

Weekly Aviation Headline News

WORLD NEWS

Southwest Airlines to keep middle seat empty

Southwest Airlines plans to keep middle seats open through at least September 30, reinforced its face mask policy and added another layer of confidence for travellers by requiring passengers to complete a health declaration prior to travelling. As part of this ongoing policy, Southwest will deny boarding to any passenger choosing not to wear a face covering or mask while travelling. The carrier is notifying its customers of the policy in advance of travel dates.

Qatar Airways expands U.S. services with revamped safety

Qatar Airways has reaffirmed its further commitment to the U.S. with the resumption of flights to New York (JFK) from 19 June (rising to 10 weekly from July 2) and to Boston, Los Angeles and Washington Dulles from 1 July. This will see the airline's U.S. network rebuild to 39 weekly flights by mid-July 2020. The airline has implemented several changes, including the introduction of PPE for crew as well as a modified service that reduces interactions between the passengers and the crew inflight.

IATA launches security intelligence portal

IATA has launched the Security Risk Intelligence Portal (SRIP)—an incident reporting tool to help airlines mitigate and manage security risks. The portal also includes the latest state and airport restrictions and requirements imposed as a result of the COVID-19 crisis. SRIP was developed to improve real-time information-sharing among airlines, airports and air navigation service providers (ANSPs).



A new airport experience for passengers awaits.

Photo: Delta

UK airports open for business

And Munich joins airports setting example in safety

Airports across the UK regions have seen the resumption of commercial scheduled airline operations as travel restrictions begin to ease across Europe. Airport services have gradually reopened for domestic and International travel with new processes to ensure safer travel.

Newcastle International Airport for instance just saw Air France resume services to Paris from June 16th. Benedicte Duval, General Manager for UK & Ireland, Air France said, "As borders reopen and travel restrictions begin to ease, safety is a prerequisite for

Air France as we gradually resume travel. After this challenging period, we are delighted to be able to welcome our UK North East based customers back onboard."

"We have a special responsibility and want to help to raise health standards at European airports."

Jost Lammers, CEO, Flughafen München GmbH

Highlands and Islands Airports Limited (HIAL) which operates several airports in Scotland has introduced new measures to help ensure the safety of passengers and staff as it prepares for the gradual resumption of scheduled flights to

and from its airports.

Wearing face coverings, hand sanitiser and strict adherence to social distancing are some of the requirements for all airport users as airlines begin a measured reintroduction of scheduled flights.

EasyJet started limited flights between Inverness and London Gatwick on June 15 and other airlines have indicated they will also look to begin a carefully planned introduction of non-international services to HIAL airports soon.

Continued on page 3

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Other UK regional airports including Southampton, Cornwall Airport Newquay, Leeds Bradford and Teesside International have all announced service resumption with precautionary safety measures in place.

Meanwhile, the European Union Aviation Safety Agency (EASA) has added Munich Airport to its list of pilot airports intended to set an example of safe travel during the Covid 19 pandemic. These international airports, also including Frankfurt, Brussels, Paris-Charles de Gaulle and Amsterdam, are to demonstrate how to implement the recommendations devised by the EASA and the European Centre for

Disease Prevention and Control (ECDC).

Munich Airport's participation in the EASA test programme fits well with the extensive efforts by Flughafen München GmbH (FMG) to make sure that passengers and employees are safe throughout their time at the airport. Jost Lammers, CEO of FMG and president of European Airport Association ACI Europe, commented, "We have a special responsibility and want to help to raise health standards at European airports in line with aviation so that passengers can get to their destinations safely and healthily even amid the Covid-19 pandemic."

AIRCRAFT & ENGINE NEWS

Rolls-Royce delivers 8,000th engine from Dahlewitz, Germany

Rolls-Royce has delivered the 8,000th engine made at its site in Dahlewitz, Germany. The engine, a BR725, will be shipped to Gulfstream Aerospace Corporation in Savannah, Georgia, U.S.A., to power its current flagship business jet, the G650ER. The Dahlewitz site, located south of Berlin, started production in June 1995 and today employs approximately 3,000 people. As the Rolls-Royce Centre of Excellence for business aviation engines, the site has an important role in the company's global manufacturing and development footprint. Alongside production of the BR725, a range of business jet engines including the BR710 and Pearl 15 engines, as well as the Trent XWB for the Airbus A350, are assembled at the facility. The Dahlewitz site is also home to development and testing facilities for Rolls-Royce's new power gearbox for the UltraFan® demonstrator program.



Rolls-Royce has delivered the 8,000th engine, made in Dahlewitz, Germany, to Gulfstream Aerospace

Photo: Rolls-Royce

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AIRCRAFT & ENGINE NEWS

Gulfstream winds down production of iconic G550 business jet



Gulfstream sells last commercially available G550 jet

Photo: Gulfstream

Gulfstream Aerospace has sold the last commercially available Gulfstream G550™ jet, clearing the way for production of the award-winning business-aviation icon to wind down. The final commercial aircraft will be delivered to a customer in 2021. “The G550 set the standard for subsequent aircraft and the industry,” said Mark Burns, president, Gulfstream. “With more than 600 in service, the G550 has earned its place as a leader in business aviation. Its technological innovations and safety enhancements earned the G550 development team the prestigious Robert J. Collier Trophy in 2003. While manufacturing of the G550 will end, our industry-leading support of the aircraft will continue. With more than 30 company-owned and factory-authorized service centers on five continents, as well as the ability to produce and procure parts, we are well-prepared to continue offering G550 owners the highest level of support.” Announced in 2000, the G550 entered service in 2003 as the launch platform for the transformational Gulfstream PlaneView™ flight deck. Its tremendous range and high-altitude capabilities put the aircraft at the top of its class, as evidenced by its more than 55 speed records.

