

Weekly Aviation Headline News

WORLD NEWS

Delta and LATAM sign trans-American agreement

Delta Air Lines and LATAM Airlines Group and its affiliates have signed a trans-American Joint Venture agreement that, once regulatory approvals required are granted, will combine the carriers' highly complementary route networks between North and South America. Even as the carriers contend with the impact of COVID-19 on the business, the two airlines are committed to building in the alliance for the future.

Air Astana resumes operations across Kazakhstan

Air Astana will resume scheduled flights from Almaty and Nur-Sultan to regional centres across Kazakhstan following the end of the national state of emergency on 11th May 2020. Services to Aktope and Kyzylorda from Almaty and Nur-Sultan will re-start on 12th and 13th May respectively, whilst flights to Oskemen from Almaty and Nur-Sultan will restart on 13th and 14th May respectively. All flights will be operated by Airbus A320/A321 and Embraer E190-E2 aircraft. Flights to more cities across the country will resume as soon as local airports re-open.

Qatar Airways to begin phased rebuilding network

Qatar Airways will begin a phased approach to expanding its network in line with passenger demand evolution and the expected relaxation of entry restrictions around the world. The gradual expansion will focus initially on strengthening connections between the airline's hub in Doha with the global hubs of its partner airlines around the world including London, Chicago, Dallas and Hong Kong.



Deeper cabin cleaning and face masks are required.

Photo: Emirates

More face coverings onboard

While social distancing is opposed

As airlines announce their gradual resumption of commercial flights there is ongoing debate about the new safety measures across the travel chain. Several airlines are implanting temporal face coverings to reduce any possible Covid-19 onboard transmissions and more frequent and deeper cabin cleaning procedures.

As various governments begin to ease lockdown restrictions, IATA has called on the aviation sector to implement the use of passenger face covering and crew masks but the trade body does not support mandating social distancing measures that would

leave 'middle seats' empty.

Evidence suggests that the risk of transmission onboard aircraft is low. IATA says mask-wearing by passengers and crew will reduce

"It's clear that social distancing will not work on any form of public transport."

Charlie Cornish, CEO, Manchester Airport Group

the already low risk, while avoiding the dramatic cost increases to air travel that onboard social distancing measures would bring.

In the UK, the Manchester Airport

Group (MAG) is asking passengers to wear face coverings with immediate effect. Passengers travelling through MAG's three airports at Manchester, London Stansted and East Midlands will be asked to cover their faces and wear gloves. The airports are reportedly the first in the UK to ask their passengers to wear face coverings.

Charlie Cornish, Group CEO, MAG, said: "It's clear that social distancing will not work on any form of public transport. But we're confident that when the time is right, people will be able to travel safely."

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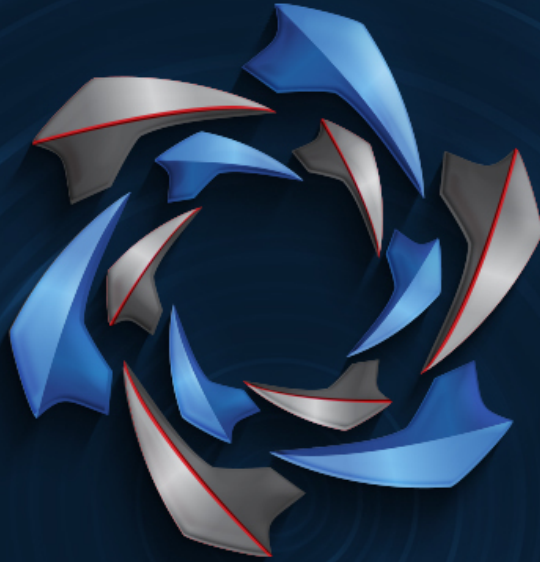
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“MAG has been working with the rest of the airport industry on a new safety framework for travel. We now need to work urgently with the government to agree how we operate in the future. This must be a top priority so that people can be confident about flying, and to get tourism and travel going again.

“At MAG we’ve taken expert medical advice on how people can travel safely, and we’re pleased to be piloting these new measures at our airports for those passengers who do still need to travel. We expect to be able to agree a new framework by the end of May that will support

a restart of the industry as soon as possible.”

IATA data shows that calls for social distancing measures on aircraft would fundamentally shift the economics of aviation by slashing the maximum load factor to 62%. That is well below the average industry breakeven load factor of 77%.

With fewer seats to sell, unit costs would rise sharply. Compared to 2019, air fares would need to go up dramatically—between 43% and 54% depending on the region—just to break even.

AIRCRAFT & ENGINE NEWS

Virgin Galactic’s SpaceShipTwo completes first flight from Spaceport America



SpaceshipTwo Unity flying free in the New Mexico Airspace for the first time

Photo: Virgin Galactic

Virgin Galactic and The Spaceship Company (TSC) have announced the successful completion of its first SpaceShipTwo test flight from Spaceport America. This glide flight marks the inaugural solo flight of VSS Unity in New Mexico and, as such, is an important flight test milestone in preparation for commercial service. On SpaceShipTwo’s flight deck were Dave Mackay and CJ Sturckow who, together with the team in Mission Control, executed some of the key elements of a spaceflight profile. These included take-off and landing along with high-altitude release from the mothership, VMS Eve, which was piloted by Michael Masucci and Kelly Latimer. The flight took off from the Spaceport America runway, with VSS Unity attached to the carrier aircraft, VMS Eve. The vehicles climbed to an altitude of 50,000ft before

Unity was released, at which point VSS Unity flew freely for the first time in New Mexico airspace. The spaceship achieved a glide speed of Mach 0.70 and completed multiple test-points, before touching back down smoothly for a runway landing at Spaceport America. This test flight was conducted under a set of stringent operational protocols to ensure safety against COVID-19. Its successful execution was made possible by a concerted effort to redesign all the operational elements required for safe flight test while meeting new health and wellness protocols. These protocols include changes to the work areas and procedures to enforce social distancing as advised by state guidelines, as well as universal mask usage.

