

Weekly Aviation Headline News

WORLD NEWS

KLM financing sparks calls by Ryanair to block state aid

KLM has announced that it has secured financing for a total amount of EUR 3.4 billion. KLM CEO Pieter Elbers has stressed that COVID-19 has caused aviation to virtually come to a standstill worldwide in recent months. The pandemic has an unprecedented impact on KLM Group's activities. Ryanair boss Michael O'Leary has lashed out calling the state aid bailout as illegal and requesting it to be blocked. He says the subsidy will further reduce competition and consumer choice in the Dutch and French markets. KLM states the financing ensures that the airline can continue its activities and that the company's position is strengthened towards the future.

Teesside International Airport agrees five-year deal with KLM

Teesside International Airport in the UK has signed a new deal with airline partner KLM – securing flights to Amsterdam for at least the next five years. The news comes as the operator announced it is set to resume flights from Teesside to Amsterdam Schiphol airport on 3 August. These will begin with a single daily service, growing back to three times a day when the market is ready.

Qantas announces three-year recovery plan

Qantas is putting in place measures to see the carrier recover over a period of three years. The airline plans to reduce costs by \$15bn during the period of lower activity. Around 100 aircraft are to be grounded for up to 12 months; some for longer and job losses and extended stand downs to manage long periods of reduced flying, especially internationally. Subsequent phases of the plan focus on the increasing ramp up of flying and pursuing new opportunities.



The airline will see fresh injection of cash.

Photo:
Virgin Australia

New lease of life for Virgin Australia

As Bain Capital moves in on sale

American private investment firm Bain Capital has closed in on the sale of Virgin Australia. The airline went into voluntary administration, due to the impacts of the COVID-19 pandemic and financial troubles even before the pandemic.

Virgin Australia Group Chief Executive Officer and Managing Director, Paul Scurrah, said that this development was a significant step forward in securing the airline's future.

"This is a great day for Virgin Australia and a huge milestone

as we move forward with Bain Capital," said Mr Scurrah.

"Bain Capital has spent many hours over the past weeks speaking to us and getting a deep

"It was always the goal to bring our airline out of administration as quickly as possible."

Paul Scurrah, Virgin Atlantic Group, CEO

understanding of our business and working to secure a deal with our administrators. We know they are committed to investing in the airline and we are thrilled to be working with them into the future.

"It was always the goal to bring our airline out of administration as quickly as possible in a stronger financial position and this announcement brings us a step closer to that. Bain's investment will cement our future as a major Australian carrier, secure thousands of direct and indirect jobs, and ensure we can continue to bring competition to millions of customers for many years to come.

"We thank our customers and partners for their loyalty and support during such a challenging

Continued on page 3



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period. Australia needs a second airline and, with the significant backing of Bain Capital, we will continue to serve our customers with competitive fares and high-quality air travel into the future.

“We also thank Deloitte partners John Greig, Sal Algeri, Richard Hughes and Vaughan Strawbridge, and the teams at Morgan

Stanley, Clayton Utz and Houlihan Lokey for their work getting us to this point.”

The Virgin Australia Group will now work closely with Bain Capital on its vision for the business moving forward.

AIRCRAFT & ENGINE NEWS

EASA certifies five-bladed Airbus Helicopter H145

Airbus Helicopters’ five-bladed H145 has been certified by the European Union Aviation Safety Agency (EASA), clearing the way for customer deliveries towards the end of summer 2020. The certification covers the full range of capabilities, including single-pilot and instrument flight rules (IFR) and single-engine operations (Cat.A/VTOL), along with night vision goggles capability. This latest upgrade of the H145 family adds a new, innovative five-bladed rotor to the multi-mission H145, increasing the useful load of the helicopter by 150 kg (330 lbs.). The simplicity of the new bearing-less main rotor design will also ease maintenance operations, further improving the benchmark serviceability and reliability of the H145, while improving ride comfort for both passengers and crew. Certification by the Federal Aviation Administration (FAA) will follow later this year. The certification for the military version of the five-bladed H145 will be granted in 2021.



