

Weekly Aviation Headline News

WORLD NEWS

Virgin Atlantic goes all-cargo to Tel Aviv

Virgin Atlantic will relaunch scheduled cargo-only flights from London to Tel Aviv from May 6th, which will also offer same day connections over the UK to and from the US, Hong Kong, Shanghai and South Africa. Virgin Atlantic's Boeing 787-9 flights will offer up to 35 tonnes of bellyhold cargo capacity and reopen vital trade lanes for pharmaceutical, electronics and perishables cargoes.

Air France KLM Martinair Cargo to expand freighter services

From this summer, Air France KLM Martinair Cargo will operate around 30 long-haul destinations. Just recently, the operator increased flight frequency to Johannesburg, Bangkok, Beijing and Shanghai and will continue to improve services in the coming week, restoring operations to Houston and increasing flight frequency to Bamako, Ouagadougou, Chicago, Toronto, Dubai, Hong Kong, Singapore and others. The summer network is supported by regular full-freighter services.

BA adds cargo capacity to China

British Airways is increasing the number of cargo-only flights from China to the UK to 21 a week, up from 13 last week, as demand continues to rise. From May, 14 flights each week will depart from Shanghai, and seven from Beijing carrying cargo in the hold and, where possible, in the cabin too. These flights will be able to carry up to 770 tonnes of cargo for the UK's NHS each week, including PPE and ventilators.



Air Mauritius has entered voluntary administration.

Photo: Airbus

Relief measures critical for African carriers

While AFRAA develops Covid-19 recovery plan

As the impact of Covid-19 in Africa deepens, IATA has renewed its call for government relief measures to support the aviation sector.

IATA says the region's airlines could lose \$6 billion of passenger revenue compared to 2019. That is \$2 billion more than was expected at the beginning of the month. Full-year 2020 traffic is expected to plummet by 51% compared to 2019.

The estimate for some key African aviation markets show concerning figures. In South Africa, the impact

could lead to some 14.5 million fewer passengers resulting in a US\$3.02 billion revenue loss, risking 252,100 jobs. In Nigeria, 4.7 million fewer passengers would result in a US\$0.99 billion revenue loss and in Ethiopian market 2.5

The impact of Covid-19 is already evident. Air Mauritius has already been in a restructuring process since the beginning of the year and has now been placed in voluntary administration. Air Mauritius is highly dependent on international tourism which is now one of the most affected sectors when it comes to the Mauritian economy.

“Sector failure is not an option, more governments need to step up.”

Muhammad Al Bakri, IATA's Regional Vice President for Africa and the Middle East

million less passengers resulting in a US\$0.43 billion revenue loss, risking 500,500 jobs and US\$1.9 billion in contribution to Ethiopia's economy.

“Airlines in Africa are struggling for survival. Air

Mauritius has entered voluntary administration, South African Airways and SA Express are in business rescue, other distressed

Continued on page 3

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carriers have placed staff on unpaid leave or signalled their intention to cut jobs. More airlines will follow if urgent financial relief is not provided. The economic damage of a crippled industry extends far beyond the sector itself. Aviation in Africa supports 6.2 million jobs and \$56 billion in GDP. Sector failure is not an option, more governments need to step up," said Muhammad Al Bakri, IATA's Regional Vice President for Africa and the Middle East.

In support of its member airlines, the African Airlines Association (AFRAA) recently facilitated a webinar for AFRAA to document valuable inputs from airlines that forms part of AFRAA's recovery plan for the rebound of the airline industry.

"The African Airlines Association is in solidarity with the rest of the world in collaborative efforts to support the airline industry during these difficult times," said Secretary General, Mr. Abderahmane Berthe." He added that for African economies to recover, a vibrant aviation industry will be critical given the sector's significant role in economic and social development.

Airlines and stakeholders at the webinar stressed the need for coordinated efforts and a collaborative approach to ensure the



The impact at some airlines like SAA is critical.

Photo: Keith Mwanalushi

sustainability of the airline industry whose operations have been greatly affected by the pandemic. The webinar concluded with a recovery plan that outlined a framework of actions to be taken by AFRAA in collaboration with various stakeholders.

AIRCRAFT & ENGINE NEWS

BOC Aviation signs purchase and lease-back deal for 22 Boeing aircraft with United

BOC Aviation (USA) has reported that it entered into an agreement with United Airlines pursuant to which it agreed to purchase six Boeing 787-9 aircraft and 16 Boeing 737-9 MAX aircraft from the United and to lease the aircraft back to the airline. The Transaction is scheduled to close in 2020.

Skyworld Aviation arranges sale of two ERJ 145 EP aircraft

Skyworld Aviation has arranged the sale of two ERJ 145 EP aircraft on behalf of owner Cymus Holding AB of Sweden. Skyworld has lease-managed both aircraft since leaving original operator Skyways of Sweden, back in 2004, when the two aircraft went through an FAA conversion and moved to the U.S. Both aircraft operated with a large regional airline for seven years, and then went on to operate with small independent airlines in the U.S. Serial numbers 145169 (N359AD) and 145185 (N459AD) were delivered to their new owner, a U.S.-based regional aircraft sales and leasing firm, last month.

