

Weekly Aviation Headline News

WORLD NEWS

KLM Cargo flies first 'converted' 777-300 aircraft

KLM operated a B777-300 flight from Shanghai to Amsterdam for the first time introducing the new cargo-carrying concept. The load consisted mainly of urgent medical supplies, including hundreds of thousands of facemasks and protective gowns to be used in combatting coronavirus. The 777 carried cargo not only in its belly, but also on the passenger seats and in the baggage bins of the aircraft cabin. Around 500 packages of equipment can be carried in the cabin on each flight.

IAG finalises loan agreement for Iberia and Vueling

International Airlines Group (IAG) has announced that Iberia and Vueling have signed syndicated financing agreements for €750 million and €260 million respectively. The banks involved in the syndicated agreement will ask to grant guarantees for these loans and the financing is conditional on those guarantees being made available. IAG says the arrangement is within the legal framework set up by the Spanish government to mitigate the economic impact of Covid-19.

Delta imposes face coverings on all flights

Starting May 4, Delta Air Lines will temporarily require all passengers to wear a face mask or appropriate face covering when travelling with the airline. Face coverings will be required starting in the check-in lobby and across Delta touchpoints including Delta Sky Clubs, boarding gate areas, jet bridges and on board the aircraft for the duration of the flight – except during meal service.



Ryanair has announced 3,000 job losses.

Photo: Boeing

Ryanair threatens job losses

While union calls move as premature

Europe's largest carrier Ryanair has announced 3,000 job losses and pay cuts in its latest Covid-19 market update. As a direct result of the unprecedented crisis, the grounding of all flights from mid-March will go on until at least July. The airline now expects the recovery of passenger demand and pricing (to 2019 levels) to take at least 2 years, until summer 2022 at the earliest.

After notifying trade unions about its restructuring and job loss programme, the airline plans to commence job cuts from July 2020. This will entail 3,000 mainly pilot and cabin crew jobs, unpaid leave,

and pay cuts of up to 20%, and the closure of several aircraft bases across Europe until traffic recovers. Job cuts and pay cuts will also be extended to head office and back office teams. Group CEO Michael O'Leary, whose pay was cut by 50%

by Ryanair, the Unite Union National Officer for Aviation Oliver Richardson said: "This is another premature announcement, especially while the government's job retention scheme remains fully up and running.

"This is another premature announcement."

Oliver Richardson, Unite union National Officer for Aviation

"Ryanair has significant cash reserves and is in a better place than many airlines to cope with the challenges that the Covid-19 pandemic has created."

for April and May, has now agreed to extend this 50% pay cut for the remainder of the financial year to March 2021.

Responding to the announcement

Ryanair has continued to criticise what it calls state aid to "national airlines" under the guise of Covid-19 aid and sees it as a clear breach of

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both EU competition and state aid rules. The low-cost carrier says once the market returns the level playing field will be distorted by competing against legacy airlines who are receiving over €30 billion of state aid. The airline plans to challenge the “unlawful and discriminatory” state aid in the European courts.

Ryanair is now reviewing its growth plans, and aircraft orders.

“We are in active negotiations with both Boeing, and Laudamotion’s A320 lessors to cut the number of planned aircraft deliveries over the next 24 months, which could reduce our capex commitments, to more accurately reflect a slower and more distorted EU air travel market in a post Covid-19 world,” the airline sated.

AIRCRAFT & ENGINE NEWS

Air Hong Kong signs lease return services deal with FLYdocs



Air Hong Kong

Photo: AirteamImages

Air Hong Kong, the longest-serving dedicated freighter airline based in Hong Kong, has appointed FLYdocs, a global leader in aircraft transition management, to manage end-of-lease return services for a fleet of two Airbus A330 aircraft. The contract includes digital migration, build and audit, as well as a record project manager for the aircraft transition work. André Fischer, CEO at FLYdocs commented: “The cargo market

is playing such a vital role in driving the world’s supply chains going so we are delighted to contribute to keeping Air Hong Kong flying. We have a global team of technical managers and engineers with enormous flexibility and passion ready to deliver this project smoothly and on time. We look forward to a long and successful partnership with Air Hong Kong”.

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Jazz Aviation and Air Canada Cargo to operate routes with Dash 8-400 aircraft Simplified Package Freighter



Photo: Air Canada Express

Jazz Aviation and Air Canada, through its freight division Air Canada Cargo, will begin operating the recently approved Dash 8-400 Simplified Package Freighter developed by De Havilland Canada, to short- and medium-haul markets under the Air Canada Express banner. These reconfigured aircraft will carry a total of 18,000 lbs [8,165 kg] of cargo in the passenger cabin and belly. “De Havilland Canada’s Dash 8-400 Simplified Package Freighter will allow us to redeploy aircraft, while contributing to the collective fight against COVID-19 by supporting our customer, Air Canada, in the delivery of essential cargo,” said Randolph deGooyer, President, Jazz Aviation LP. Under an agreement with De Havilland Canada, Jazz has ordered a Service Bulletin and conversion kit that will be applied to the first of 13 select Dash 8-400 aircraft. De Havilland Canada will be the exclusive supplier of all future Dash 8-400 aircraft Simplified Package Freighter modifications for Jazz’s fleet. To facilitate the cargo-only flights, Air Canada Cargo has created five segment-specific sales teams to focus on the unique needs of customers at different levels in the supply chain.