The five-bladed H145 helicopter has received type certification from EASA

Photo: Airbus Helicopters

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AIRCRAFT & ENGINE NEWS

Virgin Galactic signs Space Act Agreement with NASA for private orbital spaceflight to International Space Station (ISS)

Virgin Galactic, a vertically integrated aerospace company, has signed a Space Act Agreement with NASA's Johnson Space Center to encourage commercial participation in orbital human spaceflight to the International Space Station (ISS) while enabling the development of a robust economy in Low Earth Orbit. Under the agreement, Virgin Galactic will develop a new private orbital astronaut readiness program. This program will include identifying candidates interested in purchasing private astronaut missions to the ISS, the procurement of transportation to the ISS, on-orbit resources, and ground resources. Supporting and coordinating the use of ISS resources will be an important point of integration required for each private astronaut mission. The next generation of space traveller is interested in a variety of space experiences. Building on its commercial spaceflight training experience, Virgin Galactic believes it can provide an unparalleled, personalized customer experience for orbital space travel. NASA is seeing greater demand for use of the ISS for scientific and technological research and development, commercial activity, and international collaboration. Private astronaut experiences could range from private citizen expeditions to government-enabled scientific research missions. As part of this partnership, NASA will leverage Virgin Galactic's commercial expertise and industry knowledge. Virgin Galactic will also contribute end-to-end program management and integrated astronaut training packages for private passengers, tailored to meet the needs for a commercial orbital space flight experience. The partnership also serves as a pathfinder for the ISS National Laboratory by demonstrating additional involvement by the commercial sector in human spaceflight and may lead to commercial participants conducting research and other commercial activities aboard the ISS. Virgin Galactic has already developed a customized Future Astronaut Readiness program for its customers flying out of Spaceport America in New Mexico. Virgin Galactic's existing space experiences could play an important role in the training for orbital travel, allowing passengers to become familiar with the environment in space, such as G-forces and zero-G. Spaceport America, Virgin Galactic's home base, will be utilized for some elements of the training program, using the facilities designed for private astronaut training.

Seeker Aircraft announces business affiliation with the Kingdom of Saudi Arabia's Arabian Development & Marketing



The Seeker, a mission specific, light observation aircraft

Photo: Seeker Aviation

Seeker Aircraft has announced that the Seeker, a mission specific, light observation aircraft, designed and developed for surveillance missions, is now available for purchase from Arabian Development & Marketing Co. (ADMC), Riyadh, Saudi Arabia. This relationship marks the first expansion for Seeker Aircraft into the Middle East. "Engaging with ADMC as an official Seeker Aircraft affiliate organization is a major step in expanding our sales and production efforts into the Middle East," said Ed Lundeen, President and CEO, Seeker Aircraft, Inc. "We are pleased to have formalized this relationship, knowing that ADMC's aviation and market-based expertise is a perfect fit for promoting our value proposition to regional government ministries, military special forces, law enforcement and commercial customers."

APOC Aviation offers flexible support as airlines restart



Photo: APOC Aviation has acquired two A319-132 airframes formerly operated by Air Macau, for part-out

APOC Aviation has promoted Karim Grinate to the position of VP Component Sales as the organization evolves its airline support programs. Grinate has been with the company for just over a year and has steered the solid performance of the component sales division as it has sustained triple digit annual growth across the business. "As our airline customers seek to re-start their operations across the world, we are pleased to announce the induction of a broad inventory of A320 Family-compatible components. We're ready to provide a range of highly flexible support options, including exchange/lease/loan programs. Throughout the COVID-19 crisis we have built on our reputation for innovation and developed some exclusive packages, including free unit opportunities which have been very successful as operators seek to minimize their costs," explains Grinate. Formerly operated by Air Macau, APOC acquired two A319-132 airframes (MSN 1758 and 1790) earlier in the year for part-out. After assessment, the majority of the harvested A319 parts are being returned to serviceable status by APOC's audited group of sophisticated MROs and OEMs. Stock from MSN 1790 has now been shipped back to the Rotterdam warehouse to form part of the company's rapidly expanding inventory of spares.

AIRCRAFT & ENGINE NEWS

Japan's National Police Agency orders five new helicopters

Japan's National Police Agency (NPA) has ordered one new H225 and four H135 helicopters as part of its fleet modernization program. Currently operating 12 H135, four H155 and six AS365 helicopters, with one H215 and two H225s already on order, NPA deploys its growing fleet for missions including law enforcement, personnel and VIP transport, goods transportation, disaster relief, as well as wide area support. The five new helicopters will complement the agency's law enforcement capabilities. The new order will take NPA's Airbus fleet to 30.