Lufthansa begins temporary decommission of A340-600 fleet



Lufthansa already transferred three Airbus A340-600 aircraft to Spain

Photo: Lufthansa

In the coming weeks, Lufthansa will temporarily decommission the entire Airbus A340-600 fleet. Three aircraft of this type have already been flown to Teruel, in northeastern Spain, where the long-haul aircraft will be parked at the airport. Lufthansa plans to transfer the entire A340-600 fleet, equaling 17 aircraft, to Teruel where they will be decommissioned over the next two to three months. These aircraft will not be operating within the regular scheduled services for at least the next one to one and a half years. A decision on the future use of the aircraft or a possible reactivation of a maximum of ten aircraft will be taken at a later stage in time. Teruel Airport is located between Zaragoza and Valencia in the northeast of Spain. With around 240 days of sunshine a year and little rainfall, the region is particularly suitable for parked aircraft.

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AIRCRAFT & ENGINE NEWS

APOC Aviation acquires A319 for teardown

APOC Aviation has purchased an A319-111 from SMBC Aviation Capital for tear-down. MSN 3380 was previously operated by Spanish flag-carrier, Iberia, and is the fourth A320 Family plane acquired this year. Two are already being parted out in Marana, Arizona, and this particular aircraft is already located at eCube in Wales, awaiting the easing of COVID-19 restrictions before work can begin. Jasper van den Boogaard, VP Airframe Acquisition & Trading at APOC Aviation, says the company is focused on securing the right assets. "We're keen to build our stock of high-quality commercial parts for A320 Family aircraft. This is a relatively young aircraft, manufactured in 2008, and we were able to secure the airframe at the right price. Our airline customers will be first in line for this excellent serviceable material." Over the next few months, the secured A319 parts will be assessed, and then APOC's audited group of repair stations worldwide will return the stock to serviceable status. All stock will be located at its Rotterdam warehouse forming part of the company's rapidly expanding inventory of spares.



APOC Aviation acquires former Iberia operated Airbus A319 for teardown

Photo: APOC Aviation



Photo: Cessna Citation Latitude

First two Cessna Citation Latitudes configured for flight inspection enter service

Textron Aviation has delivered the first two Cessna Citation Latitude aircraft configured for flight inspection missions. The aircraft were delivered to Kanematsu Corporation and will be owned and operated by the Japan Air Self-Defense Force (JASDF) to ensure the integrity of instrument approaches and airway procedures that constitute the national airspace of Japan. A third aircraft is anticipated to deliver in early 2021. Fitted with UNIFIS 3000 Flight Inspection System equipment from Norwegian Special Mission (NSM), the aircraft will provide flight inspection missions through the periodic evaluation of navigational aids, such as flight procedures and electronic signals, to ensure they are safe and accurate. The aircraft will be operated by the Flight Checker Squadron, a JASDF unit based at Iruma Air Base in Saitama Prefecture north of Tokyo.

Robinson Helicopter Company delivers six helicopters to Hunan, China

Robinson Helicopter Company has delivered three R44 Cadets and three R22 helicopters to Robinson dealer General Aviation Services of Hunan, China. This marks the first delivery of an R44 Cadet to China. All six helicopters were ordered on behalf of YiFei General Aviation Company which specializes in helicopter management, operation, and training. YiFei has been using Robinsons since 2016 and has decided to purchase additional R22s and the R44 Cadets, bringing its current Robinson fleet to nine.



Photo: ©Robinson Helicopter delivers three R22 and three R44 Cadet helicopters to China

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AIRCRAFT & ENGINE NEWS

Austrian Airlines presents plan for new start after coronavirus-crisis

On April 18, the Executive Board of Austrian Airlines presented its “Plan for a New Start” after the coronavirus-crisis to the Supervisory Board. The plan was outlined to the airline’s 7,000 employees within the context of a digital information event. In order to adjust capacity to the changed demand from COVID-19, Austrian Airlines has decided to make some fleet changes. In addition to the phase-out of the original 18 Dash turboprops, which was decided and started in 2019, all seven Airbus A319 jets and three of the six Boeing B767s are to be retired by 2022. The Boeing 767 aircraft are OE-LAT, OE-LAW and OE-LAX, which are among the oldest aircraft in the fleet with an average age of 28 years. The other three B767s are between 19 and 21 years old. The entire fleet currently has an average age of 15.4 years. By phasing out older aircraft, the average fleet age will decrease to 14.6 years. The entire Austrian Airlines fleet currently numbers around 80 aircraft. The phase-out of the turbo-prop fleet and the phase-in of A320s would have reduced the fleet numbers to 70. The restart plan now envisages a fleet of around 60 aircraft in 2022, nine of which will be long-haul aircraft. The adaptation of the fleet is to take place in stages. Since it is mainly smaller aircraft that are being decommissioned, this corresponds to a capacity reduction of around 20%. Despite the reduction of the fleet, as many jobs as possible are to be maintained. Appropriate talks are already underway with the works councils. “We got into this crisis through no fault of our own. Now it is our responsibility to make Austrian Airlines fit for the future after corona. We want to retain our long-haul hub, even if we have no other choice for the time being but to adapt to the somewhat smaller market. Being fit for the future also means that we must be in a position to finance our aircraft, charges, wages and investments, and of course also to repay any charges and loans from corona grounding,” emphasized Austrian Airlines CEO Alexis von Hoensbroech.