COMAC delivers 24th ARJ21 aircraft

Commercial Aircraft Corporation of China (COMAC), has delivered the 24th ARJ21 aircraft. This ARJ21 aircraft has been purchased by ICBC Leasing and is leased to Chengdu Airlines. It is the 17th time to deliver an ARJ21 aircraft in the form of a leaseback. The aircraft is in an all-economy-class cabin configuration and has seats for 90 passengers. Up to now the ARJ21 aircraft fleet has safely carried more than 810,000 passengers.

COMAC delivers one ARJ21 aircraft to Chengdu Airlines

Photo: COMAC

AIRCRAFT & ENGINE NEWS



Now retired – American's Embraer 190 fleet

Photo: American Airlines

American Airlines officially retires Embraer E190 and Boeing 767 fleets

As flying schedules and aircraft needs are fine-tuned during this period of record low demand, American Airlines will take the unique step of retiring a total of five aircraft types. The carrier has officially retired the Embraer E190 and Boeing 767 fleets, which were originally scheduled to retire by the end of 2020. The airline has also accelerated the retirement of its Boeing 757s and Airbus A330-300s. Additionally, American is retiring 19 Bombardier CRJ200 aircraft operated by PSA Airlines. These changes remove operating complexity and will bring forward cost savings and efficiencies associated with operating fewer aircraft types. It will also help American focus on flying more advanced aircraft as it continues receiving new deliveries of the Airbus A321neo and the Boeing 737 MAX and 787

family. American's narrow-body fleet also becomes more simplified with just two cockpit types – the Airbus A320 and the Boeing 737 families. This benefits American's operational performance through training efficiency and streamlined maintenance.

Second Boeing 777X takes to the skies

Boeing has conducted a productive and successful first flight of the second 777X airplane. The aircraft flew for 2 hours and 58 minutes over Washington state before landing at Seattle's Boeing Field. Designated WH002, this airplane is the second of four in a dedicated flight-test fleet and will test handling characteristics and other aspects of airplane performance. An array of equipment, sensors and monitoring devices throughout the cabin allows the onboard team to document and evaluate the airplane's response to test conditions in real time.



Photo: Second Boeing 777X takes flight

MRO & PRODUCTION NEWS



Boeing production site

Photo: AirTeamImages

Boeing to resume 787 operations in South Carolina

Boeing will resume 787 operations at Boeing South Carolina (BSC), with most teammates returning on May 3 or May 4. The return includes all operations that were temporarily suspended on April 8 in response to the COVID-19 pandemic. "The health and safety of our teammates, their families and our community is our shared priority," said Brad Zaback, Boeing South Carolina site leader and 787 vice president and general manager. "Our approach to resumption of operations ensures we honor that priority by ensuring personal protective equipment is readily available and that all necessary safety measures are in place to resume essential work for our customers and prioritize the health and safety of our team. We have also taken the necessary steps to ensure a steady supply base for our operations." Senior leaders will return on Thursday, April 30, and managers will return on Friday, May 1, to prepare for the operations' resumption.

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ACA/IAE keep pace with demand for aircraft interior decontamination unit

Orders for the ground-use air and surface purification system developed by Aviation Clean Air (ACA) and International Aero Engineering (IAE) continue to accelerate, as the companies have ramped up to effectively meet customer demand. Since production of the Ion Distribution Unit for Ground Use Only began in March, a large number of units are being shipped daily to customers around the world. The system, which uses the same proven technology as ACA's patented airborne system, was adapted to proactively sanitize aircraft interiors while on the ground. "We've delivered units to all the major OEMs, a wide range of aircraft owners and operators, FBOs and maintenance organizations, domestically and around the globe," said Howard Hackney, ACA Managing Member. "The effectiveness of the system, along with the ease of use and the lessened impact on personnel and aircraft

SWISS to reconfigure three Boeing 777s into cargo aircraft


SWISS and its Swiss WorldCargo division have performed more than 80 cargo-only flights since the end of March, transporting over 1,300 tons of airfreight between Asia and Switzerland. The cargo concerned has consisted mainly of medicines and medical supplies and equipment for the Swiss healthcare system. SWISS plans to operate over 100 further cargo flights on behalf of various private and public entities between now and the end of May.

The airline of Switzerland will also introduce a new network of cargo-only services offering regular cargo flights between Zurich and Shanghai (up to three times daily), Beijing (up to twice daily), Chicago and Tokyo (twice weekly) as well as Bangkok and Singapore (weekly). Further destinations are expected to be added to the new network over the next few weeks. In a further development, SWISS is considering removing the Economy Class seating from three of its twelve Boeing 777-300ER aircraft to meet the growing demand for air cargo capacity. More than 800 seats would be deinstalled at Zurich airport for this purpose. The modifications would help ensure consistent and regular goods' deliveries and thereby help keep Switzerland optimally connected with the world in the difficult present conditions – particularly for the provision of medical and humanitarian supplies to and from the country.



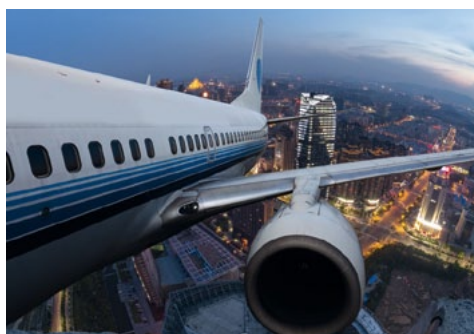
Photo: SWISS WorldCargo

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downtime has helped these organizations continue their operations safely and efficiently.” The companies have increased daily production rates to keep pace with the continued demand.

