines AG withdraws guidance 2020

The executive board of MTU Aero Engines AG resolved to withdraw the guidance for the financial year 2020. The company's decision is based on the assessment of market scenarios presently deemed likely, and on a catalogue of expenditure reduction measures. The previous guidance was published on February 20, 2020, already with the reservation to review it during the year due to the COVID-19 pandemic. Especially due to significant reductions in passenger air traffic and the consequences for airlines, revenues and adjusted EBIT for the financial year 2020 are expected not to grow with a high single digit percentage as forecast. The cash conversion rate, expressing the ratio of free cashflow to net income adjusted, is also likely not to reach the forecast 70% in 2020. Due to the dynamic of worldwide developments in the context of COVID-19 a specification of expectations with regard to revenues, adjusted EBIT and especially the cash conversion rate, based on the developments of the coming weeks and the resulting consequences for the company's performance, can only be made at a later point in time.

DAE ends first-quarter 2020 with available liquidity of US\$2.8 billion

Dubai Aerospace Enterprise (DAE) has ended the first-quarter 2020 with available liquidity

TUI Group receives KfW bridging loan of €1.8 billion



TUIfly

Photo: AirTeamImages

TUI AG has received the approval of the German government for a bridging loan of €1.8 billion from the KfW. The funds from Germany's state-owned development bank are to be used to increase TUI's existing credit line with its banks amounting to €1.75 billion (Revolving

Credit Facility). The KfW bridging loan is subject to the approval of the banks. Talks on this have already started and will be continued. One of the conditions of the KfW bridge loan is that TUI waives dividend payments for the duration of the bridge loan. This would give TUI access to financial resources and credit lines totaling €3.1 billion at the present time. TUI had decided to apply for the KfW bridging loan to cushion the unprecedented effects of the COVID-19 pandemic until normal business operations could be resumed. Following travel restrictions and travel warnings from almost all countries, the Group had to suspend its touristic offers in mid-March, including packaged tours, cruises, and hotel operations, until further notice. In the past financial year 2019, TUI Group generated a turnover of around €19 billion and operating results of €893 million, including the costs of almost €300 million for the flight ban on the Boeing 737 MAX. Excluding the costs from the flight ban, operating results were at the level of the record year 2018 (€1.2 billion). At the beginning of February 2020, bookings for the current summer were 14% higher than the previous year. January 2020 was the strongest booking month in the company's history. (€1.00 = US\$1.10 at time of publication.)

Avia Solutions Group finalizes acquisition of Bluebird Nordic



Photo: Steinn Logi Björnsson Managing Director of Bluebird Nordic

On January 24, 2020, Avia Solutions Group signed an agreement with BB Holding EHF for the full acquisition of Bluebird Nordic, which entails a 100% stake ownership of the company's shareholdings. On March 31, 2020, following the completion of all prerequisites and receipt of relevant clearances from competition authorities, the transaction was finalized. Bluebird Nordic uses a fleet of six aircraft and operates scheduled as well as charter flights under its brand. The airline also offers cargo export and import services from and to Iceland, serving more than 100 locations worldwide. "We are happy that Bluebird is now a member of Avia Solutions Group and look forward to working with the new owners to grow and strengthen the company. We are certain that the company, its employees and customers will feel the benefits of belonging to such a strong aviation industry player", says Steinn Logi Björnsson, Managing Director of Bluebird Nordic. As a part of Avia Solutions Group, Bluebird Nordic is expected to develop further, expand its existing service portfolio and improve its operations.

FINANCIAL NEWS

of approximately US\$2.8 billion. DAE's owned, managed and mandated-to-manage fleet exceeded 400 aircraft. During the first quarter, DAE sold or novated 15 aircraft, acquired four aircraft and transitioned or extended leases on eight aircraft. Firoz Tarapore, DAE's chief executive officer said, "In these unprecedented times, DAE has positioned itself to operate calmly and to balance the needs of all our important constituents – employees, customers, bondholders and banks, and shareholders.

AeroCentury reports fourth-quarter 2019 and fiscal year 2019 results

AeroCentury, an independent aircraft leasing company, has reported a fourth-quarter 2019 net loss of US\$7.0 million, compared to a net loss of US\$3.8 million for the fourth quarter of 2018. Net loss for the year ended December 31, 2019 was US\$16.7 million, as compared to a net loss of US\$8.1 million in 2018. The results for the fourth quarter of 2018 and subsequent periods reflect the combined operations of AeroCentury and its subsidiary, JetFleet Holding, which was acquired by the company on October 1, 2018. The termination of the leases for, and repossession of, four aircraft from one of the company's lessees (repossessed aircraft) in the third quarter of 2019 had a substantial adverse impact on the Company's results. As a result of those events, the company recognized maintenance reserves revenue of US\$17.0 million with respect to the repossessed aircraft at the time of repossession, but also recorded impairment losses for the repossessed aircraft of US\$22.3 million and US\$6.1 million during the third and fourth quarters, respectively, based on third-party appraised values for three of the aircraft and expected sales proceeds for the fourth aircraft. Results for the year ended December 31, 2019 also included impairment losses totaling US\$2.6 million, based on third-party appraised values or expected sales proceeds, for three older turboprop aircraft, a spare engine, and an older turboprop aircraft that is being sold in parts.