Nordic Aviation Capital delivers one ATR 72-600 to Windrose Aviation Company

Nordic Aviation Capital (NAC) has delivered one ATR 72-600, MSN 1178, to Windrose Aviation Company, on lease. With this latest delivery, NAC has welcomed a new customer and country to its portfolio. Windrose Aviation Company was founded in 2003 and in 2007 the airline received an operator's certificate and began operating charter flights under the brand name "WINDROSE Airlines". Today Windrose is one of the leading companies of tourist air traffic in Ukraine with a market share of 21%, according to the State Aviation Service of Ukraine. In 2019, Windrose transported 1.4 million passengers, making 28 flights a day on average. Windrose is included in the IOSA airline registry and operates a fleet of five Airbus A321 aircraft, one Airbus A320, three Embraer ERJ-145 EU / EP / LR and three Hawker aircraft.

GA Telesis forms GA Telesis Rotorcraft and acquires seven Bell 206L4 helicopters

GA Telesis (GAT) has formed GA Telesis Rotorcraft (GATR) to provide lease and finance solutions in the helicopter sector. GATR has closed its first helicopter transaction, a portfolio of Bell helicopters. GAT completed the acquisition of seven Bell 206L4 helicopters, four of which are subject to multi-year leases. Regarding the other three helicopters, one is available for lease or sale, a second helicopter will be refurbished and made available for lease or sale later this year, while the final helicopter will be parted out and sold as used serviceable material. Eric Dollman, Vice President, will be leading the helicopter strategy for GATR.

Alaska Airlines starts flying Embraer 175 jet to state of Alaska



Photo: Alaska Airlines

Alaska Airlines will start flying the Embraer 175 jet aircraft in the state of Alaska starting in October 2020. The E175, operated by regional partner Horizon Air, will serve select markets in Alaska. The E175 aircraft compliments the current Boeing 737 mainline flying in, to and from the state of Alaska and is perfect for many communities where larger jets are not the best option. With no middle seats, the regional jet is configured with 12 seats in first class, 12 in premium class and 52 in the main cabin. Onboard amenities

include Wi-Fi access, and Alaska Beyond Entertainment, which includes free movies and TV shows direct to customer devices and power outlets in first class. Alaska Airlines recently added Boeing 737 service to Cold Bay and started service one month early to King Salmon and Dillingham. Alaska Air Cargo also began serving Unalakleet earlier this month with our 737-700 freighters.

Virgin Galactic's SpaceShipTwo completes second flight from Spaceport America



SpaceShipTwo Unity second glide flight over Spaceport America

Photo: Virgin Galactic

Virgin Galactic has announced the successful completion of the second SpaceShipTwo test flight from Spaceport America. This flight follows the completion of the first test flight from the company's commercial headquarters in New Mexico on May 1, 2020 and marks another important milestone as the team progresses toward the launch of Virgin Galactic's commercial service. This glide flight, flown at higher speeds, allowed the team to continue to evaluate systems and vehicle performance in advance of future rocket-powered space flights from the company's new operating base in New Mexico. Flying VSS Unity in glide configuration at higher speeds enables certain vehicle systems to operate close to the environment seen during phases of rocket boost on a spaceflight. The spaceship achieved a glide speed of Mach 0.85 after being released from the mothership VMS Eve at an altitude of 51,000 ft. Unity completed multiple test-points before touching back down smoothly for a runway landing at Spaceport America. The pilots performed a series of maneuvers with Unity designed to gather data about performance and handling qualities while flying at higher speeds. This data will be verified against similar maneuvers that were performed in the previous glide flight to enhance aerodynamic modelling. The test flight was conducted under a set of stringent operational protocols to ensure safety against COVID-19. These protocols include changes to the work areas and procedures to enforce social distancing as advised by state guidelines as well as universal mask usage. Last weekend, the Company's Spaceship and Propulsion teams completed a full 'wet dress' rehearsal designed to check out the new facilities and equipment at Spaceport America. During this rehearsal, the teams positioned the spaceflight system on the runway and loaded VSS Unity with active propellant.

MRO & PRODUCTION NEWS

DAS/FLITE combine capabilities

Dallas Aeronautical Services (DAS) and FLITE Components (FLITE) will now work in conjunction with one another as sister companies supporting a wide range of composite and aerostructure repairs. The joint efforts and capabilities shared between DAS and FLITE will provide a stronger foundation of services available to all commercial, regional and corporate aircraft customers. This will also allow both companies to build on their favorable industry reputations within their specialized aviation markets. Both DAS and FLITE provide a wide spectrum of composite and aerostructure repair capabilities and are centrally located in the Dallas, TX area for the convenience of the customer. DAS (Dallas Aeronautical Services) and FLITE Components are affiliates of West Star Aviation. Both FAA- and EASA-approved Part 145 Repair Station locations are centrally located in Dallas, TX for customer convenience.