STS Aviation Services gains AS9110C accreditation in the U.K.

STS Aviation Services (STS), an MRO provider to the global aviation industry, is now AS9110C certified in the United Kingdom. This certification grants STS Aviation Services the authority to maintain, repair and overhaul both civilian and military aircraft in accordance with aerospace law and global regulatory requirements. Having recently entered the MRO market in the United Kingdom after acquiring Apple Aviation and purchasing the former MAEL base maintenance facility in Birmingham, STS Aviation Services considers this AS9110C accreditation a significant signal of progress and a great indicator for what’s to come.

Airbus furloughs 3,200 U.K. workers as it continues to haemorrhage cash

European aerospace giant Airbus has decided to furlough 3,200 of its staff based at its plant in Broughton, Wales, which is responsible for the manufacture of wings. These employees will be able to take advantage of the U.K.s job retention scheme whereby the government guarantees 80% of an employee’s salary while they are unable to work, up to a maximum of £2,500 per month. Airbus has agreed with unions to add up to a further 10% of furloughed workers’ normal salary. The move will be staggered over a three-week period and will initially last for three weeks per employee. Additional U.K. staff at the Filton unit, which both designs and supports wings, remain unaffected by the move. Airbus recently sent out a letter to its 134,000 employees in which it stated that the company “may now need to plan for more far-reaching measures” owing to the enormous loss in business. Airbus is due to announce its first-quarter financial results this Tuesday and major job losses could be announced. Having chosen to cut production by one third at the beginning of April, Guillaume Faury, Airbus CEO, has made it clear that this one-third reduction in productivity may not be a worst-case scenario, writing in the letter to staff that: “We’re bleeding cash at an unprecedented speed, which may threaten

Bombardier expects 11,000 employees to return-to-work over next few weeks



Photo: Bombardier

Bombardier has begun the process of recalling most of its Canadian-based employees who were placed on furlough following government mandates enacted to slow the spread of COVID-19. Suspended manufacturing and service activities will gradually resume as of May 11. Nearly 11,000 employees are expected to be back to work within the next few weeks across the company’s aviation and transportation segments and Bombardier’s Corporate Office. Return-to-work schedules will vary by site and be subject to new procedures to ensure employee health and safety. Site and function leaders will be communicating specific plans and dates directly to employees. All recalled employees whose physical presence is not required at Bombardier’s production or service sites will be asked to work from home until further notice.

GA Telesis MRO Services Group receives Chinese CAAC landing gear certification



China Express CRJ 900 aircraft

Photo: AirTeamImages

GA Telesis’ MRO Services Group has received approval from the Civil Aviation Administration of China (CAAC) for its Miami-based landing gear operation. This new rating allows GA Telesis MRO Services to repair and overhaul CRJ900 landing gears for China Express Airlines (China Express). In 2019, the company entered into a long-term agreement to overhaul landing gears for China Express’ entire fleet of CRJ900 aircraft. The maintenance commenced this year on a US\$27 million contract. Landing gear repairs and overhauls for this aircraft type will occur in the Miami facility located across from Miami International Airport. GA Telesis MRO Services began landing gear overhauls mid-2019 and has entered into several contracts to perform overhaul and repairs on regional aircraft. “This certification provides the company with an entry point into the Asia-Pacific market and fulfils its strategic plan to increase its product offerings for this year,” said Pastor Lopez, President MRO Services. The company will deliver the first landing gear shipset this month.

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the very existence of our company. We must now act urgently to reduce our cash-out, restore our financial balance and, ultimately, to regain control of our destiny.” According to unnamed sources, Airbus is exploring avenues including state-guaranteed loans, having already taken advantage of the French furlough scheme when it suspended work for 3,000 French employees.

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€7 billion bailout package for Air France comes with major environmental caveat

French finance minister Bruno Le Maire has announced that the €7 billion (US\$7.7 billion) package of state and bank loans being offered to the ailing French-flag-carrying Air France will come with significant “green strings” attached to it. The principal demand is that in return for financial support, Air France sets itself a target of becoming the world’s most environmentally friendly carrier. In addition to the €7 billion aid from the French, the Dutch will be providing €3 billion (US\$3.3 billion) to KLM, its partner airline. Specifically, Le Maire made it clear that by 2030, Air France would have to halve carbon emissions per passenger and per kilometer against 2005 levels. Overall emissions from domestic flights would also have to be halved by 2024, which would basically necessitate a substantial reduction in the number of short-haul flights the French carrier would operate. In addition, by 2025, the airline would have to set a target to source two per cent of its aviation fuel from sustainable sources. “Lastly, investments will have to be directed in the coming years to renewing the fleet of long and medium-range planes to more effectively fight emissions,” Le Maire said, as reported by Reuters news agency. In this week’s Petersberg Dialogue climate conference, many ministers stressed the importance of climate action plans being included in airline bailout packages. Last week, in a letter from a number of MEPs, it was argued that state aid approval should only be granted to support packages that ensure airlines present credible emissions’ reduction plans, commit to pay tax on fuel, and curb short-haul flights where trains offer a viable alternative. “If taxpayers are to bail out airlines, there must be a quid pro quo – this industry must help secure our future in the face of an unfolding climate emergency,” the letter stated. Contrary to the French and Dutch government’s approach, Greenpeace has discovered through use of the Freedom of Information Act that easyJet lobbied heavily