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Aero Norway

Photo: Siv Sivertsen

Aero Norway invests in five CFM56-3 engines

Aero Norway, the independent engine MRO provider, has invested in five more CFM56-3 engines which it will introduce into the refurbish and sell program. The original plan was to undertake a total of six refurbish and sell CFM56-3 engines for 2020. However, to support its customers and fill the slots caused by deferred -5B/-7B work scopes caused by COVID-19, five more CFM56 -3 engines have been added to its portfolio. Throughout March and April, the company has inducted mostly CFM56-3 engines for repair and overhaul as the COVID-19 pandemic has seen operators of the classic freighters burn more hours than ever before to support today's increased cargo demand. It will continue to do so throughout this year as engine maintenance requirements from freighter customers are set to increase, and the acquisition of five serviceable engines will help these operators sustain seamless flight maneuvers.

VoltAero unveils production-version Cassio hybrid-electric aircraft

VoltAero has revealed the production configuration for its Cassio aircraft, which will revolutionize general aviation with a highly efficient, safe and optimized family of airplanes powered by the company's hybrid-electric power module. Cassio utilizes VoltAero's hybrid-electric power module in an aft fuselage "pusher" configuration, integrating a cluster of electric motors with a high-performance internal combustion engine that serves as the range extender. The powertrain currently is being validated on VoltAero's Cassio 1 flight test aircraft, ensuring a high level of maturity for certification and production. VoltAero's proprietary Cassio design is based on a sleek, aerodynamically optimized fuselage, a forward fixed canard, and an aft-set wing with twin booms that support a high-set horizontal tail. Cassio will be offered in three versions, each sharing a high degree of modularity and commonality. The aircraft will be produced at a purpose-built final



The new Cassio hybrid-electric aircraft

Photo: VoltAero

assembly line in the Nouvelle Aquitaine region of southwest France, with VoltAero leading a world-class team of partners and suppliers. Licensed production opportunities will be pursued in North America and Asia. Initial deliveries are targeted for the end of 2022, beginning with the four-seat Cassio 330 version. The Cassio family of airplanes is tailored for operation by private owners, air taxi/charter companies, in commercial flights for point-to-point regional travel, and in various utility-category applications. Cassio will be certified to Europe's EASA CS23 certification specification as a single-engine, general aviation category aircraft.



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CFM International LEAP engine

Photo: AirTeamImages

CFM logs more than 2,100 engine orders in 2019

CFM International received orders and commitments for a total of 2,148 engines in 2019 at a value of more than US\$30.7 billion at list price, including 180 CFM56 engines (commercial, military and spares) and 1,968 LEAP engines (including spares). Since the first LEAP engine orders in 2011, CFM has garnered more than 19,010 total installed and spare engine orders and commitments through December 2019 at a value of more than US\$275 billion at list price. The company also signed long-term Rate Per Flight Hour (RPFH) agreements with airlines to support their LEAP engine fleet operations. The company delivered 1,736-LEAP installed and spare engines in 2019 compared to 1,118 engines in 2018, along with 391 CFM56 engines.

MRO & PRODUCTION NEWS

Spirit AeroSystems to lay off 1,400 employees at Wichita site

Spirit AeroSystems will reduce employment at sites supporting commercial programs a result of lower demand for commercial airplanes. Spirit is a supplier to Airbus and Boeing, both of which announced lower production rates for commercial aircraft due to the impact of COVID-19 on the aviation industry. As part of the overall employment reductions, Spirit offered a voluntary layoff to union-represented employees in Wichita, Kan. earlier this week. Spirit has issued a notice to the State of Kansas under the Worker Adjustment and Retraining Notification (WARN) Act of layoffs affecting approximately 1,450 hourly and salaried

BOC Aviation and Wizz Air sign purchase-and-leaseback agreement for six A321neo aircraft

BOC Aviation has signed a purchase-and-leaseback agreement with Wizz Air for six new Airbus A321neo aircraft. All six aircraft will be powered by Pratt & Whitney GTF™ PW1100G-JM engines, and are expected to deliver in 2020 and 2021. József Váradi, Chief Executive Officer Wizz Air said: "We are delighted today to be signing yet another deal with BOC Aviation. The six new Airbus A321neo aircraft will expand our fleet and further strengthen our aim to fly the greenest and most efficient aircraft currently available. In these unprecedented times, Wizz Air is strongly committed to its aircraft order and today's development reinforces our goal to stay the most efficient, most productive and financially one of the best-performing airlines in Europe."



Wizz Air Airbus A321neo

Photo: AirTeamImages

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employees at its site in Wichita. Spirit's Wichita employees affected by these layoffs are expected to begin exiting the company May 15. Later this month, smaller reductions will occur at Spirit's remaining U.S. sites that perform commercial work. Spirit's global sites are reviewing workforce requirements and will announce their plans in the coming weeks.

Mitsubishi and Bombardier to close acquisition of Canadair Regional Jet Program on June 1

Mitsubishi Heavy Industries and Bombardier have agreed that all closing conditions have been met and the transaction pertaining to the acquisition of the Canadair Regional Jet (CRJ) Program will close on June 1, 2020. The Program will be operated under the newly created group entities of MHI RJ Aviation Group (MHIRJ) and will commence upon closing. As part of the acquisition, MHI will acquire the maintenance, support, refurbishment, marketing, and sales activities for the CRJ Series aircraft, along with the type certificates. This includes the CRJ-related services and support network mainly located in Mirabel, Québec, and Toronto, Ontario in Canada, Bridgeport, West Virginia, and Tucson, Arizona in the United States. CRJ spare parts will continue to be distributed from depots in Chicago, Illinois and Frankfurt, Germany. Complementary to MHI's existing commercial aircraft business, MHIRJ will provide a holistic servicing and support solution for the global aircraft industry including the CRJ Series aircraft and, eventually, for the Mitsubishi SpaceJet family of next-generation regional jets.