GAMECO breaks ground on component business and composite repair center

GAMECO (Guangzhou Aircraft Maintenance Engineering) celebrated the groundbreaking of its CBC (Component Business Center) and CRC (Composite Repair Center). With a total investment of about 600 million yuan (US\$85 million), the two facilities are expected to go into operation in early 2022. Ideally located at the northwest corner of Guangzhou Baiyun International Airport with easy access to the north extension of the airport highways, the new facilities will be close to GAMECO's headquarter and replace the existing facilities 20 km away at downtown Guangzhou Baiyun district. A total construction area of 54,000 m², divided in 38,000 m² for the CBC and 16,000 m² for the CRC, will give ample space to integrate all critical processes under one roof and realize a highly advanced "one-stop total service" concept. With GAMECO's experienced staff and the support of China Southern Airlines, these two facilities will continue to be a leading force and benchmark in the Chinese MRO industry. Already today GAMECO, covers most of the common aircraft types with deep and comprehensive component repair capability. With the establishment of these two facilities, GAMECO will usher in a phase of accelerated development, leading to more comprehensive modification/refurbishment/out-of-manual repair capabilities of airborne components, such as avionics, electrics, instrumentation, IFE, pneumatics, hydraulics, mechanical, fuel, hot air and wheel brake, as well as composite structure parts, such as a nacelle, inlet cowl, thrust reverser, fan cowl, nozzle, radome, slat, flap and rudder, etc.

IAI secures contract with DHL International to convert additional passenger aircraft



DHL Cargo

Photo: IAI

Israel Aerospace Industries (IAI) will convert an additional three B767-300 passenger aircraft to cargo aircraft, with the potential for a fourth aircraft. This contract marks another major milestone for IAI's aircraft cargo conversions program and the broadening of business for IAI's Aviation Group. Over the last decade, converted B767 have been the backbone of the cargo aircraft market. To maintain IAI's future dominance in this market and to offer new solutions, IAI's Aviation Group signed a contract with GECAS to design, develop, and certify the B777-300 passenger-to-cargo conversion. IAI's Aviation Group was established in January 2019 by combining the company's commercial and military aircraft activities. IAI's Aviation Group is one of the world leaders in the design, development, and certification of passenger-to-cargo aircraft conversions.

Inflite The Jet Centre adds Bombardier Global 700 Series to its approvals



Photo: Inflite The Jet Centre, adds Bombardier Global 700 Series to its approvals

Inflite The Jet Centre (ITFC), part of the Inflite group of companies, based at London Stansted Airport, will add base maintenance capability for the Bombardier Aviation Global Express (BD700 Series). Capability for both line and base MRO is now active under ITJC's Part 145 organization EASA rating. Further applications are in process to add the BD700 Series to all other NAA existing capabilities held by ITJC. "This is another important strategic step for Inflite The Jet Centre, following our acquisition of Bombardier MRO specialist Excellence Aviation early in 2019. This latest accreditation expands the portfolio of aircraft types we can support and we look forward to working with, and supporting more Global Express operators in Europe and the Middle East," commented Alan Barnes, General Manager, Inflite The Jet Centre. With the now concluded integration of Excellence Aviation businesses, (which include CAMO and its Part NCC aircraft management business) Inflite can offer solid expertise as a Bombardier Challenger and Global BD700 MRO business. "This equips us well to serve demands for maintenance support on Bombardier platforms in the region – and at our London Stansted home too," Barnes added. Inflite remains fully operational for both base and line maintenance, as does Inflite's fully integrated VVIP integrated award-winning FBO – available to all corporate services.

MRO & PRODUCTION NEWS

Beside our important A320/330 and B737/777 component business, GAMECO will also invest into the development of capabilities for new-generation aircraft, esp. the B787 and A350.

U.S. FAA finalizes directive relating to 737 MAX potential engine power loss

The U.S. Federal Aviation Administration (FAA) has finalized its directive relating to the inspection of a key 737 MAX component that, if faulty, could result in engine power loss. The airworthiness directive was initially produced in February in response to a service bulleting issued by Boeing back in December 2019. The directive related to concerns that certain 737 MAX exterior panels on top of the engine may lack the electrical bonding necessary to ensure adequate shielding of underlying wiring from the electromagnetic effects of high-power radio frequency transmitters and other sources. The FAA warned that it: “could potentially lead to a dual-engine power loss event and/or display of hazardous misleading” data, which could result in a “forced off-airport landing.” Boeing has confirmed that it supports “the FAA’s airworthiness directive, which makes our recommended action mandatory” in addressing the potential impact of electrical energy on the 737 MAX. In December, Boeing said the issue affected airplanes built between February 2018 and June 2019 and that “the protective foil inside the composite panels may have gaps.” Post inspection, airlines will replace any excessively reworked panels and modify an assembly, thus ensuring adequate electrical bonding.