AvAir and Lufthansa Technik sign aftermarket sales agreement



AvAir LHT rotatables

Photo: Lufthansa Technik

AvAir, an industry leading inventory solutions provider for the aviation aftermarket, and Lufthansa Technik have signed a long-term aftermarket sales agreement. AvAir has purchased the majority of Lufthansa Technik’s overstock of rotatable spares inventory. The Arizona-based company acquired 9,000 line items, comprising of components including IDGs (Integrated Drive Generator), FADECs (Full Authority Digital Engine Control) and Starters. The first components will be delivered immediately from Lufthansa Technik facilities in Germany to AvAir facilities in Ireland and Chandler, Arizona in the United States. The complete transfer will be finalized within the next three months. Under a profit share agreement, Lufthansa Technik receives a share of the proceeds from the resold components. All parts are in serviceable or better condition and come from the Lufthansa Airline Group and other Lufthansa Technik customer fleets. The majority of the parts has been maintained by Lufthansa Technik.

Airbus developing solution for airlines to use wide-body aircraft for pure cargo operations

Airbus is developing a modification for A330 and A350 family aircraft which will enable airlines to install freight pallets directly onto the cabin floor seat tracks, after removal of the economy-class seats. This solution will help with any airline’s own business continuity and alleviate the global shortage of ‘belly-freight’ air cargo capacity due to the widespread



Photo: Airbus cabin cargo flexibility

grounding of long-haul aircraft in the context of the COVID-19 pandemic. Additionally, it helps the industry to address the high demand for humanitarian flights to rapidly transport large quantities of medical equipment and other supplies over large distances to where they are needed. Compared with loading cargo onto seats, this Airbus solution facilitates easier and quicker loading and unloading operations, as well as reduced ‘wear & tear’ to the seats themselves. Other important benefits include the added security of robust fire protection, and the 9g load restraint capability to prevent anything from shifting in flight. The modification is packaged for operators as an Airbus Service Bulletin (SB). Under this arrangement Airbus defines the engineering workscope and also manages the process for obtaining the one-time certification from the European Union Aviation Safety Agency (EASA).

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against green taxes before receiving a £600 million (US\$756 million) bailout loan from the U.K. government that ultimately came without any climate-related conditions.

Airbus reports first-quarter 2020 net loss of 481 million

Airbus has reported consolidated financial results for its first-quarter 2020. Consolidated revenues decreased to €10.6 billion, down 15% compared to the first-quarter of 2019, reflecting the difficult market environment impacting the commercial aircraft business with 40 less deliveries than a year earlier, partly offset by a better mix and a more favorable foreign exchange environment. A total of 122 commercial aircraft were delivered (Q1 2019: 162 aircraft), comprising eight A220s, 96 A320 Family, four A330s and 14 A350s. Airbus Helicopters delivered 47 rotorcraft (Q1 2019: 46 units) with its 19% increase in revenues reflecting the favorable delivery mix and growth in services. Revenues at Airbus Defence and Space were stable year-on-year. One A400M transport aircraft was delivered in the quarter. Airbus reported EBIT Adjusted of €281 million, down 49% from the previous year. The company reported a net loss of €481 million. Consolidated free cash flow amounted to € -8,030 million and included the payment of € 3.6 billion in penalties related to January 2020's compliance agreement with the authorities. (€1.00 = US\$1.08 at time of publication.)

Crisis at British Airways as U.K.s flag carrier plans to lay off 12,000 staff

Having posted its worst-ever quarterly loss, British Airways (BA), part of IAG, has announced its intention to lay off over 25% of its 45,000-strong workforce. Alex Cruz, BA CEO, has written to staff making it clear that there is little point in continuing with the U.K. government furlough scheme where 80% of staff wages up to a maximum of £2,500 per month are covered by the U.K. taxpayer as that could never be a long-term solution and there was no sign of any bailout from the British taxpayer. In his letter, Cruz said: "In the last few weeks, the outlook for the aviation industry has worsened further and we must take action now. We are a strong, well-managed business that has faced into, and overcome, many crises in our hundred-year history. We must overcome this crisis ourselves, too. There is no Government bailout standing by for BA and we cannot expect the taxpayer to offset salaries indefinitely. We will see some airlines go out of business." Currently, in Europe, Germany's Lufthansa is preparing to file for bankruptcy if it is unable to secure an €8 billion

United Airlines reports first-quarter net loss of US\$1.7 billion



Photo: United Airlines

United Airlines (UAL) has reported first-quarter 2020 financial results with a net loss of US\$1.7 billion, and an adjusted net loss of US\$639 million. The company's total liquidity as of the close of business on Wednesday, April 29, 2020 was approximately US\$9.6 billion, including US\$2 billion under its undrawn revolving credit facility. The company currently expects daily cash burn to average between US\$40 million and US\$45 million during the second quarter of 2020. United has entered into an agreement to receive approximately US\$5.0 billion from the U.S. Treasury Department through the Payroll Support Program under the CARES Act in the form of a US\$3.5 billion grant and a US\$1.5 billion ten-year loan which will be used to protect the salaries and benefits of employees through Sept. 30, 2020. In connection with this funding, UAL will issue warrants to purchase approximately 4.6 million shares of UAL common stock to the federal government. The first installment of approximately US\$2.5 billion was received by United on April 21, 2020 and warrants to purchase approximately 2.3 million shares of UAL common stock were issued. 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 Sept. 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, with any loans issued expected to be senior secured obligations of the company. 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, with the number of warrants dependent on total borrowings.