ALC delivers one new Airbus A320-200neo aircraft to Atlantic Airways

Air Lease Corporation (ALC) has delivered one new Airbus A320-200neo aircraft on long-term lease to Atlantic Airways, the national carrier of the Faroe Islands. Powered by CFM International LEAP-1A26 engines, this aircraft is the second of two A320-200neos that delivered to the airline from ALC’s order book with Airbus. “We are pleased to announce this second A320-200neo delivery to Atlantic Airways today,” said Grant Levy, Executive Vice President, Air Lease Corporation. “ALC introduced the A320-200neo to Atlantic Airways’ fleet last year and it has greatly enhanced the passenger experience and overall operations of the airline. We are confident that this second A320neo from ALC will continue to support the national carrier’s excellent operations.”



Atlantic Airways

Photo: AirTeamImages

Qatar Airways CEO puts halt on aircraft deliveries until 2022, cancels order for 30 737 Max jets

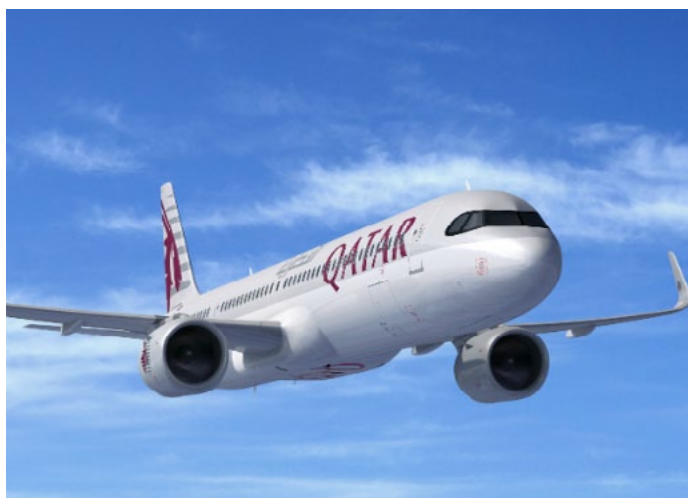


Photo: Qatar Airways

Akbar al-Baker has confirmed that Qatar Airways will be suspending delivery of all aircraft on order from Boeing until 2022 and that deliveries beyond that will be based on the knock-on effect of these delays owing to the effects on air travel resulting from the global coronavirus pandemic. The Gulf carrier has billions of dollars’ worth of jets on order from the world’s top-ten planemakers, Airbus and Boeing, but instead of growing its fleet, it now intends to reduce it to approximately 200 aircraft. “Quite a lot of (deliveries) will be deferred. We have already notified both Boeing and Airbus that we will not be taking any aeroplanes this year or next year,” al-Baker said in an interview on Britain’s Sky News. “All the other aircraft that we have on order that were supposed to be delivered to us within the next two or three years, will now be pushed back to as long as nearly eight to 10 years.” Al-Baker was also forthright in his approach to the planemakers, advising them that if they refused to comply with his wishes, then this would likely affect any future business, thus playing each of the two manufacturing giants against each other. “If they don’t oblige to our requirements, (then) we will have to review our long term business relationships with them,” he said, adding the

airline no longer needed the 30 firm orders for Boeing’s 737 MAX it had placed. “We have already informed Boeing that we will have to replace them with some other type of aeroplanes ... we will not require any more of the 737 MAXs.”

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MRO & PRODUCTION NEWS

Mitsubishi Aircraft Corporation announces organizational changes

In order for Mitsubishi Aircraft to weather the current crisis, the company has had to reorganize priorities and shift its focus from development to perseverance and determination. This new, harsh business environment has necessitated the development of a new operating plan for this fiscal year that included resizing its organization so that Mitsubishi Aircraft may endure and emerge from this crisis. The company's priority will be on obtaining type certification for the SpaceJet M90. In order to maximize the efficiency of type certification flight tests in the future, this fiscal year, Mitsubishi Aircraft will focus on re-organizing, improving the current design at the aircraft-level, and validating data earned by over 3,900 hours of flight testing. To achieve the above organizational changes and operational plan, Mitsubishi Aircraft President Takaoki Niwa will continue to manage the overall business of the company. As before, Keisuke Masutani, Director of the Board, will continue to assist with corporate management, and Hiroyuki Tatsuoka, Director of the Board, will support the overall development and technology. With regard to aircraft design and type certification, Yasuhiko Kawaguchi, who has 35 years of design experience at MHI and Mitsubishi Aircraft and who has played a central role in flight tests in the United States, will be the Executive Chief Engineer.

Thomas Global's TFD-7000 series LCD flight displays certified for Boeing 767 in Japan

Thomas Global Systems has received Japan Civil Aviation Bureau (JCAB) Supplemental Type Certificate (STC) approval for the company's TFD-7000 Series plug-and-play LCD flight displays for Boeing 767 CRT-equipped aircraft. JCAB approval of the TFD-7000 Series for Boeing 767 follows FAA Technical Standard Order (TSO) and STC approvals last year for Boeing 757/767 and 737-3/4/500, and more recent approvals from Transport Canada Civil Aviation (TCCA) and the European Aviation Safety Agency (EASA). Deliveries to a prominent operator in Japan are scheduled to begin later this year.

Magnetic MRO conducts first virtual aircraft inspection

Magnetic MRO, a Total Technical Care and asset management organization, has

Strata completes construction of joint venture facility with Solvay in Al Ain



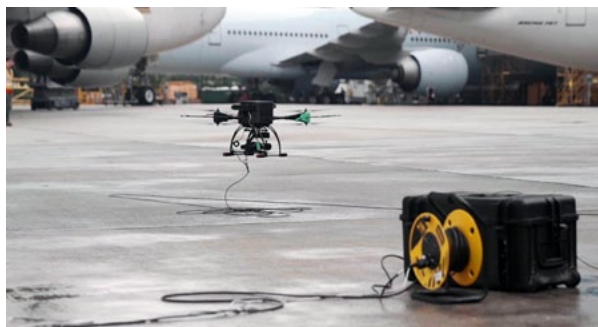
Photo: Strata Solvay Advanced Materials facility in Al Ain