Photo: ©Austrian Airlines’ Dash 8 fleet will be phased out



Photo: ©GECAS

More woes for 737 MAX program as GECAS cancels order for 69 of the jets

GECAS, the aircraft leasing arm of General Electric Co, has canceled an order for 69 of the Boeing 737 MAX jets that has remained grounded since March 2019, citing a desire to evaluate its order book during the COVID-19 pandemic. Currently, GECAS maintains 29 737 MAX jets and still has a further 82 of the jets on order. However, the COVID-19 outbreak has had a massive impact on air travel and many carriers are now deferring deliveries of planes until such time as the demand for air travel returns. Referring to developments last Friday, April 17, Greg Conlon, chief executive officer of GECAS, said in a statement: “Today’s agreement will help GECAS better align our available fleet with the needs of our

global customer base.” According to Reuters news agency, Boeing said it had “come to an agreement with GECAS to restructure their MAX order book.” Referring to the respiratory disease caused by the virus, Boeing also said: “In light of the COVID-19 pandemic, this adjustment helps to balance supply and demand with market realities, especially in the leasing channel,” adding that “Disciplined adjustments provide us with greater flexibility to manage the 4,000 outstanding 737 orders and protect the value of the MAX in the marketplace.” Having confirmed that two updates for the flight control computer on the 737 MAX will be made this month to address a couple of new issues, Boeing hopes that a key certification test flight will take place next month. In the meantime, with the announcement that commercial plane production will resume in Washington state this week, shares in Boeing rose 12 per cent.

MRO & PRODUCTION NEWS

Kellstrom Aerospace completes acquisition of A320-214 for teardown

Kellstrom Aerospace has acquired an A320-214 (MSN 2180) with serviceable CFM56-5B4/P engines. The A320 airframe was acquired for disassembly in the U.K. The engines will be remarketed through Kellstrom Aerospace Asset Management. This project will enhance Kellstrom Aerospace's unique and innovative lifecycle solutions portfolio by supporting both Kellstrom Aerospace Asset Management division with additional short-to-mid-term lease assets and the aftermarket supply business.

GE, Brightwater UAG sign exclusive agreement for T700 engine support

GE Aviation has signed an exclusive Authorized Repair and Services Provider Agreement with Brightwater United Aero Group (UAG) to cover certain non-military customers flying GE's reliable T700 helicopter engine. Brightwater UAG, based in Shelton, Connecticut, in conjunction with Brightwater Arista Aviation Services Group, Alabama, and the worldwide network of GE Licensed Maintenance, Repair and Overhaul Facilities, supports T700 engines powering restricted category and public use Blackhawk helicopters. This includes Blackhawks performing utility and firefighting missions. "This specific helicopter marketplace is rapidly expanding and wanted an OEM-sponsored solution. We, at UAG and Arista, are delighted to participate with GE in servicing an incredible group of customers who operate this equipment providing a range of essential missions," said Jamie Gelder, President, United Aero Group. The agreement covers the repair, upgrade, lease, and exchange of T700 engines and parts for these fleets. It not only includes the use of new

HAECO launches passenger aircraft interior stowage devices



Photo: ©HAECO's aircraft interior stowage solutions

HAECO Cabin Solutions has launched new, certifiable devices to allow package stowage in the main passenger cabin. As the COVID-19 environment developed, the company noted that airlines were beginning to use passenger flights strictly for cargo. At the same time, social distancing directives were being instituted nationwide. HAECO quickly developed solutions to allow airlines to carry cargo and passengers at the same time, optimizing passenger and cargo yield, using packages to distance passengers, and maintaining proper weight and balance requirements. Four unique solutions moved from concept to offerable in less than a month. The solutions will be certified through a Supplemental Type Certificate (STC) and are unique in the amount of weight that can be carried. The palletized variant can hold 1,000 lbs., the all-in-one seat frame can hold 500 lbs., and the seat and floor storage systems can each hold up to 240 lbs. These options give airlines specific load authorizations and the capability of carrying larger items in the cabin that otherwise would have been stored in the aircraft's belly, except for hazardous materials. The solutions build upon existing seating and interior technologies and can be delivered in four to six weeks. Variants can be combined for both single- and twin-aisle aircraft to achieve an ideal operational payload. The installation process follows techniques used for economy seating, which can be accomplished quickly and without the need for special tools.

