

Weekly Aviation Headline News

WORLD NEWS

Pakistan International Airlines A320 crashes in Karachi

A Pakistan International Airlines Airbus A320 (reg: AP-BLD) crashed a short distance from Karachi Airport after operating a scheduled service from Lahore. Reports following the crash indicated that 107 passengers and crew were on board. The Airbus A320 crashed into a residential area near Karachi's Model Colony district. Unconfirmed initial reports at the scene indicated that the aircraft suffered from malfunction in wing performance. The Pakistan Civil Aviation Authority has commenced a full investigation into the accident.

Alitalia to resume selected services from June

From the start of June, Alitalia will resume the non-stop Rome-New York service, direct flights to Spain (Rome-Madrid and Rome-Barcelona) and non-stop flights between Milan and southern Italy. The airline will operate 36% more flights compared to May, flying on 30 routes to 25 airports, including 15 in Italy and 10 abroad.

Ryanair welcomes EU guidelines on return to flying

Ryanair has welcomed new EU guidelines to ensure that European travel can return to flying within the European Union in the coming weeks in a manner that best protects their health and the health of airline crew. These effective guidelines now allow Europe's tourism industry to restart in July and August. Ryanair especially welcomes the advice on face masks, which reflects Ryanair's own health protocols as it returns to widespread flying on 1 July.



New E190-E2s are joining the fleet.

Photo: Helvetic Airways

Helvetic prepares for pushback

But says no to government cash

As European governments start to ease some travel restrictions, Zurich-based Helvetic Airways is working intensively for the restart of flight operations. Airline spokesperson Mehdi Guenin says however, the exact date for resumption of services remains unclear because the situation is still very dynamic. "Travel restrictions must be clearly specified by the different EU countries.

Even if the borders between the countries gradually open again, this does not give any indication of the effective entry requirements. At this stage, the opening of borders does not yet automatically mean

air travel or tourism can resume," he tells AviTrader exclusively.

With regards to financial bailouts, Mehdi says at Helvetic the position is quite clear – the airline is not applying for state

aviation sector from a welcome restructuring and keeps a certain amount of airlines alive, even though they were already threatened with bankruptcy before the crisis – "Financial aid from the state somehow distorts market rules. Our owner is committed to personally ensuring the liquidity of Helvetic Airways during the Covid-19 crisis," states Mehdi.

"Financial aid from the state somehow distorts market rules."

Mehdi Guenin, Corporate Communications, Helvetic Airways

financial assistance [unlike Swiss and Edelweiss]. The airline takes a different view on the injection of government cash. The airline's view is that financial aid from the state prevents the European

Airlines and airports will take on the initial wave of changes that will dictate the new normal for air transportation. In terms of new safety measures in response to Covid-19 several

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discussions are underway at Helvetic, Mehdi confirms this but nothing has been firmed up yet for the long term –“It is important that both passengers and crew wear a mask, this was already the case during repatriation flights.”

The airline has already adapted to new cleaning and inflight service procedures to minimise movements in the cabin as much as possible during a flight. Helvetic Airways is also working closely with the European and Swiss civil aviation authorities and local Swiss airports to apply any new rules, standards and procedures that will come as a direct impact of Covid-19 to the airline industry.

By the end of February 2020, the Swiss regional airline welcomed its third new Embraer E190-E2, as part of a strategic fleet upgrade plan that began in October last year. The Zurich-based carrier ordered 12 E190-E2s in July 2018, with options for another 12. Helvetic Airways is also considering converting some of its current orders for the E190-E2s to the larger E195-E2 version.



12 E2s are on order with a further 12 options.

Photo: Helvetic Airways

AIRCRAFT & ENGINE NEWS

Air France to retire Airbus A380 fleet

Air France-KLM Group has announced the definitive end of Air France's Airbus A380 operations. Initially scheduled by the end of 2022, the phase-out of the Airbus A380 fleet is beginning with immediate effect and fits in the Air France-KLM Group fleet simplification strategy of making the fleet more competitive, by continuing its transformation with more modern, high-performance aircraft with a significantly reduced environmental footprint. Five of the Airbus A380 aircraft in the current fleet are owned by Air France or on finance lease, while four are on operating lease. The global impact of the Airbus A380 phase-out write down is estimated at €500 million (US\$550 million) and will be booked in the second quarter of 2020 as a non-current cost/expenses. The Airbus A380 will be replaced by new-generation aircraft, including the Airbus A350 and Boeing 787, whose deliveries have not yet been completed.