rescue package from the German Government. Virgin Atlantic has been turned down for a £500 million U.K. taxpayer loan and Sir Richard Branson is now actively seeking private investment in the long-haul, trans-Atlantic carrier. IAG has also announced first-quarter revenue had fallen 13 per cent with operating losses of £535 million, while also being hit by a €1.3 billion charge for financial hedges on fuel and foreign currency. IAG, which also owns Iberia and Aer Lingus, has also warned that with passenger numbers falling by 94 per cent, "The group expects its operating loss in the second quarter to be significantly worse than in the first quarter. Recovery to the level of passenger demand in 2019 is expected to take several years, necessitating group-wide restructuring measures." BA has opened talks with trade unions, which said they were devastated and pledged to fight the job cuts. (€1.00 = €1.14 or US\$1.24 at time of publication.)

Finnair Group posts first-quarter 2020 financial results

Finnair Group has posted first-quarter 2020 results. Revenue decreased by 16.0% to €561.2 million compared to €668.2 million the previous year. Unit revenue (RASK) decreased by 7.3%, unit cost (CASK) increased by 5.1%. Unit cost excluding fuel increased by 4.0%. Fuel costs decreased by only €1.3 million (-0.9%). The coronavirus-related decline in capacity was almost fully netted by the impact of the fuel price. The comparable operating result was €-91.1 million compared to €-16.2 million the prior year. The operating result was €-95.6 million compared to €-17.6 million in 2019. Financial net expenses increased significantly, with €55 million of the increase related to jet fuel and foreign exchange hedging that was reclassified from other comprehensive income. Net cash flow from operating activities was €-133.5 million compared to €148.3 million in the first quarter 2019, and net cash flow from

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investing activities was €-67.3 million compared to €-70.2 million. (€1.00 = US\$1.08 at time of publication.)

Boeing posts first-quarter net loss of US\$641 million

Boeing has posted first-quarter revenue of US\$16.9 billion, a net loss which amounted to US\$641 million, primarily reflecting the impacts of COVID-19 and the 737 MAX grounding. Boeing recorded operating cash flow of US\$-4.3 billion. As the pandemic continues to reduce airline passenger traffic, Boeing is seeing significant impact on the demand for new commercial airplanes and services, with airlines delaying purchases of new jets, slowing delivery schedules, and deferring elective maintenance. To align the business for the new market reality, Boeing is taking several actions that include reducing commercial airplane production rates. The company also announced a leadership and organizational restructuring to streamline roles and responsibilities and plans to reduce overall staffing levels with a voluntary layoff program and additional workforce actions as necessary. Boeing has also taken action to manage near-term liquidity, as it has drawn on a term loan facility; reduced operating costs and discretionary spending; extended the existing pause on share repurchases and suspended dividends until further notice; reduced or deferred research and development and capital expenditures; and eliminated CEO and Chairman pay for the year. Access to additional liquidity will be critical for Boeing and the aerospace manufacturing sector to bridge to recovery, and the company is actively exploring all of the available options. Boeing believes it will be able to obtain sufficient liquidity to fund its operations.

MTU Aero Engines presents figures for first quarter of 2020

In the first quarter of 2020, MTU Aero Engines generated revenue of €1,272.7 million, an increase of 13% compared with the prior-year period (2019: €1,131.2 million). The operating profit declined by 3% from €187.6 million to €181.8 million due to the revenue mix. The adjusted EBIT margin was 14.3% (2019: 16.6%). Adjusted net income was €128.0 million, compared with €133.5 million in the prior-year period. In the first quarter of 2020, the highest revenue growth at MTU was in the commercial maintenance business, where revenue rose by 21% to €794.9 million (1-3/2019: €655.1 million). The main source of revenue was the V2500 for the classic A320 family. Adjusted EBIT increased

Condor continues to fly

The German government and the Hessian state government have pledged their support to Germany's leisure airline Condor, through a guarantee for a loan from the federal government's corona-shield program. Condor will receive a loan of €294 million (US\$320 million) as corona-aid as well as €256 million (US\$279 million) to fully refinance the bridging loan that the leisure airline received last winter following the insolvency of Thomas Cook. The EU Commission has already given its approval. Condor had applied for the guarantee in order to prevent liquidity bottlenecks caused by the immense impact of the corona pandemic on air traffic and to repay the existing loan despite the withdrawal of the contractually agreed new owner PGL (Polish Aviation Group).