ALA – Advanced Logistics for Aerospace acquires Germany-based Industrio GmbH

ALA – Advanced Logistics for Aerospace has acquired a majority stake in Germany-based Industrio GmbH. ALA is an Italian private company owned by entrepreneurs Fulvio Scannapieco and Vittorio Genna and specialized in distribution, logistics

Germany looks to bail out Condor on temporary basis by nationalizing carrier

Talks with Polish Airline LOT to take over Condor, part of the now defunct Thomas Cook Group, are looking to grind to a halt amidst the current drop in domestic and international travel owing to COVID-19 restrictions. Having previously rescued the struggling carrier with a €380 million (US\$415 million) state bridging loan to allow the carrier to continue operating, the German government is now looking to privatize Condor on a short-term basis until the aviation industry recovers from its currently precarious situation. LOT had offered €300 million (US\$328 million) for the carrier which has the potential to cater for up to 20 million travelers a year. The deal with LOT was a long way from being watertight as there were problems relating to certain financial guarantees that the German government was not prepared to accept. It is believed that only last week Condor approached the German government for a further loan, this time for €250 million (US\$275 million), in the wake of the COVID-19 outbreak.



Condor

Photo: AirTeamImages

Singapore Airlines rescued with US\$13 billion funding package



Photo: Singapore Airlines

The future of Singapore Airlines (SIA) amidst the COVID-19 outbreak looks assured with a successful rescue package being put in place, headed by state investor Temasek Holdings, amounting to SG\$19 billion. The figure represents the largest aid package to date for any airline struggling with the dramatic decrease in air travel. The package comprises SG\$5.3 billion in equity and up to SG\$9.7 billion in convertible note portions, all of which will be underwritten by Temasek, which owns a 55% stake in SIA. According to Reuters news agency, SIA has also secured a SG\$4.0 billion bridging loan from Singapore's biggest lender, DBS Group Holdings Ltd which will cover short-term liquidity requirements until money is raised from a rights issue at SG\$3 per share, a 53.8% discount on SIA's last traded price of SG\$6.5, the company's share price having fallen by over 10% on the announcement of the rescue package, the value now standing at a twenty-two-year low. Temasek International Chief Executive Dilhan Pillay Sandrasegara said the deal would not only tide SIA over a short-term liquidity challenge but would position it for growth beyond the pandemic. SIA confirmed that it would use the funding from the rights issues to shore up its capital and operational expenditure needs while the carrier also said it would cut capacity by 96%, ground almost its entire fleet and impose cost cuts affecting about 10,000 staff.

FINANCIAL NEWS

and service provision to the aerospace and defense, energy and industrial markets. Industrio GmbH is an aerospace distribution company with a significant footprint in the German-market. The company, headquartered in Neumarkt in der Oberpfalz, Germany, will change its name and trade as ALA Germany GmbH effective from April 1, 2020 and will be led by Bill Holler as general manager. With facilities already in Italy, the United Kingdom and France, the acquisition now gives ALA more business opportunities in the European aerospace marketplace to serve its international customers.

IAG further reduces capacity and accesses job retention and wage support schemes

IAG has decided to lower capacity further to an approximately 90% reduction in April and May compared to last year. As a result of the significant decline in flying, IAG subsidiary British Airways is making use of the U.K.'s COVID-19 Job Retention Scheme to help U.K.-based employees placed on furlough. It has reached an agreement with trade unions, GMB and Unite, to apply this scheme to more than 30,000 cabin crew and ground-based employees in April and May. Under this scheme, furloughed employees will receive 80% of their base pay and of certain allowances. This agreement is subject to union ratification. British Airways has also reached an agreement with its 4,000 pilots to take four weeks of unpaid leave in April and May. IAG's other airlines have received support from similar job retention and wage support schemes in Spain and are seeking similar support in Ireland.

INDUSTRY PEOPLE



Neil Cairns

Acro Aircraft Seating has appointed **Neil Cairns** as the company's Chief Executive Officer effective from March 9, 2020. Cairns brings with him many years' aerospace seating experience, covering products in all seating classes. He has a wide-ranging track record of lean

process improvement and performance improvement, most recently holding positions as the Vice President and General Manager at Collins Aerospace based in Tucson, Arizona and Winston Salem, North Carolina based in the U.S.A. and previously running the B/E Aerospace seating facility in Kilkeel, Northern Ireland.