Air France's A380 fleet will be phased out

Photo: AirTeamImages



Cessna SkyCourier takeoff

Photo: Textron Aviation

First Cessna SkyCourier utility twin turboprop aircraft takes flight

Textron Aviation has reported the successful first flight of its new utility twin turboprop aircraft, the Cessna SkyCourier. The milestone flight is a significant step toward entry into service for the clean-sheet aircraft, and it kicks off the important flight-test program that validates the performance of the Cessna SkyCourier. The Cessna SkyCourier took off from the company's east campus Beech Field Airport, piloted by Corey Eckhart, senior test pilot, and Aaron Tobias, chief test pilot. During the 2-hour and 15-minute flight, the team tested the aircraft's performance, stability and control, as well as its propulsion, environmental, flight controls and avionics systems. The prototype aircraft, along with five additional flight and ground test articles, will continue to expand on performance goals, focusing on testing flight controls and aerodynamics.

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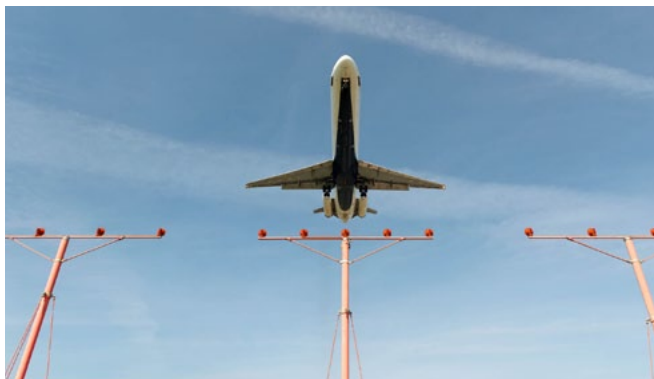


Photo: Delta Air Lines

Delta to fly final MD-88, MD-90 flights June 2

Delta's MD-88s and MD-90s will depart on their last scheduled revenue flights on June 2, as Delta officially retires the "Mad Dog" jets from the fleet. In a nod to the T-tail jet's name, Delta Flight 88, a McDonnell Douglas MD-88, will depart on its last scheduled revenue flight on the morning of Tuesday, June 2, from Washington-Dulles International Airport to Delta's hub in Atlanta. Earlier that same morning, Delta Flight 90, operated by an MD-90 aircraft, will fly from Bush Intercontinental Airport in Houston to ATL. Once on the ground in Atlanta, the aircraft will join several other MD-88s and MD-90s as they fly to Blytheville, Ark., where they will be officially retired from the fleet. One MD-88 will remain in Atlanta and is scheduled to depart to Blytheville on June 3, to mark the official end of the MD-series jets at Delta. Last month Delta announced its plans to retire the MD-88 and MD-90 fleet earlier than previously planned due to the COVID-19 pandemic's impact on travel demand. Delta has been able to react quickly

to the COVID-19 crisis by parking aircraft and considering early retirements of older, less-efficient airplanes. Delta continues to evaluate its broader fleet plan and will consider additional aircraft retirements to focus on a modern, simpler fleet going forward.

MRO & PRODUCTION NEWS

Iberia Maintenance returning to higher levels of productivity from May onwards

Since the COVID-19 pandemic began, Iberia Maintenance has retained a level of productivity, with a clear priority on protecting the health of its employees, customers and suppliers whilst adapting to the new market norm and different challenges. Iberia Maintenance is focused on the needs of its customers and is prepared to increase its activity from May with a ramp-up of its productivity to support the new norm of market demand. Therefore, all Iberia Maintenance business areas are ready to deliver the services and support the tailored needs of its customers in these complicated times, including engine, component and aircraft checks (both scheduled and unscheduled), lease return activity, as well as parking and preservation tasks.



Photo: Iberia Maintenance

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MRO & PRODUCTION NEWS

C&L Aerospace signs distributor agreement with ACR ARTEX

C&L Aerospace has signed a multi-year worldwide distribution agreement with ACR ARTEX for the company's entire aviation product line. This agreement, which includes over 50 different line items available for all aircraft types, encompasses survival products such as emergency locator transmitters (ELT) replacement batteries, ELTs, personal locator beacons, antennae, and more. C&L Aerospace specializes in supplying aircraft parts for regional aircraft such as the ATR, ERJ, Saab, and Beech 1900D, and corporate aircraft such as the Challenger, Global Express, Hawker, and BeechJet.