Eirtech Aviation Services expands scope to include flight test approvals

Eirtech has announced that EASA has approved an expansion in capabilities to permit the approval of flight tests. Flight tests are sometimes required by EASA and the FAA for demonstration of compliance for aircraft modifications. When requested, Eirtech can now provide a turnkey solution for customers which would include developing a flight test plan, approving test conditions, taking part in the test flight, and ultimately approving the performance of the modification. Director of Engineering, Keith McKerchar said: "While flight testing can be expensive, in some cases it is needed to support a specific customer requested modification to the aircraft. This new privilege will allow Eirtech

Strong demand for temporary operational changes from passenger to cargo aircraft



PAX to cargo

Photo: Lufthansa Cargo

Lufthansa Technik's new technical and engineering services for temporary operational changes from passenger to cargo aircraft have met with great interest in the aviation market. So far, the cabin modification experts of the company have received enquiries from more than 40 airlines. More than 15 projects for different aircraft types are already in the implementation phase. A special highlight is the support of the operational change of a first Airbus A380 of an undisclosed customer, with which Lufthansa Technik has now been awarded. "Over the past days, we have received strong interest from different airlines regarding our passenger to freighter service capabilities," explained Henning Jochmann, Senior Director Aircraft Modification Base Maintenance at Lufthansa Technik. "As the work scope comprises much more than just taking out seats, you need engineering experts who know exactly what the challenges are and how to document the technical solutions correctly so that the aviation authorities agree. The current exemption and our solution for it can be transferred to our Supplemental Type Certificate (STC) at a later point of time without major adjustments. This means that anyone who opts for LHT's exceptional solution now can easily switch to the permanent STC solution later." Lufthansa Technik is currently working flat out to obtain STCs for all common aircraft types so that airlines all over the world can quickly convert their passenger aircraft into auxiliary freighters.

Pratt & Whitney customer training centers adapt to meet their mission

Remote learning, phased reopening and other measures designed to deliver the highest-quality training even through a pandemic: that is how Pratt & Whitney Customer Training Centers in China, India and the U.S. meet challenging times. The China Customer Training Center (CCTC) reopened in early April and has since delivered three in-person GTF engine courses to members of the Aircraft Maintenance and Engineering Corporation and Chinese airline Qingdao. In preparation for the courses, which focused on retrofitting the main gearbox of the GTF, the training center made sure it followed all government and company health and safety protocols. Practicing social distancing guidelines and the wearing of personal protective equipment, the CCTC placed students' health and wellbeing as a top priority. "Our airline customers, employees and their communities in China have been through a challenging time since January – yet our support continued, as demonstrated by the CCTC team. I hope others see the reopening of the CCTC as a symbol of optimism," said Matt Stoner, vice president of Customer Support. All three training centers offer remote training courses to employees, including theory-based engine maintenance and familiarization courses. The CTC has also tailored remote courses for employees to learn about aspects of Pratt & Whitney's commercial engines business, such as marketing, leasing and campaign analysis.



Pratt & Whitney customer training center- the new normal
Photo: P&W

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to define the requirements and perform all the necessary testing to support the more significant modifications being requested by our customers. Having this internal capability allows Eirtech to control the test program without the involvement of another approved test house, and hence control the costs and timings of any tests”.

FINANCIAL NEWS

UAS Holdings completes acquisition of TAG Aero and Unique Airmotive Services, companies to merge

TAG Aero and Unique Airmotive Services have completed a dual acquisition and merger facilitated by Mill Hill Capital. UAS Holdings Company has been formed as the parent company and migrates both facilities under one brand, TAG Aero. The combined companies will bring together a leading APU repair station with capabilities reaching 20,000 aircraft worldwide. Unique Airmotive Services, located in South Carolina, has specialized in the repair and overhaul of APUs since 2011 and has in-house capabilities for the GTCP331-200ER, GTCP331-250H, GTCP36-150 Series, GTCP85 Series and the APS2000. TAG Aero, founded in 2012 and based in Florida, specializes in the purchase, sale, and lease of all APU models for commercial and regional aircrafts. In 2018, TAG Aero acquired FAA/EASA 145 repair station certification for the repair and overhaul of the GTCP131-9A and GTCP131-9B APU. Managing partners, Myles Thomas and Roger Brochu, seek to acquire additional capabilities and build comprehensive programs to advance industry growth. The alliance of TAG Aero and Unique Airmotive Services is a collaboration between two industry leaders within the APU sector. Both Thomas and Brochu have significant experience and recognition in MRO, aftermarket sales and the leasing of APU. They will now join forces to create a new and unique path for the APU industry.

Qantas secures further AU\$550 million in debt funding

The Qantas Group has secured a further AU\$550 million in funding against three of its wholly owned Boeing 787-9 aircraft. This follows the AU\$1.05 billion raised in March against seven Boeing 787-9 aircraft. Net debt is now within the middle of the target range, at AU\$5.8 billion. The Group has no financial covenants

LHT starts work on Airbus A350-900 for German Federal Government's Special Air Mission Wing



The first A350-900 arrives at product division VIP & Special Mission Aircraft Services

Photo: LHT

Lufthansa Technik has begun working on the cabin conversion of the first of three Airbus A350-900s for the German Federal Government's Special Air Mission Wing. The aircraft, with the temporary civil registration D-AGAF (later military registration 10+03), arrived at Hamburg's International Airport in Fuhlsbüttel, where it will be given a government cabin by Lufthansa Technik's VIP & Special Mission Aircraft Services product division. As this aircraft is to be made available to the German Air Force very soon, it will initially be equipped with a special transitional cabin for the transport of representatives of the Federal Government and its accompanying delegations. The corresponding preliminary work had already begun in November last year in Lufthansa Technik's VIP workshops. Once the aircraft has received its cabin, it is scheduled to be delivered to the customer by the end of July. The transitional cabin is tailored to the specific requirements of the customer. It will be equipped with office and conference areas, adjoined to a multifunctional lounge area. The rest of the cabin space will be available to the accompanying delegations. It will have generous seat spacing, an appropriate number of washrooms and modern kitchen equipment. Only after the sister aircraft 10+01 and 10+02, which are currently still under construction, receive a fully featured VIP cabin from Lufthansa Technik next year, the transitional cabin in 10+03 will also be exchanged for one.