Strata Manufacturing (Strata), the advanced composite aero structures manufacturing company wholly owned by Mubadala Investment Company PJSC, has completed works on the Strata Solvay Advanced Materials (SSAM) high-tech facility in Al Ain, a joint venture with Solvay, Belgium's materials and chemicals company. The completion of the SSAM facility heralds the

beginning of Strata's diversification journey, with the Al Ain manufacturer now the Middle East and North Africa (MENA)'s first supplier of aerospace-grade pre-impregnated carbon fibers and the fourth globally. The completion of the facility also marks a new chapter in Abu Dhabi's drive towards a sustainable homegrown manufacturing sector. The 8,500 m² SSAM facility is currently being equipped with the latest technology and machinery prior to the testing and qualifying of processes designed to supply carbon fiber prepreg materials for primary structure applications in Boeing's 777X program. Key positions have already been assigned to UAE nationals. Khalid Al Nuaimi, a Strata engineer, will head the Strata Solvay project and manage communications between the two companies, as well as execute the business plan, budget and purchasing of equipment for the facility. Ghubaisha Al Ameri, currently a quality engineer at Strata, will also transition to the new team.

ST Engineering receives first authorization from CAAS to perform aircraft inspection using drones

ST Engineering will be using its in-house developed drone solution, DroScan to carry out General Visual Inspections (GVIs) during aircraft maintenance at its maintenance, repair and overhaul (MRO) facilities in Singapore after its aerospace sector received authorization from the Civil Aviation Authority of Singapore (CAAS). This is the first-ever authorization



ST Engineering will use DroScan to carry out General Visual Inspections (GVI) at Singapore facilities
Photo: ST Engineering

granted by CAAS for the use of unmanned aerial systems to perform GVI on Singapore-registered aircraft. With this authorization, ST Engineering can apply its DroScan solution on approved aircraft models such as the Airbus A320 family. An end-to-end aircraft external general inspection solution, DroScan leverages automation and smart analytics capabilities to bring about higher efficiency and greater workplace safety during aircraft maintenance work. The Group had, over the past one year, demonstrated the solution's capabilities and benefits through a number of successful trials with participating airline customers including Air New Zealand. By using drones to physically carry out visual inspections, DroScan eliminates the need to set up bulky ground equipment such as boom-lifts and work stands for inspectors to climb up and down during manual inspections. Inspectors can, instead, conduct indirect GVIs using live video feed and post-flight images captured by the drones. Captured images can be fed through algorithms that detect and classify defects to assist the inspectors in the review process. In addition to smart analytics capability, DroScan is incorporated with safety features that could allow for future operations within Singapore's civil aerodromes. These features include a precise localization system to navigate in GPS-denied environment, power tethered system for extended flight duration and controlled safety template, multiple sensors for obstacles detection, and geo-fencing to prevent the drone from straying out of flight template.

MRO & PRODUCTION NEWS

announced the recent successful completion of its first virtual inspection of an aircraft, as part of pre-lease preparations. This inspection signifies the industry's resilience and ability to adapt to the changed norms in the aviation industry. Since the global COVID-19 hit the globe and paralyzed air traffic, the aviation industry became one of the hardest-hit industries. As many countries imposed lockdowns, asset sales are almost frozen – this also includes some procedures that were previously deemed as routine for MROs. The process of asset liquidation is just one of the areas that have been challenged by the restriction of movement; however, modern tools and innovative solutions can be adapted in order to proceed with such tasks, at least to a certain extent. That is the approach taken by Magnetic MRO – the company has recently completed its first virtual inspection as physical inspection was not possible during the given times. Performed by the company's engineering department, the inspection was executed with the preparation of video material of both the airframe and interior. During the virtual inspection, a structured file system was implemented, allowing a potential customer to efficiently locate and analyze any aircraft section. As a company representative stated, this test inspection allows clients to receive all needed information without physically being present and will be used for future inspections both when travel restrictions are in place and in other cases when physical inspections are not possible.

TARMAC Aerosave opens fourth aircraft storage site at Paris-Vatry airport



Photo: TARMAC Aerosave Paris-Vatry site

TARMAC Aerosave, an expert in the storage, transition, maintenance and recycling of aircraft and engines, has opened a fourth site at Paris-Vatry airport, in the Grand Est region, offering its customers a reception point in northern France. This site, in addition to the historic site at Tarbes and the Teruel (Spain) and Toulouse-Francazal sites, brings the overall capacity of the aircraft storage group to 270 aircraft. The Paris-Vatry site can accommodate all types of aircraft, though for associated storage and maintenance service only. A former NATO base, known for its large reception capacity, a runway of nearly 4,000 m, 24-hour-a-day opening time and freight activities, the Paris-Vatry platform provides TARMAC Aerosave with a parking area of more than 60,000 m². TARMAC Aerosave can now accommodate 30 aircraft of all types, according to group standards: parking adapted to the tonnage, and maintenance exclusively carried out by TARMAC Aerosave staff based in Vatry. Rémi Paillassa has been appointed project manager for the Paris-Vatry site and has already commenced duties on site. TARMAC Aerosave is thus positioned in the immediate vicinity of the main European airports (London, Paris, Amsterdam, Frankfurt, Brussels) providing airlines with a "rear base" for short- or medium-term storage.

FAI completes stand-out "Project Pearl" Global Express refurbishment



FAI has completed "Project Pearl", the refurbishment of a Bombardier Global Express

Photo: FAI Technik

Germany-based MRO, FAI Technik GmbH, part of the FAI Aviation Group, has completed its latest refurbishment, "Project Pearl", a pre-owned Bombardier Global Express – D-AFAL (MSN 9016). The multi-million-euro project represents one of the most extensive refurbishment projects for the type. The project, which took approximately 10,000 manhours to complete, includes 15/30/60, 120 and 240-month inspections. The Global features an all-new cabin with the latest cabin management and entertainment systems. This includes Collins Aerospace's Venue™ enabling passengers to watch HD movies and listen to enhanced digital audio throughout the cabin and Honeywell's Ka-Band broadband technology, delivering ultra-high-speed satellite connectivity. The aircraft's custom interior was designed by FAI's design partner, award-winning German design specialist, Tim Callies, who is well known for his work on Boeing BBJ's, Airbus ACJ's and Global Express business jets.