AKKA and Avianor join forces to offer EASA-approved Passenger-to-Freighter solution

AKKA Technologies and Avianor, the majority-owned affiliates of DRAKKAR's Aerospace & Ground Transportation Division, have signed a collaboration agreement for Avianor's Passenger-to-Freighter conversion solution, certified by the Canadian civil aviation authority (TCCA), and already embodied on several wide-body aircraft. In order to promote this solution to international markets, AKKA Technologies and Avianor have signed a framework agreement to certify the solution with the widely adopted European Union Aviation & Safety standards. As a leading global aerospace MRO & Cabin Modification player, AKKA Technologies is among the few companies able to provide comprehensive certification services by delegation to support the aerospace industry and its operators. Avianor, an aircraft maintenance and cabin integration specialist, developed an engineering solution and associated kits to remove passenger seats from an airline's aircraft and designate cargo loading zones for lightweight boxes restrained with cargo nets. For a Boeing 777- or Airbus A330-type aircraft, such modifications can be embodied within four days, providing the aircraft with additional cargo capacity of up to 19 tons. This modification can be easily extended to other aircraft types, providing most airlines and operators with an easy and comprehensive solution. The agreement between AKKA & Avianor will also give AKKA the 'rights to use' this engineering solution in order to respond to the urgent cargo conversion demand worldwide. While AKKA will support airlines requiring EASA certification, Avianor will continue to support airlines requiring TCCA certification and supply conversion kits for both EASA and TCCA customers.

GKN Aerospace and Eviation sign collaboration agreement for all-electric aircraft Alice



Alice, the all-electric aircraft launched by Eviation

Photo: GKN

The collaboration agreement GKN Aerospace and Eviation covers the design and manufacture of wings, empennage and electrical wiring interconnection systems (EWIS) for Alice, the ground-breaking regional electric aircraft recently launched by Eviation. The aircraft is aiming to change the way people travel, by making journeys of distances up to 650

miles more sustainable. GKN Aerospace is the world's multi-technology leader in design and manufacturing of lightweight aerostructures and EWIS systems, as well as being a key partner in the Airbus 'Wing of Tomorrow' program and market leader in lightweight business jet empennages. As part of GKN Aerospace's collaboration agreement with Eviation, design and manufacturing activities are already ongoing on-site at Eviation (Israel) and in several GKN Aerospace engineering centers across Europe. GKN Aerospace is using its world-leading capability in the design and manufacture of advanced lightweight aerostructures and EWIS - as proven on the Airbus A220, A320, A330, A400M, A350 XWB, Boeing 767 and 787, Dassault F6X, F7X, F8X Gulfstream G550, G650, G700 and the Lockheed Martin F-35 - to mature the design of the empennage, wing and EWIS of Alice.

GAMECO starts first B737-800 PTF conversion



GAMECO starts first PTF conversion on a Boeing 737-800

Photo: GAMECO

On May 18, 2020, a B737-800 was towed into GAMECO hangar, marking the inauguration of its first B737-800 PTF (passenger to freighter) conversion after half-year preparation. Nowadays, under the pandemic prevention and control activities going on around the world, a serious shortage of capacity has been exposed in the air cargo market. With a surge in demands for all freighters, the opening of this GAMECO PTF production line can meet the increasing air cargo transportation demands home and abroad, as well as contribute to the capacity expansion of global air cargo market. It is the first time GAMECO has carried out a PTF conversion on a B737-800, a leap in GAMECO's maintenance capacity and a solid step forward to become a top-class MRO in the world. It is reported that the second B737-800 PTF conversion production line will be put into action in the second half of this year.

FINANCIAL NEWS

ACC Aviation Group secures US\$100,000,000 Non-Owned third-party Legal liability policy

ACC Aviation Group has secured a US\$100,000,000 Non-Owned third-party Legal Liability (NOL) policy, covering aircraft charter and wet leasing business undertaken by the company. While the COVID-19 pandemic has significantly impacted the global business community, ACC has continued working with airline suppliers to support their clients worldwide, repatriating displaced nationals and keeping critical supplies and equipment moving. The NOL policy further strengthens ACC's service offering, providing much-needed peace of mind during this period of uncertainty in the aviation market. ACC's Director of Charter, Richard Smith, comments: "The decision to provide this enhanced coverage for our clients reinforces ACC's commitment to its growing customer base. With the future of air travel post-crisis still very much in flux, we expect to see the benefits of aircraft charter for business and leisure drive a rise in demand for private, bespoke travel solutions, once restrictions begin to lift."

Rolls-Royce to reduce workforce by 9,000 jobs

Having already taken action to strengthen the financial resilience of its business and reduce its cash expenditure in 2020 to cope with the impact of the COVID-19 crisis, Rolls-Royce is proposing a major reorganization of its business to adapt to the new level of demand it is seeing from customers. As a result, the company is expecting the loss of at least 9,000 jobs from its global workforce of 52,000.