Photo: Condor

Boeing turns back on US\$4.2 billion Embraer deal



Photo: Embraer

Boeing let the midnight deadline on April 24 pass before announcing that it was pulling out of the deal to acquire the commercial aircraft arm of Brazil's Embraer first agreed in 2018. Boeing has cited that Embraer failed to meet a number of conditions required for the transaction to be closed. Embraer has retaliated by making it clear it feels Boeing has done everything it can to sabotage the deal in light of the financial crisis being faced through the continued grounding of the MAX 737 jet and current COVID-19 crisis. "Over the past several months, we had productive but ultimately unsuccessful negotiations ... We all aimed to resolve those by the initial termination date, but it didn't happen," Boeing senior vice-president Marc Allen said in a statement. "Embraer believes strongly that Boeing has wrongfully terminated the (agreement,)" the Brazilian company said. Boeing's interest in Embraer came about as a result of Airbus' acquisition of Bombardier's C Series, now renamed the A220, with the American planemaker looking to capitalize on cheaper Brazilian engineers and new manufacturing options. According to Reuters news agency, the deal included a US\$100 million breakup fee, but Embraer will likely seek Boeing for appreciably more, alleging that the long period of uncertainty has hindered sales of its E2 jets. It confirmed it would pursue "all remedies" against Boeing, though without expanding on the statement.

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by 16% from €56.8 million to €65.7 million. The EBIT margin was 8.3%, compared with 8.7% in the same period of 2019. Revenue in the commercial engine business increased by 4% from €385.6 million to €399.3 million. The main revenue drivers were the V2500, the PW1100G-JM for the A320neo and the GENx, which is used in the Boeing 787 and 747-8 models. In the OEM business, adjusted EBIT declined by 11% to €116.2 million in the first quarter (1-3/2019: €130.5 million). The adjusted EBIT margin was 23.4%, compared with 26.6% in the prior-year period. MTU's order backlog at the end of the first quarter was €19.4 billion (December 31, 2019: €19.8 billion). The majority of these orders related to the V2500 and the Geared Turbofan™ engines of the PW1000G family, especially the PW1100G-JM for the A320neo.

O2 Aero Acquisitions acquires Aerox Aviation Oxygen Systems

O2 Aero Acquisitions has acquired Shaw Aerox (Aerox), a leading designer and manufacturer of installed and portable oxygen systems and accessories for aviation and medical users, for an undisclosed amount. Scott E. Ashton, O2 Aero Acquisitions Managing Director, has been named President and CEO. The company, which has been rebranded as Aerox Aviation Oxygen Systems, LLC, was established in 1981 and provides the aviation industry with innovative oxygen delivery systems and products for general aviation, EMS, medical, and OEM manufacturers. Among its products are installed cabin emergency oxygen systems for pressurized aircraft, portable oxygen systems for light aircraft operators, personal emergency oxygen systems, and TSO-approved oxygen masks for business aircraft. Aerox pioneered long-duration portable oxygen systems with its Aerox® OxySaver Conserving Cannula. Aerox also operates an FAA Repair Station and is ISO9001 and AS9100D certified.

MILITARY AND DEFENCE

AAR Mobility Systems awarded US\$125 million sole-source firm-fixed-price contract from U.S. Air Force

AAR's Mobility Systems division has been awarded a sole-source firm-fixed-price (FFP) requirements contract, that includes a base year with four one-year option periods from the U.S. Air Force for the production and repair of 463L cargo pallets. The total contract value is US\$125 million. The cargo pallets will be manufactured

Field Aerospace awarded KRACEn contract



Field Aerospace hangar

Photo: Richard Rowe

Field Aerospace has been selected as an awardee on the Kits, Recovery, Augmentation, Components and Engines (KRACEn) Multiple Award Contract (MAC) supporting the United States Navy. Commander, Fleet Readiness Center (COMFRC) awarded a ten-year, US\$6.1 billion, enterprise contract vehicle to 42 small business industry partners on April 14, enabling U.S. Navy, government customers and international partners to more rapidly procure aircraft maintenance services and sustainment support. The Kits, Recovery, Augmentation, Components and Engines—commonly called KRACEn—is an indefinite-delivery, indefinite-quantity (IDIQ) MAC that will provide maintenance services and support for single satellite sites, small aircraft quantities, personnel to augment government maintenance teams, and overhaul capabilities for aircraft components and subsystems. This is COMFRC's first, multi-billion contract award. The MAC's scope of work, which is set aside for small-businesses, includes modification kit build and installations, recovery of downed aircraft, repair and overhaul of aircraft and components, repair and overhaul of engines, and augmentation labor supplement for maintenance both ashore and afloat.



Photo: Air Arabia

Air Arabia Abu Dhabi, the capital's first low-cost carrier, has received its Air Operating Certificate (AOC), which allows it to start operating from Abu Dhabi as the fifth UAE national airline. Securing the AOC highlights that Air Arabia Abu Dhabi has all the professional capabilities, adheres to all safety regulations needed for aircraft operations and has proven fit-to-fly ability following the completion of rigorous inspections by the UAE's **General Civil Aviation Authority** (GCAA). Air Arabia Abu Dhabi will continue to work closely with the General Civil Aviation Authority (GCAA) to finalize the launch date as market conditions improve and skies are open again. Air Arabia Abu Dhabi was formed following the agreement by **Etihad Airways** and Air Arabia to establish an independent joint venture company that will operate as a low-cost passenger airline with Abu Dhabi International Airport as its hub. The new carrier will complement the services of Etihad Airways from Abu Dhabi and cater to the growing low-cost travel market segment in the region.