- Aerokomm, a development stage service provider of in-flight entertainment and connectivity-solutions for the airline industry, has announced that on March 22, 2020, the Board of Directors of the Company, made a number of appointments effective immediately to position the company into its next of phase for future growth and operations.

Dr. James Busuttill has been appointed as Chairman of the Board of Directors. Dr. Busuttill has served as a member of the Board since December 2017. He is an attorney admitted to practice before the courts of New York State since 1983, as well as numerous U.S. Federal Trial and Appeals Courts, practicing international, financial and corporate law.

Louis Giordimaina has been named Chief Executive Officer. Giordimaina served as de facto Chief Operating Officer of the Company since May 2018. He is an experienced aviation executive with more than 40-years of experience in airline executive management, operations, Maintenance and Repair Organizations and aircraft leasing.

Georges Caldironi has been promoted to Chief Operating Officer. Caldironi served as a Project Director since January 2019. He is an aviation professional with over 40-years of experience in aircraft modifications, avionics communication and In-Flight Entertainment and Connectivity systems.

Jeffrey Wun has been named Chief Technology Officer. Wun served as Chief Executive Officer from December 2017 to March 22, 2020 and has been a member of the board of directors since February 2017. He served as Chairman of the board of directors from January 2018 to March 22, 2020.

- Thales Alenia Space, a joint venture between Thales (67%) and Leonardo (33%), has appointed **Massimo Claudio Comparini**



Massimo Claudio Comparini

as Deputy CEO and Senior Executive Vice President Observation, Exploration and Navigation Business Line at Thales Alenia Space as well as CEO of Thales Alenia Space Italia, with immediate effect. Comparini succeeds **Donato Amoroso**. Comparini, former CEO at eGeos since 2016 and Director Line of Business Geo Information at Telespazio, has a long and proven track record in the space industry, from technology to services, and in the earth observation domain. He holds a master's Degree in Electrical Engineering, Remote Sensing and Radar Systems, University of Rome La Sapienza (Italy), and a Degree in Strategy from Graduate School of Business, Stanford University, CA (U.S.A.).



AviTrader Publications Corp.

Suite 305, South Tower
5811 Cooney Road
Richmond, BC
Canada V6X 3M1

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
Toll free: +1 (833) 258 8543
Mobile: +1 (778) 213 8543

For inquiries and comments,
please email:
editor@avitrader.com



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	Now - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204x202
(1) CF34-8C5A1	Now - 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	Now - Sale / Lease	Castlelake	Stuart MacGregor	stuart.macgregor@castlelake.com	+442071906138
(1) CF6-80C2B1F (full QEC)	Now - Lease	FTAI Aviation LLC Investment Group	Tom McFarland	tmcfarland@ftaiaviation.com	+1 786 785 0787
(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	Conrail Aviation	Kevin Milligan	kevin@conrail.com	+1 949-933-0797
(2) CFM56-7B (all thrust levels)					
(1) CFM56-5B4/P (full QEC)	Now - Lease	FTAI Aviation LLC Investment Group	Tom McFarland	tmcfarland@ftaiaviation.com	+1 786 785 0787
(1) CFM56-7B26 (full QEC)	Now - Lease				
(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
GEEx Engines	Sale / Lease	Company	Contact	Email	Phone
(1) GEEx1B74/75 Propulsor	Now - 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	Now - 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				
(1) V2527E-A5 (full QEC)	Now - Lease	FTAI Aviation LLC Investment Group	Tom McFarland	tmcfarland@ftaiaviation.com	+1 786 785 0787
(2) V2527-A5	Now - 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	TrueAero, LLC	Matt Parker	mparker@trueaero.com	+1 469-607-6110
A340-300/A330 Landing Gear				
A340-600 Landing Gear				
B777-200 Landing Gear				
Trent 552 Inlet Cows & Fan Cows				
Trent 892 Inlet Cows and Fan Cows				
CFM56-5B Inlet Cows and Fan Cows				
V2500-A5 Inlet Cows & Fan Cows				
CF6-80E Trust Reversers, Inlets & Fan Cows				
APUs (2) APS2300				
APUs (2) GTCP331-500B, (1) APS3200				
Neutral CFM56-7B QEC Kit	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
767-300ER 413K, 737-300 LANDING GEAR	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GTCP85-98DHF APU				
A320 Nose Landing Gear				
CFM56-3 LPT MODULE, REPAIRED				
CFM56-3 ENGINE STAND				
(1) GTCP36-150RJ, (2) GTCP36-100M,	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)	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250				
APS500C14(3), APS1000C12(2), APS2000				
APS2300, APS3200(2), APS5000(2)				
PW901A(4), PW901C(2)				
TSCP700-4E				
(1) PW901A APU	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) GTCP131-9B	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	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	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available				
(2) PW901A, (1) PW901C(1), PW125B RGB	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368