MRO & PRODUCTION NEWS

Airbus inaugurates A220 final assembly line in Mobile, Alabama



A220 FAL, Mobile, Alabama

Photo: Airbus

Airbus' U.S. production capabilities has begun with inauguration of the completed A220 commercial aircraft final assembly line (FAL) in Mobile, Alabama. The 270,000-ft² facility – which can produce both the A220-100 and A220-300 versions – houses five primary assembly stations where major airframe component assemblies come together for a completed aircraft. Airbus' production team in Mobile, Alabama also marked another milestone, welcoming the first component assemblies destined to become an A220 for JetBlue. This low-cost carrier will be the second airline customer receiving U.S.-built A220s when the aircraft is delivered in late 2020. Airbus announced plans in October 2017 for the addition of A220 manufacturing at Mobile – which is situated on the edge of Mobile Bay along the Gulf of Mexico. The company began producing A220s at Mobile in August 2019 using space in an existing Final Assembly Line hangar for U.S.-built A320 Family aircraft, and in newly constructed support hangars. With the start of operations in the dedicated A220 final assembly line, Airbus' production site in Alabama has now officially doubled in size.

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FINANCIAL NEWS

In addition to the savings generated from this headcount reduction, Rolls-Royce will also cut expenditure across plant and property, capital, and other indirect cost areas. The proposed reorganization is expected to generate annualized savings of more than £1.3 billion, of which the company expects headcount to contribute around £700 million. The cash restructuring costs related to these actions are likely to be around £800 million, with outflows incurred across 2020 to 2022. The proposed reorganization will predominantly affect the company's Civil Aerospace business, where it will carry out a detailed review of its facility footprint. It will also have implications for its central support functions. Rolls-Royce's Power Systems business and ITP Aero are currently developing, negotiating and executing extensive measures to deal with the current situation. The defense business, based in the U.K. and U.S., has been robust during the pandemic, with an unchanged outlook, and does not need to reduce headcount. As part of the reorganization, the company will ensure that its internal Civil Aerospace supply chain continues to support the defense programs and explore any opportunities to move people into its defense business. Photo: Norwegian (£1.00 = us\$1.22 at time of publication.)

Ethiopian Airlines expects June settlement of compensation-claim with Boeing over grounded 737 MAX

Ethiopian Airlines' (Ethiopian) chairman, Tewolde Gebremariam, has confirmed that he anticipates the settlement of a compensation package with Boeing in relation to lost revenue owing to the grounding of the 737 MAX after the crash of one of the jets belonging to Ethiopian in March 2019. "We have invited Boeing to discuss compensation. It's compensation for the grounded MAX ... there is also compensation for delayed delivery of the MAX that was supposed to come and loss of revenue," Tewolde said in an interview, adding that he expects compensation to be agreed by the end of June when its fiscal year closes. Boeing has not commented on the situation other than to say that the company is working closely

Thai Airways get government OK for bankruptcy court-led restructuring



Thai Airways

Photo: AirTeamImages

Long before the COVID-19 pandemic had any effect on Thai Airways International Plc's finances, the Southeast Asian Carrier was already in trouble, having failed to post a profit in all but one year since 2012 and reported losses of 12.04 billion baht (US\$377.3 million) in 2019. The state-controlled airline has struggled to deal with bloated costs and stiff competition from low-cost carriers in the region. However, the dramatic effect the pandemic is having on airlines, globally, now sees Thai Airways forced to seek a restructuring of the airline through a bankruptcy court. However, "Thai Airways will not be dissolved or go into liquidation or be declared bankrupt," Thai Airways Acting President Chakkrit Parapuntakul said in a statement. "The government has reviewed all dimensions ... we have decided to petition for restructuring and not let Thai Airways go bankrupt. The airline will continue to operate," Prime Minister Prayuth Chan-ocha told reporters at a news briefing. "Thai Airways will be protected by the courts and a professional will be appointed to oversee the restructuring," Prayuth said, adding the airline's workers will continue to have jobs. The airline will continue to operate as normal during the restructuring with passenger and cargo transportation continuing in parallel with the plan.

Norwegian finalises restructuring and secures state aid

Norwegian has confirmed that the restructuring is completed and that the state loan guarantee of in total NOK3 billion has been approved. The company has now converted NOK12.7 billion of debt to equity and laid a solid foundation for the future, although the next months will remain challenging. Since the end of 2018, Norwegian has taken significant actions to restructure its operations and return to profitability. The company was on the path to deliver a positive net profit in 2020, and this summer was set to be the strongest in the company's history. Instead, the coronavirus outbreak and global travel restrictions has led to a substantial drop in demand. The company has seized this time as an opportunity to restructure and develop a new strategy and business plan – New Norwegian – for a strengthened airline to re-emerge when travel restrictions are lifted and demand returns. (US\$1.00 = NOK9.94 at time of publication.)