SAS signs SEK3.3 billion revolving credit facility agreement



SAS

Photo: AirTeamImages

SAS has signed a SEK3.3 billion three-year revolving credit facility agreement, 90% guaranteed by the Swedish and Danish states. Since the announcements from the Scandinavian governments on credit guarantees to airlines, SAS has worked with four Nordic banks as well as respective government agencies to clarify the criteria and terms for the guarantees. The guaranteed debt package, which has been approved by the European Commission, was implemented in the context of the COVID-19 crisis and is intended to support the airline's liquidity and preparation for the recovery of its activities. SAS is still in dialogue with the Norwegian government to be able to access up to NOK 1.7 billion of additional state guaranteed funding. (\$1.00 = SEK9.85 = NEK10.29 at time of publication.)

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on any existing or new debt facilities and no significant debt maturities until June 2021. The Group has sufficient liquidity to respond to a range of recovery scenarios, including one where the current trading conditions persist until at least December 2021. The Group currently has AU\$2.7 billion in unencumbered aircraft assets and can raise funds against these if required. At the start of the crisis, the Group acted quickly to wind down cash burn through employee stand downs, a pause on virtually all capital and operating expenditure, and revised agreements with key suppliers. As a result, and based on current conditions, the Group expects to reach a net cash burn rate of AU\$40 million per week by the end of June 2020. Since the last cash balance update in March, the Group has seen outflows including a AU\$250 million bond repayment, elevated levels of annual leave payments from standing down more than 25,000 employees ahead of the JobKeeper-program starting, and payment of bills from its pre-crisis levels of flying activity. As at close of business May 4, 2020, total short-term liquidity stands at AU\$3.5 billion, including a AU\$1 billion undrawn facility. (US\$1.00 = AU\$1.55 at time of publication.)

AerCap reports US\$276.8 million net income for first-quarter 2020

AerCap has reported that net income for the first quarter of 2020 increased by 18% to US\$276.8 million, from US\$234.2 million for the same period in 2019. Basic lease rents were US\$1,030.8 million for the first quarter, compared with US\$1,075.3 million for the same period in 2019. Maintenance rents and other receipts were US\$134.3 million, compared with US\$86.8 million for the same period in 2019. Net gain on sale of assets for the first quarter of 2020 was US\$58.4 million, relating to 12 aircraft sold for US\$265 million, compared with US\$21.5 million for the same period in 2019, relating to 19 aircraft sold for US\$340 million. The increase was primarily due to the composition of asset sales. As of March 31, 2020, AerCap's portfolio consisted of 1,372 aircraft that were owned, on order or managed. The average age of its owned fleet as of March 31, 2020 was 6.2 years (2.5 years for new technology aircraft, 11.5 years for current technology aircraft) and the average remaining contracted lease term was 7.5 years.

Spirit AeroSystems posts first-quarter net loss of US\$167.5 million

Spirit's first-quarter 2020 revenue was US\$1.1 billion, down 45% from the same period in

LCI launches US\$100 million helicopter co-investment vehicle with Thora Capital and RIVE Private Investment



Photo: LCI AW139 helicopter

Helicopter lessor LCI, the aviation division of the Libra Group, has strengthened its leasing platform with the establishment of a new co-investment vehicle with Thora Capital and RIVE Private Investment as partners. The transaction covers six Leonardo AW139s and three Airbus H130 helicopters, all of which have long-term, secure debt financing in place. The helicopters, which are valued at over US\$100 million, are currently deployed in Australia and the U.S.A. LCI will act as servicer for the co-investment vehicle.

The new arrangement is Thora Capital and RIVE Private Investment's first with LCI, and follows the successful closure by LCI of a similar co-investment vehicle in late 2019.

2019, primarily due to the 737 MAX production suspension directed by Boeing that began on January 1, 2020. Deliveries decreased to 324 shipsets during the first quarter of 2020 compared to 453 shipsets in the same period of 2019, including Boeing 737 MAX deliveries of 18 shipsets compared to 152 shipsets in the same period of the prior year. Spirit's backlog at the end of the first quarter of 2020 was approximately US\$42 billion, down US\$1 billion from the previous quarter, with work packages on all commercial platforms in the Boeing and Airbus backlog. Operating loss for the first quarter of 2020 was US\$(167.5) million, down compared to operating income of US\$233 million in the same period of 2019. As a result of Boeing's 737 MAX production suspension that began on January 1, 2020, Spirit recognized the lower margin driven by significantly less deliveries, excess capacity costs of US\$73.4 million, and restructuring expenses of US\$42.6 million for cost-alignment and headcount reductions. Cash from operations in the first quarter of 2020 was US\$(331) million, down from US\$242 million in the same quarter last year, primarily due to negative impacts of working capital requirements largely driven by supplier payments made following the 737

MAX production suspension, partially offset by US\$215 million received related to the February 2020 memorandum of agreement with Boeing. Free cash flow in the first quarter of 2020 was US\$(362) million, down compared to US\$201 million in the same period of 2019.

JetBlue to pare back Airbus orders after posting first-quarter loss

JetBlue, the sixth-largest American low-cost carrier by passenger numbers carried, has posted a first-quarter 2020 loss of US\$269 million and, as a result, has reduced its order book with Airbus by approximately one third in a bid to save around US\$1.1 billion on aircraft purchases. JetBlue now anticipates receiving 40 Airbus jets by the end of 2022 as opposed to the previously ordered total of 61, but still includes delivery of seven A321neos and one A220 jet this year. Like all American airlines, JetBlue has been hard hit by the effects of the COVID-19 pandemic which has seen domestic air travel drop by approximately 95%. Despite limited booking numbers, the low-cost carrier believes that May will now see a turning point in passenger numbers and anticipates

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second-quarter demand to be only 80% below pre-pandemic predicted results. In an effort to boost liquidity, JetBlue's daily cash burn should now fall to below US\$10 million, as opposed to a previous US\$18 million in March, which excludes any government aid. JetBlue is due to receive US\$936 million from the government payroll assistance program, having also applied for a loan of US\$1.14 billion to draw on if required. Quarterly financial results also revealed that revenue dropped 15.1% to US\$1.59 billion for the quarter compared to 2019, including a 52% decline in March. Net losses were US\$268 million for the quarter as opposed to a profit of US\$42 million for the same quarter in 2019. Excluding special items, the net loss was US\$116 million.