MRO & PRODUCTION NEWS

GAMECO launches 737-800 Boeing Converted Freighter (BCF) program

GAMECO (Guangzhou Aircraft Maintenance Engineering Company Limited) launched its 737-800 Boeing Converted Freighter (BCF) program on June 16, at its Guangzhou base, holding a door-cutting ceremony of its first 737-800 Boeing Converted Freighter (BCF), which commenced the production phase of the program. GAMECO and Boeing launched work on the new production line of the 737-800BCF last year in response to growing demand in the air cargo market. With sharp declines in passenger air travel, airlines have shifted some of their business toward air cargo, as freighter needs have increased in response to greater cargo demands during the COVID-19 pandemic. Amidst these circumstances, the air cargo market has embraced phenomenal challenges and opportunities and now plays an important role in both anti-pandemic relief activities and the reconstruction of supply chains. The 737-800BCF is built on the Next-Generation 737 platform, well known for its reliability, fuel efficiency, and lower operating cost. GAMECO's freighter-conversion program transitions these passenger airplanes into freighters, extending their service life. A converted 737-800BCF airplane carries up to 52,800 pounds (23.9 metric tons) of payload with excellent operating economics to maximize operator profits. Since entering service in 2018, the 737-800BCF has won more than 130 orders and commitments.



Door-cutting ceremony at GAMECO's Guangzhou base

Photo: GAMECO

Collins Aerospace's quick-turn changeover for passenger aircraft enables fleet flexibility



Photo: Collins Aerospace

Collins Aerospace Systems has developed and implemented a multi-tiered solution that converts passenger aircraft into a cargo configuration, allowing airlines fleet flexibility to transport critical medical materials, goods and other freight in response to the COVID-19 pandemic. The quick-turn conversion, available for any passenger aircraft model, can be completed in as few as seven days and involves removing seats to allow a substantially higher volume of cargo carriage on the main deck floor. The aircraft can easily be converted back to a passenger configuration when the airline desires. Through its

Integration Engineering facility in Everett, Washington, Collins Aerospace has an extensive history in aircraft modifications and is able to offer Engineering Order (EO) solutions for rapid conversion as well as Supplemental Type Certification (STC) for cabin modifications to carry greater weight and various cargo types for longer-term flexibility. Cabin reconfiguration solutions may be implemented with the FAA or EASA approvals.

MRO & PRODUCTION NEWS

Honeywell announces formation of UAS- and UAM-dedicated business unit

Utilizing the company's existing technology, software, services and certification Expertise, Honeywell has decided to form a new business unit which will be dedicated to both the Unmanned Aerial Systems (UASs) and Urban Air Mobility (UAM) industries. "Urban Air Mobility and Unmanned Aerial Systems will play an increasing role in the future of aerospace, with potential applications in all-electric urban air taxi vehicles, hybrid-electric unmanned cargo drones, optionally piloted airplanes, delivery drones and everything in between," said Mike Madsen, President and CEO, Honeywell Aerospace. "Honeywell has already contributed many technological advancements to these markets and is well positioned to continue growing our portfolio to meet customer needs and help shape the future of autonomous aviation and urban transport." Currently, Honeywell is a leading provider of systems for urban air taxi and cargo vehicles as well as other types of aircraft, including integrated avionics, flight controls, electric and hybrid-electric propulsion, actuation, and cabin environmental control systems. The company collaborates actively with other industry leaders such as Pipistrel, Vertical Aerospace, Volocopter and Jaunt Air Mobility. The UAS business unit will develop new products and services that will include aircraft systems such as avionics, electric and hybrid-electric propulsion and thermal management, flight services such as unmanned air traffic management, and ground operations services such as predictive aircraft maintenance analytics. The new organization will further expand Honeywell's growing portfolio of UAM solutions, and is heavily focused on software development, driving rapid development and testing of new products including: a "fly-by-wire" autopilot system that automatically ensures aircraft stability even if the pilot is "hands off" for extended periods of time, detect-and-avoid algorithms that automatically fly an aircraft around oncoming traffic, and artificial intelligence (AI) software that tracks landing zones for precise vertical landings every time.



Honeywell forms new business unit dedicated to Unmanned Aerial Systems and Urban Air Mobility Photo: Honeywell

FINANCIAL NEWS

IATA recommends governments continue to shore up airlines over the winter



Photo: AirTeamImages

greater caution among travelers in returning to travel. Only 45% of travelers surveyed intend to return to the skies within a few months of the pandemic subsiding. A further 36% said that they would wait six months. That is a significant shift from April 2020 when 61% said that they would return to travel within a few months of the pandemic subsiding and 21% responded that they would wait about six months. "People are returning to the skies but the horizon of uncertainty of the COVID-19 crisis is extending. Forward bookings are down, and people are hedging their travel bets by booking closer to the time of travel. Airlines in the Northern hemisphere rely on a strong summer season and a predictable booking curve to get them through the lean months. But neither of these conditions are in place and airlines will need continued help from governments to survive a hard winter. Airlines will need much more flexibility to plan schedules around these changing consumer trends. Financial and operational flexibility equals survival," said Alexandre de Juniac, IATA's Director General and CEO.