Photo: ©Norwegian

FINANCIAL NEWS

with Ethiopian and hopes “to reach a fair and reasonable outcome.” Ethiopian currently has four grounded MAX planes in its fleet and has taken delivery of five of the jets of a 30-plane order, including the MAX that crashed. The compensation sought relates only to financial losses incurred as a consequence of the grounding of the 737 MAX and does not relate to the crash itself. Ethiopian has decided not to pursue a lawsuit against Boeing for the accident as the American planemaker remains a “partner” and Ethiopian uses many of its planes. As a result, compensation may come in the form of cash or plane parts. Ethiopian has posted a first-quarter 2020 loss of US\$550 million but Tewolde does not anticipate having to approach the Ethiopian government for financial assistance. The carrier has converted 22 of its passenger jets to cargo planes to generate revenue while demand for air travel has all but dried up.

MILITARY AND DEFENCE

Lockheed Martin to temporary alternate work schedule for F-35 production

In response to previously reported COVID-19 F-35 supplier delays, Lockheed Martin is taking proactive measures to mitigate impacts and position the program for the fastest possible recovery by adjusting work schedules, maintaining specialized employee skillsets, and accelerating payments to small and vulnerable suppliers, to continue meeting customer commitments. Lockheed Martin and the International Association of Machinists and Aerospace Workers (IAM) agreed to a temporary alternate work schedule for F-35 production line employees in Fort Worth to maintain its skilled workforce. The alternate schedule allows Lockheed Martin to staff the production line to meet a slower workflow resulting from supplier delays. In addition, it provides a work rhythm that retains the expertise of the talented workforce and provides opportunities to adjust work to better support production.



Boeing 777 engine LH Cargo

Photo: Lufthansa

Representatives of the **Lufthansa Group** and **Swiss Federal Institute of Technology Zurich** (ETH Zurich) with its spin-offs, Clime-works and Synhelion, have signed a joint Letter of Intent for a possible cooperation. This should help to accelerate the market launch of Sustainable Aviation Fuels (SAF). The researchers and engineers at ETH Zurich have developed innovative processes that make it possible to extract CO2 from the atmosphere and, together with water and with the help of concentrated sunlight, convert it into a synthesis gas that can be used to produce jet fuel. Such a fuel releases only as much CO2 as was previously extracted from the atmosphere. It is the common goal of the signatories to prepare these promising technologies for later production on an industrial scale. The partnership initiated by the Lufthansa Group subsidiaries SWISS and Edelweiss is to include, among other things, cooperation in the areas of technology and economic efficiency. It is also intended to agree on acceptance quotas of SAF at a later date in order to support future demonstration projects of the partners. Further contents of the cooperation are to be worked out by the end of 2020. Synhelion was founded in 2016 at ETH Zurich and is working on bringing solar fuels to the market. Climeworks, a company founded at ETH Zurich in 2009, is pursuing CO2 air separation to provide the carbon required for fuel synthesis in a sustainable manner. Both companies are thus developing key technologies for the production of SAF.



Photo: Ryanair

Ryanair has reduced its office headcount in Dublin, Stansted, Madrid and Wroclaw by over 250 through a combination of probation/fixed-term contract ends, resignations and redundancies, as these people will not be required to return to work on June 1, when the Ryanair offices reopen after the pandemic shut-down. Ryanair has operated less than 1% of its normal flight schedules during April, May and June, and last week announced that only 40% of its normal

schedules would operate in July 2020. For the full year, Ryanair now expects to carry less than 100 million passengers, over 35% lower than the 155m+ target set for the year ended March 2021.

INFORMATION TECHNOLOGY

A new partnership between the **Embry-Riddle Aeronautical University** and **GE Aviation** is improving aviation safety education by providing students and faculty with access to a leading flight data analytics platform — opening doors to additional applied learning and research opportunities. “Embry-Riddle intends to use the software on all campuses in our aviation safety education courses and programs, and to improve operational efficiency for flight and fleet maintenance in our flight departments,” said Dr. Alan Stolzer, dean of the College of Aviation on Embry-Riddle’s Daytona Beach, Florida, campus. “This software, in particular, gives us a huge competitive advantage over other flight and educational programs.” The university worked for more than a year to identify the best flight data monitoring tool for its use, said Stolzer. GE Aviation’s Flight Operations Quality Assurance (FOQA) program is powered by the company’s flight analytics platform — the Event Measurement System (EMS). It’s the “gold standard” and is used by the majority of domestic and international airlines, and general aviation, Stolzer said.

Amerijet International Airlines, the U.S.-based cargo airline has signed a contract to use the **FLYdocs®** Aircraft Records Management Platform to manage its maintenance records. Under the five-year agreement with FLYdocs, the partnership will elevate the digital migration of aircraft records as well as an ERP integration to allow Amerijet to benefit from full digital aircraft compliance on-demand. With more than 45 years of experience in the cargo industry, Amerijet operates its own dedicated freighter fleet of B767 aircraft from its primary hub at the Miami International Airport to destinations throughout the Caribbean, Mexico, Central and South America, and Western Europe.