Virgin Atlantic cuts workforce by over 30% to stave off bankruptcy

Having been unsuccessful in obtaining a government bailout beyond the standard furlough scheme for its employees, Virgin Atlantic has announced the loss of over 3,150 jobs, which equates to just over 30% of its workforce. The reduction will also mean that the carrier will be closing down all its operations from London Gatwick airport, putting that facility under even further financial pressure to survive. A Gatwick spokesman said the airport remained "very optimistic about the long-term prospects of Gatwick airport and our resilience as a business.". He added that Virgin Atlantic would retain its flight slots at the airport so could return when demand recovers. The airline flies mostly to holiday destinations, including St Lucia, Barbados, and Orlando, from Gatwick. The move by Virgin Atlantic comes hot on the heels of IAG's announcement to cut 12,000 jobs at British Airways and 900 at Aer Lingus, Ryanair announcing the loss of 3,000 jobs and Rolls Royce's aerospace sector planning up to 8,000 redundancies. A Virgin Atlantic spokesman made it clear the company did not anticipate passenger numbers will return to 2019 levels for at least three years. At its peak, Virgin Atlantic was responsible for 19% of transatlantic passenger numbers, operating 258 flights on a weekly basis, and 422 flights globally. The U.K.s Labour party is lobbying for a financial bailout for the airline industry and is urging the government to step in and help the ailing airline, despite its principal shareholder being a billionaire. The situation has not been helped by its shareholder, Delta Airlines', having failed to provide any form of financial injection to date. On the other hand, climate change activists are keen for the government not to bail out airlines while they are still responsible for such massive carbon emissions.

MILITARY AND DEFENCE

Boeing rolls out first Loyal Wingman unmanned aircraft



Boeing Australia has built the first of three Loyal Wingman aircraft

Photo: Boeing

A Boeing-led Australian industry team has presented the first unmanned Loyal Wingman aircraft to the Royal Australian Air Force. The aircraft, which uses artificial intelligence to extend the capabilities of manned and unmanned platforms, is the first to be designed, engineered, and manufactured in Australia in more than 50 years. It is Boeing's largest investment in an unmanned aircraft outside of the United States. As the first of three prototypes for Australia's Loyal Wingman Advanced Development Program, the aircraft also serves as the foundation for the Boeing Airpower Teaming System (ATS) being developed for the global defense market. The Loyal Wingman prototype now moves into ground testing, followed by taxi and first flight later this year.

GKN Fokker Services and RNLAf extend total support contract for standard parts



RNLAf NH90 helicopter

Photo: GKN Fokker Services

GKN Fokker Services and the Royal Netherlands Air Force (RNLAf) have signed an extension of the existing total support contract for delivering standard parts for all of the RNLAf's aircraft, helicopters and multiple support systems until 2022. The support is provided by GKN Fokker Services' facility in Hoofddorp, the Netherlands, and can be extended for an additional two years. Since the start of the original agreement in 2017, the scope of services has been increased in the extended contract. This includes the implementation of a solution for the RNLAf's existing inventory to ensure all stock is used at the right time, and an increased amount of part number coverage from approximately 16,500 to 20,000. The total support solution for delivering standard parts continues to provide the RNLAf with a single point of contact for all standard parts requirements. Fokker Services is taking ownership of various logistic services such as forecasting, introduction of approved alternative items, and consignment stock management with a two-bin system on all the maintenance facilities in the Netherlands. It covers standard parts transportation and delivery directly to RNLAf maintenance facilities locations across the Netherlands, and Fokker Services will strive to maintain its on-time delivery performance of over 98%. RNLAf's fleet of NH90, Apache, Chinook and Cougar helicopters, as well as the F-16s, PC-7s and the KDC-10 tanker aircraft, are included in the agreement.

OTHER NEWS

In April 2020, **Finnair** carried 16,100 passengers which is 98.7% less than in the corresponding period of 2019. The overall capacity (ASK) decreased in April by 97.0%. Finnair's traffic decreased by 99.1%, while the passenger load factor decreased year-on-year by 57.5% points to 23.9%. All traffic figures were heavily impacted by the significant coronavirus-related capacity reductions, which were visible especially in the North Atlantic figures as there were no flights to North America in April. The ASK decline in Asian traffic was 99.4% and the North Atlantic capacity decreased by 100.0%. In European the ASKs were down by 93.2% and the ASKs in domestic traffic decreased by 96.1%.

WestJet has reached an agreement with the **Airline Pilot Association** (ALPA), to save more than 1,000 pilot jobs at WestJet, **WestJet Encore** and **Swoop** amidst the COVID-19 crisis. The airline had previously confirmed that 1,700 pilots across WestJet, WestJet Encore and Swoop had received layoff notifications, effective either May 1 or June 1, 2020. The agreement allows the WestJet Group of Companies to retain pilots across the three groups, through the amendment of terms to the current agreements. WestJet continues to work collaboratively with its employee and labor groups as well as all levels of government to minimize the impact of the COVID-19 crisis to the airline and its employees. WestJet is utilizing the Government of Canada's Canada Emergency Wage Subsidy (CEWS) to assist in navigating this pandemic while work is not available due to the downturn in demand for air travel. Where it is of benefit to the employee, WestJet will use CEWS to keep the inactive employee on the payroll to ensure they remain connected to the company.