The International Air Transport Association (IATA), which represents approximately 290 airlines across the globe, has called on governments to support airlines during what is anticipated to be a very harsh winter from an economic standpoint as a result of ongoing COVID-19 concerns. It has been estimated that, globally, airlines will post a combined loss approaching US\$84.3 billion in 2020. It is a recognized fact that for northern-hemisphere airlines, the bulk of operating profits are generated over Q2 and Q3. As an example, the 2019 net profit margin for European airlines followed the normal seasonal pattern and was 9% and 17% respectively in Q2 and Q3 (the northern summer). However, it began at -1% in Q1 and finished the year at 2% in Q4 (the northern winter). In 2020 Q3 will be even more challenging in the wake of the coronavirus pandemic. According to IATA, public opinion research in the first week of June 2020 showed

FINANCIAL NEWS

SAS to be supported from governments of Sweden and Denmark for recapitalization

The Swedish Government has put forward a proposal to the Swedish Parliament to support SAS AB with up to SEK5 billion as part of the company's necessary recapitalization plan due to the negative effects of COVID-19. In addition, the Danish government has communicated political unity for a recapitalization of SAS. The company estimates that the recapitalization will encompass new funding need of some SEK12.5 billion and additional measures. The aim of the recapitalization plan is to ensure that SAS is fully funded, and that shareholders equity will be at levels experienced before COVID-19 pandemic when business volumes return to pre-corona levels. SAS remains in dialogue with selected stakeholders regarding the terms and conditions of the recapitalization plan and the burden sharing measures required by the Swedish and Danish governments. These measures will involve internal, external, and financial stakeholders in the company, including the holders of SAS outstanding bonds and hybrid notes. Further details are intended to be announced before the end of June. US\$ = SEK9.31 at time of publication.)

Air Lease Corporation announces pricing of public offering of US\$850 million of senior unsecured medium-term notes

On June 17, 2020, Air Lease Corporation has announced the pricing of its public offering of US\$850.0 million aggregate principal amount of 3.375% senior unsecured medium-term notes due July 1, 2025 (the Notes). The sale of the Notes is expected to close on June 24, 2020, subject to satisfaction of customary closing conditions. The Notes will mature on July 1, 2025 and will bear interest at a rate of 3.375% per annum, payable semi-annually in arrears on January 1 and July 1, of each year, commencing on January 1, 2021. The Company intends to use the net proceeds of the offering for general corporate purposes, which may include, among other things, the purchase of commercial aircraft and the repayment of existing indebtedness. BofA Securities, Inc., J.P. Morgan Securities LLC, MUFG Securities Americas Inc. and Wells Fargo Securities, LLC are acting as joint book-running managers for the offering of the Notes.

Chapman Freeborn acquires Arcus Air Logistics

Chapman Freeborn, a global aircraft charter specialist and company of the Avia Solutions Group (ASG), has signed an agreement to acquire Arcus Air Logistics and Arcus Air OBC from the Arcus Air Group. Offering ad-hoc air cargo charter and on-board courier services primarily to the automotive industry, Arcus Air Logistics is a respected and



Chapman Freeborn has signed an agreement to acquire Arcus Air Logistics
Photo: AirTeamImages

established supplier with a brand history of over 45 years. The company provides cargo charter services with its own fleet of two Dornier 228-212 aircraft, and a variety of additional aircraft. Over the 2015-2019 period, Arcus Air Logistics' average annual sales were €22 million (US\$24.6 million). Arcus Air Logistics is a valuable addition to Chapman Freeborn's service portfolio. It brings significant synergies in the emergency cargo logistics space where Chapman Freeborn is a leading player with ambitious plans for future growth. "We are proud to welcome the highly experienced teams of Arcus Air Logistics to our growing family. This is an opportune time to join forces given the trends in the global cargo logistics space. I believe Arcus Air Logistics will further strengthen our group's business as we continue our strategy of growth through diversification in the niche aircraft charter industry", says Russi Batliwala, CEO of Chapman Freeborn.



Photo: SITA

SITA, the technology provider for the air transport industry, sheds new light on how technology is helping airports and airlines safely resume operations and help implement new hygiene measures to restore passenger confidence after a lengthy shutdown due to the COVID-19 pandemic. Sebastien Fabre, Vice-President Airline & Airport, SITA said: "The past few weeks have seen airlines across the globe tentatively take to the skies.

This is reflected in a resumption in activity across our network and improved baggage volumes, up 55% month-on-month in May where volumes were at a record low." However, Fabre noted that recovery would be slow. "Our industry must transform the passenger experience to increase traveler safety while balancing economic pressures from slow customer demand. To successfully walk this tightrope and navigate a return to the skies for viable volumes of passengers, airports and airlines need to assimilate new information from governments and health officials, adapt operations immediately and automate processes permanently." SITA has introduced solutions that allow passengers to use their mobile device as a remote control for touchpoints such as self-bag drop and check-in kiosks, removing the need to touch any airport equipment. "For example, at San Francisco Airport, we have SITA Flex which in future will enable a full mobile and touchless passenger journey. This means travelers can print bag tags from their mobile phone on self-service bag points," added Fabre. He noted that technology would be fundamental in helping airlines and airports to be compliant with new and fast-changing regulations to restore passenger's confidence in flying. New preventive measures aimed at limiting risk in the airport and onboard will require a new approach to passenger management. Fabre stated that SITA was rapidly rolling out new solutions that addressed the above challenges, complementing short term hygiene measures such as the use of masks and gloves.

FINANCIAL NEWS

IAG's Level Europe ceases operations – files for insolvency

Despite the wealth of its parent company IAG, Europe's third-largest airline by pax and owner of British Airways, Iberia, Aer Lingus and Vueling Group, Level Europe has filed for insolvency citing the effects of the COVID-19 pandemic as the reason it has been forced to stop trading. The move does not affect Level, another subsidiary of the IAG, which focuses on long-haul routes. Level Europe operated six short-haul jets, began operations in 2018 and now joins a growing list of carriers who have been unable to successfully negotiate the turbulence created by the pandemic, including Virgin Australia, Latin America's Latam Airlines and Avianca, and the U.K.'s Flybe. IAG confirmed back in April that it had €10 billion (US\$10.12 billion) of liquidity, but chief executive Willie Walsh has said it is burning through cash as the crisis continues and has warned that British Airways is "fighting for survival". Unlike other European airlines such as Lufthansa and Air France-KLM, IAG does not have access to a government bailout, though it has accessed government-backed loans and furloughed many of its staff. Currently British Airways is looking to axe up to 12,000 jobs as its survival becomes increasingly threatened. According to Level Europe, an administrator to oversee the insolvency will be appointed once proceedings have been filed.