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MRO & PRODUCTION NEWS

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ST Engineering secures S\$1.6 billion worth of new contracts for first-quarter 2020

Singapore Technologies Engineering (ST Engineering) has secured new contracts worth about S\$1.6 billion, secured by its Aerospace and Electronics sectors in the first quarter of 2020. These contracts are over and above a defense contract that its Land Systems arm secured. The group's aerospace sector secured about S\$838 million across its spectrum of aviation manufacturing and MRO businesses. The MRO contracts included A320 heavy maintenance contracts and CFM56-7B engine maintenance contracts from Chinese airlines, and a component Maintenance-By-the-Hour (MBH) contract from a Southeast Asian airline to provide comprehensive component maintenance services for its entire fleet of Boeing 737 and Bombardier Q400 aircraft. These first-quarter contracts comprise those previously announced in February during Singapore Airshow 2020, namely: multi-year engine and component MRO contracts from a South Korean airline; a five-year nacelle maintenance contract and a three-year airframe heavy maintenance contract. The group's electronics sector secured about S\$730 million worth of contracts for products and solutions in smart mobility, cybersecurity and data analytics, as well as training and simulation. (US\$1.00 = SG\$1.43 at time of publication.)

Eirtech and Resonate Testing collaborate to support passenger-to-cargo modification for COVID19 flights

Eirtech Aviation Services will support one of Europe's largest leading airlines with a request to transport essential personal protective equipment (PPE) and other medical supplies in the cabin. Eirtech, in conjunction with Resonate Testing, successfully carried out flammability tests relating to the installation of cargo bags within the cabin to allow the transportation to go ahead. Eirtech provided Part 21 engineering support to enable the transportation of the PPE and other vital medical supplies relating to the current Covid-19 crisis.

STS Aviation Services completes FOMAX modification program for easyJet

STS Aviation Services (STS) has completed its long-running program to implement FOMAX

Heston MRO adds Part 147 Technical Training Organisation

Heston MRO (Heston), the independent MRO organization headquartered in Brisbane, Australia, has added Part 147 Technical Training capability to its range of services. On April 7, the Australian Civil Aviation Safety Authority (CASA) approved Heston and issued a Part 147 Approval Certificate, allowing it to deliver technical training courses, conduct examination, as well as issue completion certificates to qualifying trainees. The launching of Part 147 capability covers Airbus 318/319/320/321 ceo and neo generations with all types of engines, with the inclusion of both theory and practical training courses. The rapid course expansion is planned to include courses for the Airbus A318/319/320/321, Boeing 787- 8/9/10, and others. The newly acquired Part 147 approval allows Heston to conduct training courses via Virtual Synchronous Delivery (VSD). This means trainees can be located in any one of Heston's training facilities in either Brisbane, Sydney, Melbourne or Perth whilst the instructor can be located at a different training facility, delivering training via a video conference platform.



Photo: Heston MRO

Italian manufacturer Aviointeriors develops Corona seating concept



"Janus Seat"



"Glassafe"

Photos: Aviointeriors

Aviointeriors, the Italian company producing aircraft cabin interiors and passenger seats, has developed two new seating concepts for after the COVID-19 crisis. One of the designs is called "Glassafe", a kit-level solution that can be installed on existing seats to make close proximity safer among passengers sharing the same seat. "Glassafe" is made of transparent material to make the entire cabin harmonious and aesthetically light, but perfectly fulfilling the objective of creating an isolated volume around the passenger in order to avoid or minimize contacts and interactions via air between passenger and passenger, so as to reduce the probability of contamination by viruses or other pathogens. "Glassafe" is supplied in various executions with fixing systems to the seat that allow easy installation and removal. The other option is called the "Janus Seat" and this proposal is distinguished by the reverse position of the center seat of the triple to ensure the maximum isolation between passengers seated next to each other. While passengers seated on the side seats, aisle and fuselage, continue to be positioned in the flight direction as usual, the passenger sitting in the center is facing backwards. Each place of the "Janus" seat is surrounded on three sides by a high shield that prevents the breath propagation to occupants of adjacent seats. Both seat-concepts are made of easy cleaning and safe Hibernization materials.

MRO & PRODUCTION NEWS

modifications to easyJet's fleet of aircraft. Since the partnership with easyJet began, the company has delivered 39 aircraft with a TDR of 96% based on planned hours. While aircraft came in for specific tasks, STS Aviation Services was able to ensure that 75% of all easyJet aircraft left its facility with no carry-forward items.

STS Aviation Services revamps Canadian MRO facilities to manufacture critical supplies for COVID-19

STS Aviation Services (STS) has started manufacturing critical supplies at its Canadian MRO repair stations in support of the global COVID-19 pandemic relief effort. Non-medical face masks and face shields, medical gowns, scrubs, patient curtains, aircraft seat blockers, aircraft seat cover headrests and office cubicle dividers are now on the production line. The company is also prototyping designs on Hazmat suits, hospital sheets, pillowcases, and aircraft in-flight entertainment screen guards. Lena Watters, Sr. Vice President and General Manager, STS Aviation Services, said "Now is not the time for our company, or any other company with the means, for that matter, to sit idly on the side-lines in anticipation of a positive outcome. Knowing that we had the capability to produce supplies that are in critical need to the public, we decided to act fast to get prototypes made, tested and re-tested all before flipping our production lines."