Pro Star Aviation, a premier innovative aerospace modification facility, has completed the first installation of the new **Gogo AVANCE L5** into a Pilatus PC-24 aircraft. The Gogo AVANCE L5 was an upgrade from the factory-installed ATG-2000, delivering high-speed 4G aircraft connectivity enabling passengers and crew access to video streaming, web/email, voice/text, and more. Pro Star Aviation was able to complete the installation in under two weeks using FAA-approved data. Pro Star Aviation has a team of in-house engineers and a DER which allowed them to create a custom engineering package specifically for the PC-24 aircraft. The Gogo AVANCE L5 is a single unit configuration, with a 4G network that allows for up to 40 devices to connect simultaneously. The AVANCE L5 provides broadband connectivity to



Photo: Qatar Airways

The first stage of the strategic partnership between **Qatar Airways** and **American Airlines** has started, with Qatar Airways placing its code on American Airlines’ domestic flights, strengthening connectivity, and creating hundreds of new travel options for passengers. The codeshare will be rolled out in phases over the next few weeks and once completed, will see Qatar Airways’ code

placed on over 1,000 of American Airlines’ domestic flights connecting with Qatar Airways’ ten U.S. gateways. The first codeshare flights started on May 17, 2020. The first phases of the codeshare will see Qatar Airways’ passengers able to book travel on American Airlines’ extensive domestic connections via Chicago (ORD) and Dallas (DFW) to 200 cities including Miami (MIA), Houston (IAH), Atlanta (ATL), Detroit (DTW), Minneapolis/St. Paul (MSP), Seattle (SEA), and San Francisco (SFO). Additional cities, including destinations in Central America, and the Caribbean will be added, subject to government approvals. Further expansion of the strategic partnership will include Qatar Airways placing its code on American’s international flights to North, Central and South America and Europe, and American Airlines placing its code on Qatar Airways’ flights between the U.S. and Qatar and beyond to a range of destinations in the Middle-East, Africa and Asia.



Photo: easyJet

easyJet will resume some flights on June 15. Services will be operating from London Gatwick, Bristol, Birmingham, Liverpool, Newcastle, Edinburgh, Glasgow, Inverness, Belfast, and Isle of Man in the U.K. In addition, flying will resume in France from Nice, Paris Charles de Gaulle, Toulouse, Bordeaux, Nantes, Lyon and Lille, as well as from Geneva in Switzerland, Lisbon and Porto in Portugal, and Barcelona in Spain. Flying will principally be on domestic routes alongside a minimal number of international routes. The airline expects to increase flying as customer demand continues to build and restrictions are relaxed. During the lockdown period the entire easyJet fleet has been grounded, though the aircraft have been maintained in flight-ready condition to enable the airline to resume flights quickly when needed.

A new range of additional measures will be in place to help ensure the safety and wellbeing of all customers and crew onboard. These include enhanced aircraft disinfection for easyJet aircraft; customers, cabin and ground crew will be required to wear masks; there will also initially be no food service onboard flights, all of which operate on a short-haul network.

INFORMATION TECHNOLOGY

keep passengers and crew connected while in the air. Browsing and secure connections such as corporate VPN access, adds value to the aircraft.

Panasonic Avionics Corporation (Panasonic) has been selected by **Virgin Orbit** to provide inflight connectivity for its airborne rocket launch platform. Panasonic's latest-generation high-speed inflight connectivity system has been installed on Cosmic Girl, the modified Boeing 747-400 that serves as the carrier aircraft for Virgin Orbit's LauncherOne system. Virgin Orbit is currently undergoing final rehearsals for an orbital launch demonstration expected soon.

The inflight connectivity service will enable Virgin Orbit to monitor the health of the launch system over land and sea. The high bandwidth capacity of Panasonic's connectivity network will also ensure Virgin Orbit's mission control center can quickly and easily communicate with the rocket prior to launch.

easyJet, Europe's second-largest low-cost carrier has admitted that in January this year the company was the subject of a "highly sophisticated cyber-attack" and that email addresses and travel details of approximately nine million passengers had been compromised. In addition, the credit card details, including the all-important CVV security code number of 2,208 accounts had been accessed. The U.K.'s Information Commissioner's Office has been informed. easyJet has explained the four-month delay in advising passengers of the data breach because: "This was a highly sophisticated attacker. It took time to understand the scope of the attack and to identify who had been impacted," the airline told the BBC. "We could only inform people once the investigation had progressed enough that we were able to identify whether any individuals have been affected, then who had been impacted and what information had been accessed. easyJet is now contacting all affected passengers, advising them to be aware of possible phishing emails, and expects to have completed this task by May 26. The airline felt confident that while passenger data had been compromised, the nature of the attack was more a targeting of "intellectual property". "There is no evidence that any personal information of any nature has been misused, however, on the recommendation of the ICO, we are communicating with the approximately nine million customers whose travel details were accessed to advise them of protective steps to minimize any risk of potential phishing. We are advising customers to be cautious of any communications purporting to come from