MILITARY AND DEFENCE

Bell Textron selects GE Aviation for Aircraft Health Awareness System

GE Aviation has been selected by Bell Textron to provide the Aircraft Health Awareness System as part of Team Invictus for the Bell 360 Invictus competitive prototype, a part of the U.S. Army's Future Attack Reconnaissance Aircraft (FARA) program. The health awareness system integrates decades of GE's proven health management technologies on rotorcraft with its vehicle management system on fixed-wing aircraft to drive increased operational safety and availability of the fleet. GE Aviation's Health Awareness System is an end-to-end solution that advances traditional rotorcraft Health and Usage Monitoring System (HUMS) capabilities by combining it with proven fixed-wing aircraft health management solutions. The system includes autonomously gathering and transmission of rotorcraft system configuration, health, usage and maintenance data.

Boeing delivers first F/A-18 Block III Super Hornets to U.S. Navy for flight test



F/A-18 Block III Super Hornet test jet first flight

Photo: Boeing

Boeing has delivered the first two F/A-18 Block III Super Hornets to the U.S. Navy for flight testing. One jet is a single-seat E model and the other is a two-seat F model. The Navy will use the aircraft to familiarize pilots with the advanced cockpit system's new 10-inch-by-19-inch touchscreen display and test the capabilities delivered with the enhanced network capability. In addition to these enhancements, the Block III configuration adds capability upgrades that include longer range, reduced radar signature and an enhanced communication system. The fighter's life will also be extended from 6,000 hours to 10,000 hours.

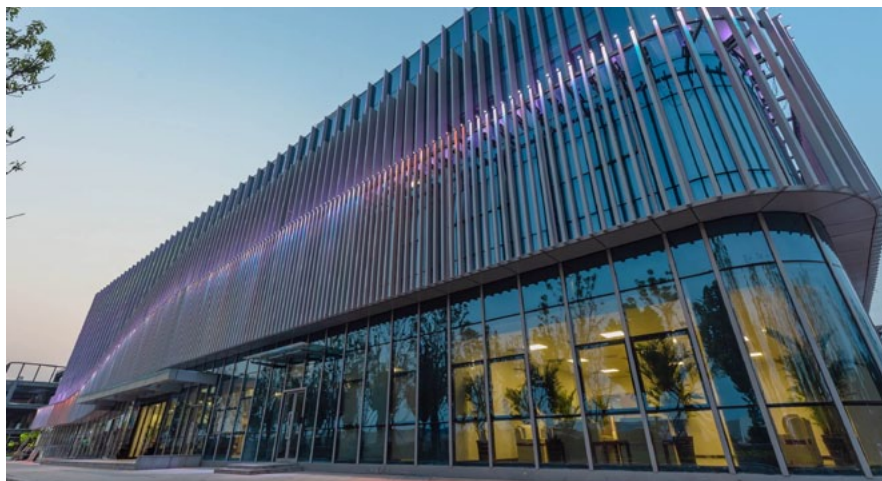


Photo: BAA Training China

The opening ceremony held on June 14, 2020, marked the beginning of the activity of **BAA Training China** – a modern six full-flight-simulator (FFS) aviation training center. Following the Joint Venture (JV) agreement between **Avia Solutions Group PLC** (ASG), a global multi-service aviation holding, and **Henan Civil Aviation Development and Investment Company** (HNCA), signed in July 2019, the companies have established the new BAA Training China training centre in Zhengzhou city, Henan province, People's Republic of China. The brand-new training centre is designed to provide the capacity of 40,000 flight hours per year and train approximately 4,000 pilots. With almost five hectares of land chosen in Zhengzhou Airport Economic Zone (ZAEZ), the HNCA company has managed to build a state-of-art training facility exceeding 10,000 m². The training facility is planned to be equipped with six Boeing and Airbus family FFSs, training devices, modern classrooms, and a luxury lounge zone. The newly constructed modern training center will commence operations with Boeing 737-800 pilot training as the FFS of the type is currently being assembled. The future FFS placements per FFS type as well as their quantity at Zhengzhou training center will be closely related to market recovery speed, and specific client needs.

OTHER NEWS

Frankfurt Airport welcomed 272,826 passengers in May 2020, corresponding to a decline of 95.6% compared to the same month last year. The overall shortfall for the first five months of the year amounted to 57.2%. This trend continued to be driven by travel restrictions and plummeting demand in connection with the COVID-19 pandemic. Aircraft movements, with 7,764 takeoffs and landings, were also down sharply by 83.2% in May. Accumulated maximum takeoff weights (MTOWs) slipped by 72.4% to 776,676 metric tons. Cargo throughput (airfreight + airmail) contracted by 13.6% to 160,502 metric tons as a result of lost belly freight capacity on passenger flights. Fraport's Group airports worldwide have also been buffeted by the COVID-19 pandemic. During the reporting period, most of them were still subject to comprehensive restrictions on travel and some remained under complete lockdowns imposed by local authorities. The passenger volumes were between 89.5% and 99.9% beneath the levels of May last year. Only Xi'an Airport in China experienced a significant recovery, serving 2.2 million passengers – a drop 44.4% year-on-year.

American Airlines has announced a stronger policy for customer face coverings as part of its commitment to the safety and well-being of customers and team members. American, like other U.S. airlines, already requires customers to wear a face covering while on board aircraft, enforcing this policy at the gate and denying boarding to customers who do not comply. American now may also deny future travel for customers who refuse to wear a face covering. American made this change after working in conjunction with Airlines for America on an industrywide response. The face covering requirement is important, so customers will notice more reminders of the policy as they travel with American, both at the airport and in flight. Some passengers are exempt from the face covering requirement, such as young children and those with a disability or medical reason for why they cannot wear a face covering. The policy does not apply while eating or drinking.