The **International Air Transport Association** (IATA) supports the wearing of face coverings for passengers and face masks for crew while on board aircraft as a critical part of a layered approach to biosecurity to be implemented temporarily when people return to traveling by air. IATA does not support mandating social distancing measures that would leave 'middle seats' empty. Evidence suggests that the risk of transmission on board aircraft is low. Mask-wearing by passengers and crew will reduce the already low risk, while avoiding the dramatic cost increases to air travel that onboard social distancing measures would bring. "The safety of passengers and crew is paramount. The aviation industry is working with governments to re-start flying when this can be done safely. Evidence suggests that the risk of transmission on board aircraft is low. And we will take measures—such as the wearing of face coverings by passengers

MILITARY AND DEFENCE



IAI Maritime Heron

Photo: IAI

Israel will lease IAI Heron UAVs to Greece

The Israel Ministry of Defense and the Hellenic Ministry of National Defense have signed the first lease agreement for the Israeli Heron system, developed by Israel Aerospace Industries (IAI). As part of the agreement, the Israel Ministry of Defense will lease the Heron system in its maritime configuration to Greece over three years, with an option to purchase the system upon completion of the leasing period. The Heron system, equipped with both day and night activity platforms, maritime patrol radars and satellite communications, offers extended operational endurance in a wide range of scenarios including maritime patrol, marine and land border protection, search and rescue, disaster management and more.

INFORMATION TECHNOLOGY



Peach Aviation has selected FLYdocs to automate and digitize its aircraft records

Photo: AirTeamImages

Peach Aviation, the Japanese low-cost carrier (LCC) which is part of the **ANA Group**, has invested further into its digital transformation by selecting **FLYdocs** to automate and digitize its aircraft records. The five-year contract will see FLYdocs digitally manage Peach's A320 aircraft, helping them adopt a fully paperless approach to their records' management. The FLYdocs® platform has enhanced M&E systems integrations to seamlessly deliver full digital aircraft compliance on-demand.

OTHER NEWS

and masks by crew—to add extra layers of protection. We must arrive at a solution that gives passengers the confidence to fly and keeps the cost of flying affordable. One without the other will have no lasting benefit,” said Alexandre de Juniac, IATA’s Director General and CEO.

Virgin Galactic and its wholly owned subsidiary, **The Spaceship Company** (TSC), have signed a Space Act Agreement with **NASA** to facilitate the development of high-speed technologies. The Space Act Agreement (SAA), is set to enable and foster collaboration between NASA, Virgin Galactic and The Spaceship Company in order to advance the United States’ efforts to produce technically feasible, high-Mach vehicles for potential civil applications. Virgin Galactic believes that it is able to leverage its robust platform of advanced technologies, significant vertically integrated design, engineering and manufacturing capabilities, and thousands of hours of flight testing to develop additional aerospace applications. Together with its industry partners, Virgin Galactic is seeking to develop a vehicle for the next generation of safe and efficient high-speed air travel, with a focus on customer experience and environmental responsibility. In partnership with NASA, Virgin Galactic believes there are significant opportunities to apply higher speeds to drive technological development to allow industries to adapt to the changing economic and ecological environment. The collaboration will aim to inform the development of national strategies using economic and technical foundations with a focus on sustainability.

Having previously denied **Spirit Airlines** Co’s request to suspend a number of flights during the COVID-19 pandemic, the U.S. Department of Transport has now decided to let the airline halt some flights until September 30, while also allowing **JetBlue Airways** to reduce the number of flights it operates over the same period of time. Demand for air travel within the U.S. has fallen by over 95% and many carriers are being forced to reduce costs by cancelling flights and grounding planes. Part of the problem for a number of airlines has been that a condition of receiving a federal grant was that existing schedules had to be maintained unless specific permission was obtained from U.S. regulators. Spirit will now halt flights to six airports, including Seattle, Minneapolis, Denver and Phoenix, while JetBlue can now cease flying to 16 major cities, including Las Vegas, Seattle, Houston, Dallas, Detroit and Chicago. JetBlue confirmed in a statement that it: “fully intends to gradually resume service to the levels prescribed at each of these airports as soon as it is both safe to do so and when even the



Photo: Cascadia Air

Cascadia Air, British Columbia’s newest commuter airline, has opted to forego the launch of its commercial air-taxi flights to instead provide **Rapid Emergency Air Delivery** (READY) services, to support smaller remote communities across BC as they slowly recover from the social and economic disruptions caused by COVID-19. With more than three

decades of commercial aviation, medical, air ambulance and crisis management experience, the airline’s senior staff began these initiatives in late February with the goal of supporting BC residents during one of the most challenging periods in recent history. Cascadia Air’s READY services comprise separate aircraft dedicated to carrying personnel and cargo supplies capable of landing in remote communities and smaller unpaved airstrips. Flights transporting essential personnel are maximized at 60% of the aircraft’s seating capacity to allow for continued safe distancing between passengers.



Aircraft cabin with disruptive biotechnology solutions for aviation security operations

Photo: Airbus

Airbus and **Koniku Inc.** have made a significant step forward in the co-development of a solution for aircraft and airport security operations, by extending research activities to include biological hazard detection capabilities, as well as chemical and explosive threats. The disruptive biotechnology solution, which was originally focused on the contactless and automated detection, tracking and location of chemicals and explosives on-board aircraft and in airports, is now being adapted, in light of the COVID-19 crisis, to include the identification of biological hazards. Based on the power of odor detection and quantification found in nature, the technical solution, developed to meet the rigorous operational regulatory requirements of aircraft and airport security operations, uses genetically engineered odorant receptors that produce an alarm signal when they come into contact with the molecular compounds of the hazard or threat that they have been programmed to detect. Airbus and Koniku Inc. entered into a cooperation agreement in 2017, leveraging Airbus’ expertise in sensor integration and knowledge of ground and on-board security operations within the aviation and defense industries as well as Koniku’s biotechnology know-how for automated and scalable volatile organic compound detection (via their Konikore™ platform).