JetBlue will extend through the July 4 holiday its commitment to seat distancing by blocking middle seats in rows where parties are not traveling together. The policy, part of the airline's multi-layered "Safety from the Ground Up" program, comes as the airline is also set to roll out temperature monitoring for its flight and inflight crewmembers and electrostatic aircraft fogging in June. As part of



JetBlue Airways

Photo: AirTeamImages

its "more space, fewer touchpoints" focus, JetBlue's seat distancing policy gives customers peace of mind that they will not be seated directly next to someone they don't know. Middle seats will be blocked on its Airbus aircraft, and on its smaller Embraer 190 aircraft, JetBlue will block aisle seats. The airline does allow customers traveling together to sit in middle and aisle seats. Even with blocked seats, it's challenging to maintain six feet of distance between everyone onboard and that's why JetBlue requires face coverings for customers. JetBlue will keep the seat distancing program in place through at least July 6.



Emirates

Photo: AirTeamImages

Emirates Group (Emirates) is looking to make substantial cuts in its workforce as it tries to mitigate the financial costs of the COVID-19 pandemic, according to Bloomberg news. The Gulf carrier suspended all regular passenger flights in March and like all airlines has struggled to cope, financially, with the approximate 95% drop in demand for air travel on a global basis. While no official announcement has been made, it is expected that Emirates will shelve approximately 30,000 jobs, virtually 30% of its 105,000-strong workforce. A company spokesperson confirmed that Emirates was conducting a review of "costs and resourcing against business projections," adding that: "Any such decision will be communicated in an appropriate fashion. Like any responsible business would do, our executive team has directed all departments to conduct a thorough review of costs and resourcing against business projections." Emirates is one of the world's biggest long-haul carriers and has already indicated that it will raise debt to help it through the current financial crisis, though it does not anticipate that air travel will recover for at least eighteen months. It reported a 21% rise in profit for its financial year ending March 31 but admitted that the pandemic had damaged its fourth-quarter performance.

INFORMATION TECHNOLOGY

EasyJet or EasyJet Holidays." Phishing attacks have increased 100-fold since the coronavirus pandemic and **Google** is currently blocking over 100 million phishing emails on a daily basis. The airline industry appears to have a susceptibility to cyber-attacks, with 2018 seeing **British Airways** slapped with a £183 million fine after data involving 380,000 transactions was compromised, while compensation payouts to passengers could see that figure rise to £3 billion. Under GDPR (General Data Protection Regulation), if easyJet is found to have mishandled customer data, it could face fines of up to 4% of its annual worldwide turnover. (£1.00 = US\$1.22 at time of publication.)

OTHER NEWS

DC Aviation Group has been contracted for the upgrade of a Global 5000 with a **Gogo Elite Smart Cabin System (SCS Elite)**, an **Inmarsat SwiftBroadband High Data Rate Service** as well as a new satellite communication system. The SCS Elite package is a highly integrated smart cabin system that allows passengers to control the cabin environment with a single interface. Since 2017 DC Aviation is a full-service maintenance, repair and overhaul provider for Gogo Business Aviation and participates as a partner for hardware sales and installations on various types of business aircraft for Gogo's portfolio of products.

INDUSTRY PEOPLE



Robert "Bob" Johnson

Hawaiian Airlines has promoted **Capt. Robert Johnson**, its operations chief pilot, to Vice President – Flight Operations. Johnson will lead all flight operation activities and administrative duties for Hawaiian Airlines, including pilot qualification and the carrier's System Operations Control Center. Johnson replaces **Ken Rewick**, who is retiring after more than four decades with Hawaiian. Johnson joined Hawaiian in 2019 as operations chief pilot after spending more than 30 years with American Airlines, where he notably served as Managing Director Line Operations – West, and as a check airman on the Boeing 787 fleet.

SAS has appointed **Magnus Örnberg** as new Executive Vice President and Chief Financial Officer (CFO). Magnus Örnberg's most recent position is that of CFO for the SAAB AB defense and security group, a position he has held since 2012. Örnberg is a well-established and valued CFO with comprehensive financial experience from large, listed international industry groups. He has worked in different roles and units within the ABB group over many years, in Sweden as well as internationally, and has since 2012 worked as CFO for the defense and security group SAAB.