Norwegian will, in line with other European carriers and as a result of increased customer demand, begin to operate flights between London Gatwick to Oslo, London Gatwick to Copenhagen, Edinburgh to Oslo and Edinburgh to Copenhagen from July 1. London to Oslo will be operated seven times a week, London to Copenhagen six times a week, Edinburgh to Oslo and Copenhagen twice a week, respectively. Since April, Norwegian has only operated eight aircraft on domestic routes in Norway. Now



Photo: Lufthansa

The Executive Board of **Deutsche Lufthansa AG** has informed the representatives of the trade unions **Verdi** (Vereinigte Dienstleistungsgewerkschaft), **VC** (Vereinigung Cockpit) and **Ufo** (Unabhängige Flugbegleiter Organisation) about the current personnel situation in the companies of the **Lufthansa Group**. This was followed by information provided to the Lufthansa works councils to whom concrete figures of personnel overcapacity were presented and explained in the Group Economic Committee. According to these figures, the 22,000 full-time positions that will probably be permanently eliminated after the coronavirus crisis are distributed across all business segments and almost all companies in the Group. The Lufthansa airline's flight operations alone will be affected by the crisis with a calculated loss of 5,000 jobs, 600 of which will be pilots, 2,600 will be flight attendants and 1,500 will be ground staff. A further 1,400 jobs at headquarters and in administration at other Group companies will also be affected. Lufthansa Technik has a worldwide surplus of about 4,500 jobs, 2,500 of them in Germany. In the LSG Group's catering business 8,300 jobs are affected worldwide, 1,500 of them in Germany. In view of the serious consequences of the pandemic for the entire airline industry, the need for restructuring applies to almost all companies in the Group. Germanwings, for example, will not resume flight operations, while Eurowings will reduce its administrative staff capacity by 30% and cut 300 jobs. Austrian Airlines has a personnel surplus of 1,100 jobs due to fleet downsizing. Brussels Airlines will reduce its capacity by 1,000 jobs, Lufthansa Cargo by 500. Staff overcapacity can be partially compensated for by short-time working, collective agreements to reduce weekly working hours or other cost-cutting measures. The necessary crisis agreements are to be concluded by June 22.

A total of 17 airlines have already announced their intention to resume direct flights from **Václav Havel Airport Prague**. Specifically, 55 destinations have been listed, ten of which are already in operation. This week, direct flights to seven other destinations will be resumed, namely to

Belgrade, Brussels, Budapest, Košice, Keflavik, Manchester and Munich. With regard to the selected key destinations, Prague Airport has already received confirmation of resumed operations to more than half of the places. Thanks to intensive negotiations between Prague Airport and airlines representatives, the list of destinations could expand further in the coming weeks. Currently, Václav Havel Airport Prague has confirmed resumed operations from 17 airlines. The airport is in negotiations with other airlines on an ongoing basis. As a result, the list of available destinations could be further expanded in the coming weeks. There are also three completely new routes among the already resumed ones, namely to Varna and Tirana operated by Wizz Air and the route to London Heathrow operated by Czech Airlines.



Photo: Passenger at Václav Havel Airport Prague

OTHER NEWS

another 12 aircraft will re-join the fleet and be put into operation across Scandinavia to serve popular core destinations. From July, Norwegian will operate 76 routes across Europe from the airline's Scandinavian hubs compared to the 13 domestic Norway-only flights served today. Other destinations include Spain, Greece and key European cities.

Finnair, the Finnish flag carrier focused on connecting Europe and Asia, and **Sabre Corporation**, the software and technology company that powers the global travel industry, have announced a new worldwide distribution partnership. Following the agreement, Sabre will resume distributing competitive global Finnair content to hundreds of thousands of travel agents and thousands of corporations worldwide through Sabre's travel marketplace. "As we ramp up our operations globally, it is imperative that customers have choice and flexibility in booking through their preferred direct or indirect channel", says Ole Orvér Chief Commercial Officer, Finnair. "Travel agents contribute significantly to helping people regain the confidence to travel, which is absolutely essential for our industry as a whole. We truly value the commitment of our travel agency partners and are happy that we can connect to them through Sabre's marketplace."

INDUSTRY PEOPLE



Karim Grinate

- APOC Aviation has promoted **Karim Grinate** to the position of VP Component Sales. Previously Manager – Sales and Business Development, Grinate has been with APOC for just over a year. His new position

recognizes the processes and structures he has put in place to streamline the sales team and his focus on enlarging the customer base across targeted ATA Chapters and global regions. Grinate is responsible not only for the commercial success of the component sales division at APOC Aviation, but also for the stock breakdown and compatibility with customers worldwide.

- Embraer has named **Arjan Meijer** as the new President and CEO of Embraer Commercial Aviation, succeeding **John**

Slattery. Arjan will report directly to Embraer President and CEO **Francisco Gomes Neto**, and the move will be effective immediately. Arjan has been Chief Commercial Officer of Embraer Commercial Aviation since January 2017. In his role as CCO at the company, he has been responsible for the global Marketing and Sales functions across six different regions, helping the company to achieve 35 airline deals. He joined the company in April 2016 as Vice President of Commercial Aviation for Europe, the Middle East, Africa, and Russia. Prior to joining Embraer, Arjan spent 15 years in various executive roles at the KLM Group. His last two roles were Vice President of Technical Services and Fleet Development at KLM's regional subsidiary KLM Cityhopper and Managing Director at KLM UK Engineering in Norwich. Arjan earned a Master's in Aeronautical Engineering from Delft Technical University in the Netherlands and a Master's in Business Administration from Purdue University in the United States.

- **Klaus Eberhardt** will continue to lead the Supervisory Board of MTU Aero Engines AG. This was decided unanimously by the Supervisory Board at its meeting on June 17. Maintaining continuity at the helm of the Supervisory Board is a response to the special challenges presented by the coronavirus crisis. The Supervisory Board has also decided unanimously to raise the previously valid age limit for Supervisory Board members in general to 75. Given a general increase in life expectancy, this step will contribute to being able to secure valuable expertise and experience, especially in MTU's long-term business model.