Magnetic MRO drastically expands engine workshop capabilities



Photo: Magnetic MRO Engine Line Maintenance

Magnetic MRO, a Total Technical Care and asset management organization, has acquired tooling dedicated to the engine workshop and drastically expanding its capabilities which already have received full EASA AND FAA approvals. New tooling has already been delivered to Magnetic MRO's engine workshop in Tallinn, Estonia. This latest addition adds more than 40 new services to the company's list, including the ability to perform modular maintenance and repair of CFM56-5B and CFM56-7B engines. Other new capabilities include Fan, LPT MM, Hot section modules replacement, special procedures, partial and full replacement of HPT blades, HPT NGVs, HPT shrouds, LPT Stage 1 Vanes and others.

MILITARY AND DEFENCE

First Nigerian Air Force A-29 Super Tucano aircraft completes inaugural flight

Embraer Defense & Security and Sierra Nevada Corporation (SNC) have announced that the first of 12 A-29 Super Tucano light attack, combat and reconnaissance aircraft for the Nigerian Air Force (NAF) successfully completed its inaugural flight at the production facility in Jacksonville, Florida. The full fleet of A-29 Super Tucano aircraft for the NAF are currently in production by SNC and Embraer at the Jacksonville facility, with delivery to the NAF expected on schedule in 2021. The NAF A-29 aircraft will now begin mission modification and final testing in Centennial, Colorado. Following final testing, before delivery, NAF pilots will train in the aircraft.



A-29 Super Tucano

Photo: Embraer

FINANCIAL NEWS

Mesa Air Group and Southwest Airlines to receive assistance from Treasury Department under payroll support program

Mesa Air Group has released that it expects to receive US\$92.5 million in assistance from the Treasury Department under the Payroll Support Program as part of the Coronavirus Aid, Relief and Economic Security (CARES) Act. The funds can only be used for the continuation of payment of employee wages, salaries, and benefits for the period April 1, 2020, to September 30, 2020. The company is finalizing the agreements with the Treasury Department and expects it will be completed shortly. The company has agreed to certain conditions under the program, such as: prohibitions against involuntary furloughs and reductions in employee pay rates and benefits through September 30, 2020; the elimination of share repurchases and dividends until September 30, 2021; and limits on executive compensation until March 24, 2022. Because the amount of payroll support is less than US\$100 million, the company will not be required to enter into a loan or equity agreement with the Treasury Department. The company is also considering applying for federal loans through a separate program under the CARES Act. Mesa Air Group, headquartered in Phoenix, AZ, is the holding company for Mesa Airlines, a regional carrier operating as American Eagle and United Express Airlines pursuant to the terms of capacity purchase agreements entered with American Airlines and United Airlines.

Southwest Airlines has also finalized an agreement with the United States Department of Treasury. Southwest will receive more than US\$3.2 billion in disbursements over the next several months. The funding supports job protection for more than 60,000 Southwest Employees through September 30, 2020. The deal allows Southwest to receive an immediate payment of approximately US\$1.6 billion of the more than US\$3.2 billion total proceeds, and the remainder will be paid in installments during May, June, and July.



Mesa Airlines operating as United Express

Photo: ©AirTeamImages



Boeing 767

Photo: ©Aeronexus

Aeronexus International acquires control of PRIVAJET

Aeronexus, a leader in the wide-body VIP charter market, has acquired a controlling interest in the ten-year old aircraft management company, PRIVAJET of Malta, which will become an Aeronexus Group Company. PRIVAJET was specifically chosen to join the Aeronexus Group because of the synergy of its impeccable safety record, professional management, and vast experience in the operation of large VIP business jets. Aeronexus has requested Gavin Harrison and Sven Petersen join the board of PRIVAJET given their decades' long experience in aviation. "Building on our success in the wide-body VIP charter market, the opportunity to obtain a European AOC and bring PRIVAJET into the group comes at a very opportune time," commented Gareth Evans, Head of Aeronexus' U.K.-based commercial team. Gareth and his team will continue to market, sell and organise all Aeronexus' air charter activity.

FINANCIAL NEWS

Lufthansa in talks to receive government aid

The Lufthansa Group has published preliminary results for the first quarter of 2020. On a preliminary basis, Group revenues fell by 18% to €6.4 billion (previous year: €7.8 billion) in the first quarter. In March alone, revenues declined by almost €1.4 billion. Cost reductions could only partially offset the revenue decline in the quarter. On a preliminary basis, the Lufthansa Group's Adjusted EBIT in the first quarter of 2020 amounts to around €-1.2 billion (previous year: €-336 million). The Group expects crisis-related asset impairments and the negative development of the value of fuel hedges to have a further significant negative impact on Group profit in the quarter. Details will be published in the quarterly financial statement, which has been postponed to the second half of May (originally scheduled to be published on April 30). At present, it is not possible to foresee when the Group airlines will be able to resume flight operations beyond the current repatriation flight schedule. The Group therefore expects a considerably higher operating loss in the second quarter compared to the first quarter. Available liquidity currently amounts to around €4.4 billion. Financing measures totaling around €900 million since mid-March have helped strengthen liquidity. In particular, bilateral credit lines were drawn down and short-term loans were taken out. However, in view of the business outlook, existing multi-billion liabilities related to trade payables and refunds of cancelled tickets as well as upcoming repayments of financial liabilities, the Group expects a significant decline in liquidity in the coming weeks. The Group does not expect to be able to cover the resulting capital requirements with further borrowings on the market. The Group is therefore in intensive negotiations with the governments of its home countries regarding various financing instruments to sustainably secure the Group's solvency in the near future. The Management Board is confident that the talks will lead to a successful conclusion.