OTHER NEWS

slightest customer demand re-emerges.” Spirit made it very clear that operating flights “during a period of almost zero demand is against the public interest as it wastes scarce financial resources while adding virtually nothing.” In the meantime, fellow U.S. carrier **Delta Air Lines**, having reported passenger numbers varying between one and 14 per flight to and from nine specific airports during the first three weeks of April, has also asked for permission to halt flights to these airports.

General Electric Co (GE) has confirmed that in 2020 it intends to reduce its aviation sector workforce by 25%, which equates to the loss of approximately 13,000 jobs. The cuts will include both voluntary and involuntary layoffs, the company citing the knock-on effects of the COVID-19 pandemic for the drastic action. With American passenger air travel demand having plummeted by 95% and a general consensus that little will change until 2021, along with it likely taking many more years before travel returns to 2019 levels, GE has joined the ranks of **Boeing Co** which announced last week that it was reducing its workforce by 10%, which equates to approximately 16,000 jobs, while **Spirit AeroSystems Holdings** is to cut a further 1,450 jobs in Kansas. The announcement includes the 10% cut in workforce announced in March as part of a US\$3 billion cost-cutting and cash-saving exercise at **GE Aviation**. According to GE Aviation’s chief executive, David Joyce, the “deep contraction of commercial aviation is unprecedented, affecting every customer worldwide. Global traffic is expected to be down approximately 80% in the second quarter.” GE Aviation had previously invoked furloughs covering roughly 50% of its maintenance, repair and overhaul workforce and new engine production. To date, neither GE nor Boeing have applied for U.S. government assistance from the US\$17 billion treasury fund.

British Airways, the U.K flag. carrying airline and part of **IAG**, has written to its staff at its Gatwick, London hub advising them that having shut down all operations at the beginning of April this year owing to the impact of the COVID-19, it may choose not to reopen there. The letter was sent out the day after IAG had announced plans to reduce the carrier’s current workforce of 42,000 by approaching 30%. Gatwick represents approximately 20% of BA’s operations, while the carrier also operated out of London City Airport until all flights from there were suspended, a week earlier than Gatwick operations. A separate memo was sent out by BA to all its pilots warning that it intends to reduce their number, currently approximately 4,300, by 25% and confirming that as opposed to delivering any enhanced voluntary



A cleaning robot using ultraviolet light technology

Photo: Pittsburgh International Airport

Pittsburgh International Airport is looking to the region’s vibrant tech community to help incorporate a new disinfecting strategy using ultraviolet light – with robots. This partnership with Pittsburgh-based **Carnegie Robotics** is the first step of an airport-wide strategy to deploy technology solutions and multi-layered cleaning processes to enhance the health and safety of the traveling public. The technology is designed to kill microbes in high-traffic areas, increasing cleanliness and helping to restore confidence in traveling. PIT is the only airport in the United States with these specially equipped floor-cleaning machines, and airport officials look to incorporate UV disinfecting technology in additional ways, including the sterilizations of handrails on escalators and moving walkways, elevator buttons and other high-touch areas. The pandemic’s impact on the aviation industry has been dramatic, with passenger traffic falling more than 90 percent as social distancing and stay-at-home orders remain in effect. As part of the solution, PIT hopes to speed the industry’s rebound through technology solutions.



Iberia

Photo: AirTeamImages

Iberia is to implement a special COVID-19 health plan, designed in collaboration with the **Quirónsalud healthcare firm** and employee representatives. The aim is to give all employees the most robust possible protection against the virus. The plan calls for blood test to detect COVID-19 antibodies in employees returning to on-site work following furloughs, as well as

disinfection of all workplaces, the use of PPE and other hygiene measures, teleworking wherever possible, etc. In May alone, antibody tests have been performed on some 2,500 Iberia employees working in the airport and in aircraft maintenance, as well as cockpit and cabin crews. In the course of the year, the entire staff of nearly 17,000 people can be tested. Testing, which is voluntary for employees, will be performed when they return to work after furloughs, and again 15 and 30 days later. The tests will be carried out in Iberia health stations and on Quirónsalud premises.

redundancy program which would be too costly, it would only meet the minimum statutory obligations. In the memo, Al Bridger, BA’s director of flight operations, wrote: “We are now at a critical juncture and must table proposals for structural change so that our business is in a credible position to respond to what will be a challenging and uncertain trading environment

for a sustained period of time.” The next area for consideration with regard to flights to and from London will be the proposed third runway at Heathrow airport. With BA believing that it will be “several years” before there was even a return to 2019 passenger levels, it is likely that any plans for the creation of a third runway will, at least, be postponed for several years as well.

INDUSTRY PEOPLE



Janos Virag

• North American Aerospace Industries Corporation (NAAI), a provider of sustainable end-to-end aircraft recycling solutions, has appointed **Janos Virag** as Director of Innovation. In this role, Virag will have a wide range of responsibilities including the development of new recycling processes for advanced materials such as carbon fiber, researching reuse possibilities and recycling rate increases. In addition, he will design technical work processes, determine schedules for various aircraft arrivals, and coordinate training programs through Lenoir Community College and other entities. He brings to his new position extensive experience as a manufacturing training professional across aviation and other transportation modes. Prior to joining NAAI, Virag served in multiple roles as Aviation Manufacturing Instructor and Manager of Fabrication – Airbus 350XWB with Lenoir Community College/Spirit AeroSystems Inc. (Kinston, NC).



Dainius Staniulis

• Avion Express has named **Dainius Staniulis** as the new Vice President Commercial as of May 1, having previously served the company as a Commercial Manager. For the last two years, Staniulis was developing sales function in the company with a strong focus on strengthening clients' portfolio and meeting customer's needs. Having brought his expertise in sales working with multiple international businesses in the B2B sector, he has proved himself to be a valuable addition to the company's management team. His vast experience of over eight years in the international corporate banking sector contributed to the company's success in securing the leading position in the market.

• BOC Aviation has appointed **Paul Kent** as Chief Commercial Officer (Europe, Americas and Africa), with effect from June 1, 2020.