Michael D'Ambrose

- Boeing has named **Michael D'Ambrose** as executive vice president of Human Resources, effective July 6. He will succeed **Wendy Livingston**, who has served in an interim capacity since April. In this role, D'Ambrose will be responsible for the company's leadership and learning, talent planning, employee and labor relations, total rewards, and diversity and inclusion initiatives. He will report to Boeing President and CEO David Calhoun, serve on the company's Executive Council, and will be based in Chicago.



John Wales

- GA Telesis (GAT) has appointed **John Wales** as Director of APU Product Line. He will be responsible for developing and maintaining GA Telesis' APU portfolio of products. Wales brings over 20 years of leadership experience to the Company's Component Solutions Group (CSG), which is now part of the Flight Solutions Group family of businesses. Before joining GA Telesis, he served several years with Turbine Engine Consultants as the APU Commercial Program Manager, directing all sales and marketing efforts for both national and international customers. He also served as General Manager of machining facilities, developing overall effectiveness, quality, and productivity by training, coaching, and implementing his teams.

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AviTrader Publications Corp.
Suite 305, South Tower
5811 Cooney Road
Richmond, BC
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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	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	Oisín 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
A320-200	GA Telesis	V2527-A5	475	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	487	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	489	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	500	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	503	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
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 (2x)	ALTAVAIR	CF6-80E1A4B	various	2008	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-200 (16x)	ALTAVAIR	Trent 772-60/19	various	05-14	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	871	2007	Now	Dry / ACMI	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
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	472	2002	Now	ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	700	2005	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-223	Presidio Aircraft Leasing	PW4168A	970	2008	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-300 (6x)	ALTAVAIR	Trent 772-60/19	various	09-11	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
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	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	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ORIX Aviation	CFM56-7B26	34153	2005	Q1/2021	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ALTAVAIR	CFM56-7B26	27985	2000	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
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
B737-800BCF	BBAM	CFM56-7B26	28608	1999	Aug 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800BCF	BBAM	CFM56-7B26	29052	2000	Oct 2020	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 Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204x202
(1) CF34-8C5A1	Now - Lease				
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
CF34-8E(s)	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1 (513) 782-4272
CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF6-80C2B7F	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(1) CF6-80E1A3	Now - Sale / Lease				
(1) CF6-80E1A4B	Now - Sale / Lease				
(4) CF6-80E1A4B	Now - Sale/Lease/Exch.	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
(2) CF6-80C2A2	Now - Sale / Lease	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
(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
(1) CF6-80C2B5F (with QEC)	Now - Lease				
(1) CF6-80C2B6F with QEC	Now - Lease				
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				
(1) CFM56-5B1/3 (with QEC)	Now - Lease				
(1) CFM56-7B22 (with 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				

Engine Lease Finance

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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) CFM56-7B26	Now - Sale/Lease/Exch.	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
(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	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(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	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) GE90-115BL1	Now - Sale/Lease/Exch.	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
(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) LEAP-1A26	Now - Lease				
(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
(1) PW4056-3 (with QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaaviation.com	+1 786 785 0787
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.				
(2) PW123	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
PW119B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	kebach@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 Kry	rkry@logix.aero	+33.6.2079.1039
(4) PW127M	Now - Sale/Lease/Exch.				
(1) PW118	Now - Lease / Exchange				
(1) PW118A	Now - Lease / Exchange				
(1) PW119B	Now - Lease / Exchange				
(1) PW121	Now - Lease / Exchange				
(1) PW121A	Now - Lease / Exchange				
(1) PW125B	Now - Lease / Exchange				
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610

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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	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(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 Cows & Fan Cows	Now - Sale/Lease/Exch.				
Trent 892 Inlet Cows and Fan Cows	Now - Sale/Lease/Exch.				
CFM56-5B Inlet Cows and Fan Cows	Now - Sale/Lease/Exch.				
V2500-A5 Inlet Cows & Fan Cows	Now - Sale/Lease/Exch.				
CF6-80E Trust Reversers, Inlets & Fan Cows	Now - Sale/Lease/Exch.				
APUs (2) APS2300	Now - Sale/Lease/Exch.				
APUs (2) GTCP331-500B, (1) APS3200	Now - Sale/Lease/Exch.				
Neutral CFM56-7B QEC Kit	Now - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
Landing gear shipsets	Now - Sale	GA Telesis		landinggearsales@gatelesis.com	
737-800, 777, A320, A330					
767-300ER 413K, 737-300 LANDING GEAR	Now - Sale/Lease/Exch.	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GTCP85-98DHF APU	Now - Sale/Lease/Exch.				
A320 Nose Landing Gear	Now - Sale/Lease/Exch.				
CFM56-3 LPT MODULE, REPAIRED	Now - Sale/Lease/Exch.				
CFM56-3 ENGINE STAND	Now - Lease				
(1) GTCP36-150RJ, (2) GTCP36-100M,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A					
(1) APS1000-C12, (1) APS1000-C3					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) APU T-62T-40C	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) GTCP131-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com	+1 954-801-3592
(2) GTCP131-9A, (1) GTCP131-9B, (1) GTCP331-350		GA Telesis		apu@gatelesis.com	+1-954-676-3111
(1) GTCP331-200ER, (1) APS3200, (1) GTCP331-500					
Engine stands: CF6-80C2, CFM56-5, CFM56-7, PW4000				stands@gatelesis.com	
GTCP131-9A, GTCP131-9B, GTCP331-350C	Now - Sale/Lease/Exch.	Logix.Aero	Jean-Christian Morin	jcmorin@logix.aero	+33.6.4782.4262
GTCP331-500B, GTCP331-200/250, APS5000					
APS3200, APS2300			Rich Lewsley	rlsley@logix.aero	+1 602 517 8210
(1) APU GTC131-9A, (1) APU GTC131-9B	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available	Now - Lease				
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368

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