Photo: ©Lufthansa Group Airlines



Photo: ©Virgin Atlantic

Richard Branson to mortgage Necker Island as he seeks bailout for Virgin Atlantic

Over recent weeks, billionaire Sir Richard Branson has been on the receiving end of negative press in relation to his request to the British government for a £500 million (US\$625 million) bailout to stop Virgin Atlantic going bust. Many feel he should use part of his estimated £4.7 billion (US\$5.88 billion) personal fortune instead. Branson has lived on his private island, Necker Island in the British Virgin Islands, for the last 14 years. In his defense, Branson, who holds a 51% stake in the carrier he founded back in 1984 (Delta Air Lines holds the remaining 49%), made it clear that the funds being sought were on the basis of a commercial business loan that would have to be repaid and that he was not looking for a 'hand out'. Having been turned down by the government, who advised him to exhaust all other possible avenues for fundraising, Branson on Monday, April 20, promised to "raise as much money against the island as possible to save as many jobs as possible." Referring to what he called the "devastating impact this pandemic continues to have", Branson said

in a public blogpost that: "The reality of this unprecedented crisis is that many airlines around the world need government support and many have already received it. We will do everything we can to keep the airline going – but we will need government support to achieve that in the face of the severe uncertainty surrounding travel today and not knowing how long the planes will be grounded for."

FINANCIAL NEWS

United reports preliminary first-quarter pre-tax loss of US\$2.1 billion

For the first quarter of 2020, United Airlines Holdings (UAL) and United Airlines, a wholly owned subsidiary of UAL, recorded a pre-tax loss of US\$2.1 billion, \$1.0 billion pre-tax loss on an adjusted basis. Total revenues were US\$8.0 billion, a 17% decline year-over-year. The results are preliminary and final results for the first quarter may change. As of April 16, 2020, the company had US\$6.3 billion of cash, cash equivalents, short-term investments, and undrawn amounts, including US\$2 billion under its undrawn revolving credit facility. As previously disclosed, in March and in early April 2020, United has borrowed an aggregate of US\$2.75 billion under new secured term loan facilities each of which must be repaid in a single instalment on the applicable maturity date which, in each case, is twelve months from the borrowing date. As previously disclosed, the company has experienced, and continues to experience, a material decline in demand for both international and domestic travel resulting from the spread of coronavirus (COVID-19). On April 17, 2020, the company submitted an application to the Loan Program under the CARES Act. Under the Loan Program, the company expects to have the ability through September 30, 2020 to borrow up to approximately US\$4.5 billion from the U.S. Treasury Department for a term of up to five years. Any loans issued under the Loan Program are expected to be senior secured obligations of the company, with collateral to be determined. If the company borrows any amounts under the Loan Program, UAL expects to issue to the U.S. Treasury Department warrants to purchase shares of UAL common stock. The company has cut approximately

The International Air Transport Association

(IATA) has called for governments to work with the industry on confidence-boosting measures in the face of an anticipated slow recovery in demand for air travel. "Passenger confidence will suffer a double whammy even after the pandemic is contained—hit by personal economic concerns in the face of a looming recession on top of



Photo: IATA

lingering concerns about the safety of travel. Governments and industry must be quick and coordinated with confidence-boosting measures," said Alexandre de Juniac, IATA's Director General and CEO. An IATA-commissioned survey of recent travelers found that 60% anticipate a return to travel within one to two months of containment of the COVID-19 pandemic but 40% indicate that they could wait six months or more, while 69% indicated that they could delay a return to travel until their personal financial situation stabilizes. Early indications of this cautious return-to-travel behavior are seen in the domestic markets of China and Australia, where new coronavirus infection rates have fallen to very low levels. In China domestic demand began to recover when the rate of new COVID-19 infections fell into single digits and rapidly headed towards zero (measured by new infections as a percentage of the seven-day moving average of total COVID-19 cases). While there was an early upswing from mid-February into the first week of March, the number of domestic flights plateaued at just over 40% of pre-COVID-19 levels. Actual demand is expected to be significantly weaker as load factors on these flights are reported to be low. China accounts for some 24% of all domestic passengers. Australia's domestic demand continued to deteriorate even after the rate of new infections fell into single digits which triggered an initial recovery in the Chinese domestic market. In fact, there is still no sign of a recovery (total domestic flights are at 10% of pre-COVID-19 levels) even as new infections near zero. Australia accounts for 3% of all domestic travelers. Domestic market behavior is a critical indicator as the post-pandemic recovery is expected to be led by domestic travel, followed by regional and then intercontinental as governments progressively remove restrictions.