Javier Hernandez

C&L Aerospace has appointed **Javier Hernandez** Regional Sales Manager for Central and South America including Mexico. Hernandez is an experienced aircraft parts sales leader with a proven track record of creating innovative solutions for customers. He will further develop C&L's relationships with Latin American regional airlines, specializing in ATR, ERJ, Beech 1900, and Saab 340 aircraft, along with military operators utilizing T700 and CT7 engine platforms. Hernandez is based out of Miami/Fort Lauderdale, Florida.



Gil Rivnai

Universal Avionics (UA) has announced the restructuring of its executive team with **Gil Rivnai** appointed as Vice President of Engineering and **Marc Bouliane's** previous role as Vice President of Business Development expanded to include Marketing and Services. "We are focused on uniting, extracting synergies, and leveraging our competencies throughout the entire organization," said **Dror Yahav**, UA Chief Executive Officer. "The restructuring of our executive team was an important step

in our effort to align the organization to achieve more innovation, product designs, and overall efficiency," he added. UA also announced the departure of **Dan Reida**, Vice President of Sales, Marketing and Support.



Alessandro Profumo

The Board of Directors of Leonardo met for the first time on May 20, under the chairmanship of **Luciano Carta**. At the meeting, the Board confirmed **Alessandro Profumo** as Chief Executive Officer by conferring, in line with the previous structure, all the related powers for the unitary management of the company and the group.

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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	BBAM	V2527-A5	2587	2005	Jun 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	CFM56-5B4/3	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		Now	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	901		Now	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	932		Now	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	1562	2014	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A330-300	BBAM	Trent 772B-60	1609	2015	Mar 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A330-300	BBAM	PW4168A	403	2003	Mar 2021	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
B737-700	GA Telesis	CFM56-7B24	34300	2006	Now	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
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
B737-800	BBAM	CFM56-7B20	32414	2002	Feb 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800	BBAM	CFM56-7B20/3	35150	2009	Dec 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800	BBAM	CFM56-7B24	34899	2006	Jul 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800	BBAM	CFM56-7B26	28622	2000	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800	BBAM	CFM56-7B26	28595	1999	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-900	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



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THE AIRCRAFT AND ENGINE MARKETPLACE

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	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
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				
(2) CF6-80C2A2	Now - Sale / Lease	Castlelake	Aircraft Trading	AircraftTrading@castlelake.com	+44 207 190 6100
(1) CF6-80E1A4B	Jun 2020				
(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	Tom McFarland	tmcfarland@ftaaviation.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	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) CFM56-7B24/E	Now - Lease				
(1) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-5C4/P	Now - Sale / Lease	Castlelake	Aircraft Trading	AircraftTrading@castlelake.com	+44 207 190 6100
(1) CFM56-5B2/P	Now - Sale / Lease				
(1) CFM56-5B4/P	Now - Sale / 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		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 - 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		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.				
(2) PW123	Now - Sale	Castlelake	Aircraft Trading	AircraftTrading@castlelake.com	+44 207 190 6100
PW119B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
PW119B	Now - Lease				
PW120A	Now - Lease				
PW121 (ATR)	Now - Lease				
PW124B	Now - Lease				
PW123B	Now - Lease				
PW125B	Now - Lease				
PW127F	Now - Lease				
PW150A	Now - Lease				
PW127M	Now - Lease				
PW150A RGB	Now - Lease				
(1) PW124B	Now - Sale/Lease/Exch.	Logix.Aero	Jean-Christian Morin	jcmorin@logix.aero	+33.6.4782.4262
(2) PW127E/F	Now - Sale/Lease/Exch.		Remi Krysz	rkrysz@logix.aero	+33.6.2079.1039
(4) PW127M	Now - Sale/Lease/Exch.				
(1) PW118	Now - Lease / Exchange				
(1) PW118A	Now - Lease / Exchange				
(1) PW119B	Now - Lease / Exchange				
(1) PW121	Now - Lease / Exchange				
(1) PW121A	Now - Lease / Exchange				
(1) PW125B	Now - Lease / Exchange				
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW120A	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) PW120	Now - Sale/Lease/Exch.				
(1) PW123E	Now - Sale/Lease/Exch.				
(4) PW126	Now - Sale/Lease/Exch.				
(1) PW121	Now - Sale/Lease/Exch.				
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(1) Trent 772B	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
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	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) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2533-A5	Now - Sale / Lease	Castlake	Aircraft Trading	AircraftTrading@castlake.com	+44 207 190 6100
(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 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) 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
GTC331-200, GTC331-250	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) GTC331-150RJ, (2) GTC331-100M,	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					
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) APU T-62T-40C	Now - Sale	Castlake	Aircraft Trading	AircraftTrading@castlake.com	+44 207 190 6100
(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