He will be based in London and will report directly to **Robert Martin**, Managing Director and Chief Executive Officer. Kent will be taking over from Steven Townend, who will step down from his current role as Chief Commercial Officer (Europe, Americas and Africa) from June 1, 2020, and will start in his new role as Deputy Managing Director and Chief Financial Officer with effect from October 1, 2020. In the interim, Townend will support a smooth transition of his existing role to Kent.



Jim Nypels

• APOC Aviation has brought **Jim Nypels** into its new Engine Trading division as the organization prepares for a return to increased leasing and trading activity. Nypels has been with APOC since the start of the business in 2015. After a period as Warehouse & Logistics Manager, he moved to project management focusing on airframe teardowns – a core activity for the innovative leasing, trading, aircraft component and part-out specialist.



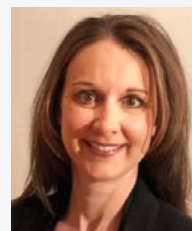
Gary Dunn

• Aviation Partners has named **Gary Dunn** to the position of president, effective immediately. Dunn has served the company for more than two decades. He has been interim president since the unexpected passing on March 30, of company founder and aviation legend **Joe Clark**. Dunn has close to 30 years' experience in aviation maintenance, engineering, product support, sales and marketing. A childhood fascination with all things flight related led Dunn to study aeronautical engineering. During an apprenticeship at London Luton Airport-based Monarch Aircraft Engineering, he provided MRO support to a mixed fleet of Boeing and Airbus aircraft. A move to Seattle in his early 20s led to being hired in 1996 by Aviation Partners' director of engineering. He joined Joe Clark's dream team of mostly former, senior Boeing engineers.

• JetHQ has added and promoted presidents to lead two newly created international



Rohit Kapur



Rebecca Johnson

divisions covering Africa, Asia, Europe and the Middle East. The aircraft transaction and brokerage company announced that it has brought in a seasoned sales professional to head up Asia, while elevating its own veteran aviation executive to oversee Europe, the Middle East and Africa. **Rohit Kapur** joins the company as president of JetHQ Asia after serving as Founding Partner at Arrow Aircraft. **Rebecca Johnson**, President of JetHQ EMEA, acted as JetHQ's Vice President of Sales prior to her promotion.

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AviTrader Publications Corp.

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

Publisher

Peter Jorssen

Tel: +1 604 318 5207

Editor

Heike Tamm

editor@avitrader.com

Tel: +34 (0) 971 612 130

Advertising Inquiries

Tamar Jorssen

VP Sales & Business Development

tamar.jorssen@avitrader.com

Toll free: +1 (833) 258 8543

Mobile: +1 (778) 213 8543

For inquiries and comments,
please email:

editor@avitrader.com



THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	DVB Bank	CFM56-5B63	3586	2008	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	DVB Bank	V2522-A5	2375	2005	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		Jun 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527-A5	2401	2005	Now	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	CFM56-5B4/3	3729	2008	Jan 2021	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
A330-200	TrueAero Asset Management	CF6-80E1A4	877	2007	Mar 2021	Sale / Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4	899	2008	Apr 2021	Sale / 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	32903	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 Poly	bill.poly@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@ftaiaviation.com	+1 786 785 0787
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				
(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				
(1) CFM56-5A3	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(2) CFM56-5B4/P	Now - Lease				
(1) CFM56-5C4/P	Now - Lease				
(2) CFM56-7B22	Now - Lease				
(2) CFM56-7B26	Now - Lease				
(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 - Sale / 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
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				
(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	jcmorin@logix.aero	+33.6.4782.4262
(2) PW127E/F	Now - Sale/Lease/Exch.		Remi Krys	rkrys@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
(2) V2533-A5	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(1) V2527E-A5	Now - Lease				
(1) V2527-A5	Now - Lease				

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(1) A320-200 Landing Gear	Now - Sale/Lease/Exch.	TrueAero, LLC	Matt Parker	mparker@trueaero.com	+1 469-607-6110
A340-300/A330 Landing Gear	Now - Sale/Lease/Exch.				
A340-600 Landing Gear	Now - Sale/Lease/Exch.				
B777-200 Landing Gear	Now - Sale/Lease/Exch.				
Trent 552 Inlet Cowls & Fan Cowls	Now - Sale/Lease/Exch.				
Trent 892 Inlet Cowls and Fan Cowls	Now - Sale/Lease/Exch.				
CFM56-5B Inlet Cowls and Fan Cowls	Now - Sale/Lease/Exch.				
V2500-A5 Inlet Cowls & Fan Cowls	Now - Sale/Lease/Exch.				
CF6-80E Trust Reversers, Inlets & Fan Cowls	Now - Sale/Lease/Exch.				
APUs (2) APS2300	Now - Sale/Lease/Exch.				
APUs (2) GTC331-500B, (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
GTC85-98DHF 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) GTC336-150RJ, (2) GTC336-100M, (1) RE220RJ, (1) PW126 RGB, (1) PW901A	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) APS1000-C12, (1) APS1000-C3					
GTC331-9A (2), GTC331-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTC331-200, GTC331-250	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) GTC331-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com	+1 954-801-3592
(2) GTC331-9A, (1) GTC331-9B, (1) GTC331-350		GA Telesis		apu@gatelesis.com	+1-954-676-3111
(1) GTC331-200ER, (1) APS3200, (1) GTC331-500					
Engine stands: CF6-80C2, CFM56-5, CFM56-7, PW4000				stands@gatelesis.com	
GTC331-9A, GTC331-9B, GTC331-350C	Now - Sale/Lease/Exch.	Logix Aero	Jean-Christian Morin	jcmorin@logix.aero	+33.6.4782.4262
GTC331-500B, GTC331-200/250, APS5000			Rich Lewsley	rlsley@logix.aero	+1 602 517 8210
APS3200, APS2300					
(1) APU GTC331-9A, (1) APU GTC331-9B	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