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80% of its capacity for April 2020 and currently expects to cut 90% of its capacity for May 2020, with similar cuts expected for June 2020. The company plans to proactively evaluate and cancel flights on a rolling 60-day basis until it sees signs of a recovery in demand.

Lockheed Martin posts US\$1.7 billion net earnings in first-quarter 2020

Lockheed Martin Corporation has reported first-quarter 2020 net sales of US\$15.7 billion, compared to US\$14.3 billion in the first quarter of 2019. Net earnings in the first quarter of 2020 were US\$1.7 billion, compared to US\$1.7 billion in the first quarter of 2019. Cash from operations in the first quarter of 2020 was US\$2.3 billion, compared to cash from operations of US\$1.7 billion in the first quarter of 2019.

Luftfahrtgesellschaft Walter declares insolvency

Luftfahrtgesellschaft Walter (LGW) has filed for insolvency in its own administration with the Düsseldorf Local Court. On Wednesday, April 22, attorney Dirk Andres was appointed as provisional administrator. Attorney Michael Wilbert will also join the company's management as a further managing director. In view of the current economic situation in the aviation industry, there is currently no lasting positive economic perspective for the regional airline. The insolvency is thus a direct consequence of the travel restrictions and the general economic situation during the Corona pandemic, which has de facto paralysed global aviation. Dominik Wiehage, Managing Director of LGW: "We very much regret that we were forced to take this step by the Corona pandemic. We had our 15 De Havilland DHC-8 aircraft in a long-term cooperation exclusively with the Lufthansa subsidiary Eurowings. Eurowings had to decommission around 90% of its own fleet and terminate the wet lease contract with LGW at short notice in view of current developments. After the termination of the cooperation by Eurowings, we have made intensive efforts to find employment for our LGW aircraft throughout Europe and will continue to do so in our own management. Due to the almost complete standstill of air traffic, these efforts have unfortunately not been successful so far. As it is also impossible to estimate – as things stand today – whether we will receive public funds to bridge the period until air traffic resumes, especially on the regional routes served by the LGW, we must therefore draw the legally



Photo: © Air Canada

Air Canada will suspend scheduled service to the U.S. after April 26 as a result of the agreement between the governments of Canada and the United States to extend border restrictions by an additional 30 days, effective April 21. Air Canada plans to resume service to the U.S. May 22, subject to any further government restrictions beyond that date. Since March 16, Air Canada has reduced its schedule by more than 90% as a result of COVID-19. Following the initial announcement of U.S.-Canada travel restrictions on March 21, Air Canada maintained limited service to 11 U.S. destinations from its three Canadian hubs, primarily to facilitate the repatriation of Canadians. The last scheduled commercial flight from the U.S. to Canada will be on April 26.



Photo: Prague Airport cargo unloading

Václav Havel Prague Airport remains open for all arrivals and departures. Thanks to this fact, a total of 44 special cargo flights with medical supplies have been able to land there since March 20, 2020, when the first aircraft with medical supplies on board landed in Prague. More than 1,200 tons of medical aid in total has already reached the Czech Republic. The total volume of cargo handled at Prague Airport, including regular cargo routes, has increased by 26.5% year-on-year during this period. Since March 18, 2020, Prague Airport has also handled a total of 33 arrivals and departures of repatriation flights with passengers on board. More than 3,600 passengers, mostly Czech citizens returning home to their families and loved ones from abroad, have arrived in the Czech Republic aboard those flights. Moreover, approximately 900 foreign nationals have been able to travel back home from the Czech Republic this way.

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necessary conclusions. We are very sorry for the employees of the LGW – all of them are very well trained, very motivated and very customer-oriented employees, for whom we want to keep the option open, especially with our own management, of being involved again in a new start in air traffic. Luftfahrtgesellschaft Walter currently employs 354 people, 294 of them in the flying sector, 60 work on the ground in technology and administration for the company, which has its headquarters in Düsseldorf. The fleet of 15 De Havilland DHC-8 is currently parked at the airport of the Slovakian capital Bratislava.

Delta Air Lines posts first-quarter net loss of US\$534 million

Delta Air Lines has reported financial results for the March quarter of 2020, posting a net loss of US\$534 million. Total revenue of US\$8.6 billion was down 18% versus the prior year, with total unit revenue down 13%. Total expense decreased US\$450 million driven by lower fuel usage, partially offset by higher revenue- and capacity-related expenses, with non-fuel unit cost (CASM-Ex) up 9% compared to the prior year. Fuel expense decreased 19% relative to March quarter 2019. Delta's fuel price for the March quarter of US\$1.81 per gallon included a US\$29 million benefit from the refinery. At the end of the March quarter, the company had US\$6.0 billion in unrestricted liquidity

OTHER NEWS

EU-authorized benchmark administrator the **Baltic Exchange** has partnered with air cargo pricing publisher **TAC Index Company** of Hong Kong. The Baltic Exchange and TAC will provide new regional general air cargo rate assessments. TAC's Regional General Air Cargo Indices will be rebranded as the Baltic Air Freight Index (BAF Index) powered by TAC Index and will come under the governance of **Baltic Exchange Information Services Limited** (BEISL). TAC Index will act as the Calculating Agent. TAC Index provides weekly average assessments for general cargo on 32 major air trade lanes and is based on transaction data submitted by global freight forwarders. Launched in 2016, the TAC Index is widely referenced in the air cargo market and has established itself as a trusted and independent source for market freight rates. The Baltic Exchange will initially undertake a rigorous review of the TAC Index's methodology and processes to establish a governance structure

which will ensure the index's compliance with the U.K.'s Financial Conduct Authority's (FCA) rules for benchmarks.