MILITARY AND DEFENCE

and repaired in Cadillac, Michigan. "AAR continues to produce and maintain this strategic asset for the U.S. Air Force to ensure it meets its worldwide operational requirements," said Lee Krantz, Senior Vice President, AAR Mobility Systems. "For many years, AAR has been proud to provide the 463L cargo pallet to the U.S. Armed Forces, its allies, and other U.S. Government agencies."

GE Aviation Awarded US\$707 million for F110 engine production

The U.S. Air Force Life Cycle Management Center (AFLCMC) has awarded GE Aviation four contract actions valued at around US\$707 million for F110-GE-129 engine production. These contracts, which fall under an existing indefinite-delivery/indefinite-quantity (IDIQ) contract, will provide F110 engines, installs, spares and modernized engine management system computers for Lockheed Martin F-16C/D Block 70 aircraft, as well as the Boeing F-15QA Advanced Eagle. The contracts involve Foreign Military Sales to Bulgaria, Slovakia, Qatar and Taiwan. GE's F110 engine powers 86% of F-15s delivered globally over the last 15 years and 70% of today's most advanced USAF F-16C/D fleet. GE Aviation also powers two-thirds of U.S. military fighters and helicopters. Over the last two months, GE Aviation has been awarded more than US\$1.2 billion in contracts to produce engines and hardware to support the U.S. military and international customers.

OTHER NEWS

The Supervisory Board of the Latvian airline **airBaltic** has approved the new business plan of the company, "Destination 2025 CLEAN". The new business plan focuses on the impact of the coronavirus crisis and adjustments that have had to be made to the existing five-year strategy. Martin Gauss, CEO of airBaltic: "The new environment of the aviation industry requires serious and clear decisions for a positive business development. With the business plan 'Destination 2025 CLEAN' we will be able to provide a very strong connectivity for the Baltic states." The new plan foresees a reduced fleet for the upcoming years, initially resuming operations with 22 Airbus A220-300 aircraft. The new plan takes into account the reduced capacity for the years 2020 and 2021, while at the same time foresees return to growth with up to 50 Airbus A220-300 aircraft by the end of 2023. Business plan "Destination 2025" was originally presented in May 2018 and relies on expansion of routes from all three



Photo: SAS

As a result of COVID-19, demand for air travel is expected to be significantly affected during the remainder of 2020 and it will take some years before demand returns to the levels experienced before the outbreak. Consequently, **Scandinavian Airlines** (SAS) needs to adapt the business to a lower-demand environment, so the Scandinavian carrier will initiate processes to reduce the size of its

future workforce by up to 5,000 full-time positions. Currently, SAS is only operating a very limited domestic network in Norway and Sweden. Given the current restrictions, SAS expects limited activity in the important summer season. The potential reduction of the workforce by up to 5,000 full-time positions will be split with approximately 1,900 full-time positions in Sweden, 1,300 in Norway and 1,700 in Denmark. The processes will be implemented in accordance with the labor law practices in each respective country. During this process, SAS will actively engage with its unions and other stakeholders to seek solutions to reduce the number of actual layoffs across the group, as well as other productivity enhancements.



BlueBird cargo aircraft

Photo: KlasJet

KlasJet, a private and corporate jet charter company and a subsidiary of **Avia Solutions Group**, has added cargo services to its portfolio by collaborating with cargo airline **BlueBird Nordic**. The latter company's newly acquired Boeing 737-300 (LY-MRN), will enable KlasJet to carry out cargo services globally. The alliance of KlasJet's experience providing the highest-quality services, planning difficult, time-critical routes and BlueBird Nordic's experience in air cargo sector benefit each other expanding the opportunities that private charter can offer. As for the current situation in the world, born from the COVID-19 outbreak, KlasJet has already showed the ability to react to these extreme circumstances by providing repatriation and humanitarian flights. Adding cargo services means responding to the currently rising demand in the market, which will be of use when transporting a team of medics, who require special gear carried together with them, larger amounts of medical supplies, personal protective equipment and other items.

OTHER NEWS

Baltic countries – Latvia, Estonia and Lithuania, covering the main European hubs. The strategy also foresees airBaltic achieving a significant increase in passenger numbers and its revenue by 2025.

Airways International has been selected by **Avinor Air Navigation Services (ANS)** to deliver TotalControl simulator systems at six air traffic control units throughout Norway. Avinor ANS awarded the contract to Airways in mid-April following a rigorous contract tender and negotiations process involving ATC simulator providers across the globe. The Avinor ANS contract is to supply and install multiple Tower and Approach simulation systems at Avinor ANS' facilities at Gardermoen Tromsø, Bodø, Værnes, Flesland and Sola airports. The contract also includes 17 custom aerodromes and six mobile simulators. The first TotalControl simulator is scheduled to be installed and operational at Gardermoen Tower by October 1, 2020. Airways International has also signed a five-year contract with Avinor ANS for simulator license, support and maintenance.

INDUSTRY PEOPLE



Martin Nüsseler

• DRA – Deutsche Regional Aircraft GmbH and sister company 328 Support Services GmbH, have appointed **Martin Nüsseler** as their Chief Technology Officer. Leveraging his significant aviation industry experience, Nüsseler is responsible for product strategy, technology road map and oversight of the engineering development team. Nüsseler joins after 17 years with Airbus – the last five of those spent leading the Airbus alternative propulsion systems and technologies unit. Nüsseler worked for Fairchild Dornier in the late 1990's. The engineering development team's primary focus is enhancing the D328® platform and delivering its future technology roadmap. The technical mission for the aircraft is based on a clear commitment for more sustainable aviation with significant positive impacts on short-range regional transportation, versus today's standard technologies.