On October of last year, the probe by European Union antitrust regulators into **Boeing's** acquisition of the commercial aircraft arm of Brazilian plane manufacturer **Embraer** came to a halt as it waited for the provision of additional documentation that had been requested. This so-called "stop the clock" intervention ended on April 7 this year after what is understood to be the provision of millions of documents. EU antitrust regulators, according to the latest filing, have resumed their investigation into Boeing's acquisition of the commercial aircraft arm of Brazilian planemaker Embraer, with a decision due by August 7. The principal concern with regard to the US\$4.8 billion deal is that Embraer is currently the third-largest planemaker in a highly competitive commercial aircraft industry, especially in the single-aisle segment. Embraer specializes in 70- to 120-seat jets and is in direct competition with the Airbus A220 program which was recently acquired from the Canadian plane and train manufacturer, **Bombardier**, but it's acquisition by Boeing would subsequently see the market lose a competitor.

INDUSTRY PEOPLE



Jan Smets

• In its latest meeting, the Board of Directors of SN Airholding has decided to appoint **Jan Smets** as its Co-Chairman. He takes over with immediate effect from **Etienne Davignon** who remains member of the Board of Directors. **Thorsten Dirks**, Member of the Lufthansa Group Executive Board & Chief Officer IT, Digital & Innovation, will chair next to Jan Smets and herewith keeps his position as Co-Chairman of the Board. In parallel, **Christina Foerster**, Member of the Lufthansa Group Executive Board, Customer & Corporate Responsibility and former CEO of Brussels Airlines, will join the SN Airholding Board of Directors as a new member, herewith replacing **Jörg Beissel**, Head of Corporate Controlling at Deutsche Lufthansa AG.

• As of May 1, **Ola Hansson**, currently CEO and Managing Director Operations,



Ola Hansson

Lufthansa Aviation Training, will take over responsibility at Lufthansa Airlines' Munich hub. He will be responsible for commercial management, station management, ground infrastructure and the operational processes in the cockpit, in the cabin and on the ground at the Munich hub. Ola Hansson succeeds **Wilken Bormann** who, as part of the new distribution of responsibilities on the Lufthansa Group Executive Board, will assume responsibility for Lufthansa Group finance. This includes the areas of accounting and balance sheets, taxes and corporate finance. The current, exceptional situation of the Lufthansa Group in the wake of the coronavirus crisis, makes it necessary for Wilken Bormann to focus his entire attention on these issues.



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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
A320-200	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	+1 312 772 1613
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	GA Telesis	CFM56-7B24	32906	2002	Now	Sale	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
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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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) CF6-80C2B7F	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(1) CF6-80E1A4B	Now - Sale / Lease				
(1) CFM56-5C4/P	Now - Sale / Lease	Castlelake	Stuart MacGregor	stuart.macgregor@castlelake.com	+442071906138
(2) CF6-80E1A3	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
(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	Contrail Aviation	Kevin Milligan	kevin@contrail.com	+1 949-933-0797
(2) CFM56-7B (all thrust levels)					
(1) CFM56-5C4	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
(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)7772224895
(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				
(1) CFM56-7B22	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(1) CFM56-7B26	Now - Sale / Lease				
(1) CFM56-5B4/P	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	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)7772224895
PW 4000 Engines					
	Sale / Lease	Company	Contact	Email	Phone
(2) PW4168A	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
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	jcmarin@logix.aero	+33.6.4782.4262
(2) PW127E/F	Now - Sale/Lease/Exch.		Remi Kry	rkry@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	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 Cows & Fan Cows	Now - Sale/Lease/Exch.				
Trent 892 Inlet Cows and Fan Cows	Now - Sale/Lease/Exch.				
CFM56-5B Inlet Cows and Fan Cows	Now - Sale/Lease/Exch.				
V2500-A5 Inlet Cows & Fan Cows	Now - Sale/Lease/Exch.				
CF6-80E Trust Reversers, Inlets & Fan Cows	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	Now - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
Landing gear shipsets	Now - Sale	GA Telesis		landinggearsales@gatelesis.com	
737-800, 777, A320, A330					
767-300ER 413K, 737-300 LANDING GEAR	Now - Sale/Lease/Exch.	AZURE RESOURCES INC.	Jeff Young	jeff@azures.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
(2) GTCP131-9A, (1) GTCP131-9B, (1) GTCP331-350		GA Telesis		apu@gatelesis.com	+1-954-676-3111
(1) GTCP331-200ER, (1) GTCP331-550, (1) APS3200, (1) GTCP331-500					
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