• BOC Aviation has promoted **David Walton** to Deputy Managing Director, a position he will hold in addition to his current role of Chief Operating Officer. Walton joined BOC Aviation as Chief Operating Officer and a member of the senior management team in November 2014. He has responsibility for legal and transaction management, portfolio management, technical, strategy and market research, compliance and corporate affairs, investor relations and corporate communications and information technology. Walton has more than 33 years of experience in the aircraft leasing and finance industry. Prior to joining the company, he served as a general counsel and a chief operating officer for both privately held and publicly listed companies.

• Universal Avionics (UA) has announced the appointment of **John Berizzi** and **John Wasmund** to the U.S. sales team. John Berizzi joins the company as South-Central U.S. Regional Sales Manager and John Wasmund as Southwest U.S. Regional Sales Manager. John Berizzi is based out of UA's office in Duluth, Georgia and in his new role, supports the company's Authorized Dealer and Integrator Network along with aircraft owners and operators throughout the states of Texas, Oklahoma, Arkansas, Louisiana, Mississippi, Tennessee, Alabama, and Georgia. He joins UA with over 30 years of experience in the aviation industry. John Wasmund is based out of the greater Phoenix, Arizona area and in his new role, supports the company's Authorized Dealer and Integrator Network along with aircraft owners and operators throughout the states of California, Nevada, Utah, Arizona, Colorado, and New Mexico.

• Communications Software (Airline Systems), Commsoft, has announced a management restructuring programme which will position the company for future international growth. **Patrick Cusk** joins the Commsoft team as President. Cusk is also Vice President of Operations at Valsoft Corporation (which acquired Commsoft last year) and has a background in vertical software applications, structured finance and commercial law. **John Wilson** has been appointed as the new Director of Technology. He was previously COO

at Black Ball Solutions and has a deep understanding of the aviation industry and agile methodology. As part of the new management restructure there have been several internal promotions. **Pete Lambert** has been promoted to Director of Operations. Lambert was previously Head of Technical Operations and has been at Commsoft for over 21 years. **Julian Beames** has been promoted to Head of Customer Accounts. He was previously Business Development Manager for over nine years. After an exemplary 12 years of leading the business, **Nick Godwin** is moving on from his role as Managing Director and will remain in close partnership with the business moving forward. As a Senior Consultant, Godwin will be assisting the team with sales and global new business opportunities and continuing to provide Commsoft with the benefit of his extensive market knowledge and experience.

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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	Q3/2020	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	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-200	DVB Bank	V2527-A5	2164	2004	Q3/2020	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	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	2395	2005	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	DVB Bank	CF6-80E	814	2007	Q4/2020	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	Q4/2020	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	DVB Bank	CFM56-7B26E	40880	2012	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) CF6-80C2B7F	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	Castlake	Stuart MacGregor	stuart.macgregor@castlake.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@ftaaviation.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@ftaaviation.com	+1 786 785 0787
(1) CFM56-7B26 (full QEC)	Now - Lease				
(2) CFM56-7B24/3	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) CFM56-5B4/3	Now - Lease				
(1) CFM56-5B6/P	Now - Lease				
(2) CFM56-5B4/P	Now - Lease				
(1) CFM56-7B22/3	Now - Lease				
(1) CFM56-5C	Now - Lease				
(1) CFM56-7B26/3	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		Company	Contact	Email	Phone
(1) JT8D-219	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GE90 Engines		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		Company	Contact	Email	Phone
(1) GENx1B74/75 Propulsor	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
LEAP Engines		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		Company	Contact	Email	Phone
(2) PW4168A	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
PW Small Engines		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				
(1) PW123	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(3) PW150A	Now - Sale/Lease/Exch.				
(3) 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) V2530-A5	Now - Lease				
(2) V2527-A5	Now - Lease				
(1) V2527E-A5 (full QEC)	Now - Lease	FTAI Aviation LLC Investment Group	Tom McFarland	tmcfarland@ftaaviation.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 Cowl & Fan Cowl	Now - Sale/Lease/Exch.				
Trent 892 Inlet Cowl and Fan Cowl	Now - Sale/Lease/Exch.				
CFM56-5B Inlet Cowl and Fan Cowl	Now - Sale/Lease/Exch.				
V2500-A5 Inlet Cowl & Fan Cowl	Now - Sale/Lease/Exch.				
CF6-80E Trust Reversers, Inlets & Fan Cowl	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@azureres.com	1-954-249-7935
GTCP85-98DHF APU	Now - Sale/Lease/Exch.				
A320 Nose Landing Gear	Now - Sale/Lease/Exch.				
CFM56-3 LPT MODULE, REPAIRED	Now - Sale/Lease/Exch.				
CFM56-3 ENGINE STAND	Now - Lease				
(1) GTCP36-150RJ, (2) GTCP36-100M,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A					
(1) APS1000-C12, (1) APS1000-C3					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) GTCP131-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com	+1 954-801-3592
(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	rlawsley@logix.aero	+1 602 517 8210
APS3200, APS2300					
(1) APU GTC131-9A, (1) APU GTC131-9B	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