U.K. and Spanish employee furloughs extended by Airbus as COVID-19 lingers

Airbus has announced that it will be extending staff furloughs in various company sectors in both the U.K. and Spain. In the UK, some 2,200 Airbus workers will have their period of furlough extended up until August 9, while in Spain, most of the company’s SL employees will be furloughed until September 30, which extends to approximately 3,100 people. “Airbus Helicopters and Airbus DS employees in Spain are not impacted”, a spokesman said. In France, 29,500 of Airbus employees are working at an approximately 30% reduced capacity and the company anticipates that once the furlough period is over, there will be “deep” job cuts because of the knock-on effects of the coronavirus pandemic. The company had advised senior staff it must be “resized” in plans to be set out around end-June. Towards the beginning of the month, France announced a 15-billion-euro (\$16.76

Pratt & Whitney adds GTF MRO capabilities to North Berwick



North Berwick facility

Photo: P&W

Pratt & Whitney will invest US\$12.5 million into its North Berwick, Maine facility, expanding its Pratt & Whitney GTFTM maintenance, repair and overhaul (MRO) network. North Berwick will perform maintenance on high-pressure turbine and high-pressure compressor modules for the PW1100G-JM engine. This investment bolsters Pratt & Whitney’s global GTF MRO Network and accelerates growth by utilizing the facility’s already existing expertise. The addition of GTF high-pressure turbine and high-pressure compressor module maintenance at North Berwick benefits GTF operators by reduction of lead-time associated to compressor upgrade and repair. The transformation will consist of upgrades to the current space, increasing efficiencies to help minimize disruption to the current flow of operations and allowing for a seamless transition as the facility takes on a new role.

Honeywell starts flight tests to refine sensor technology that will guide vehicles to land autonomously

Honeywell has begun in-flight testing of sensors that will guide urban air mobility (UAM) vehicles to land without pilot intervention. Aircraft involved in the testing are outfitted with Honeywell sensors and include cameras that analyze visual markings resembling



UAV landing

Photo: Honeywell

QR codes, which help guide the vehicle to a designated landing spot. This is a key first step for the future of flight as Honeywell adds sensors that support safer, autonomous urban air mobility operations. Testing of these sensors is currently underway to gather data and refine their capabilities to support future autonomous landing capabilities. Data collection was compiled in Arizona using Honeywell’s AS350 helicopter, and additional testing is planned in collaboration with Honeywell’s partners. This milestone in testing furthers the initiative to achieve cleaner, safer and smarter aircraft and signals important progress to the goal. As testing and data collection move from proof-of-concept prototypes to reality, there are many benefits to improving navigation and implementing features such as automatic landing. With more automatic features and processes, pilot workloads will ease and critical maneuvers during intense phases of flight will become easier and safer. Operations may also benefit from the strategic use of autonomous landing, making vehicle throughput more predictable and reducing turnaround time. Passengers can ultimately benefit from the improved reliability, safety and comfort of smoother autonomous landing practices along with more reliable transportation schedules. Honeywell’s data collection work will continue for the rest of 2020, with the demonstration of fully automated landings taking place within roughly the next 12 months. When fully developed and tested, these solutions will be the latest addition to Honeywell’s rapidly expanding UAM product portfolio.

MRO & PRODUCTION NEWS

Embraer Services & Support completes first Praetor 500 conversion

Embraer Services & Support has completed the first conversion of a Legacy 450 to a Praetor 500 for an undisclosed customer. The conversion was performed at the Embraer Executive Jets Service Center at Bradley International Airport in Windsor Locks, Connecticut. In order to generate the impressive range improvements synonymous with the Praetor 500, the level-sensing wiring in the fuel tanks were replaced, the over-wing gravity fueling ports were moved, the fuel measurement system was relocated, and the wing ribs were reinforced to hold additional weight. These adjustments entailed updates to the flight control systems, including a new avionics load for the acclaimed Collins Aerospace Pro Line Fusion flight deck. Most noticeably, the iconic swept winglets of the Praetor were installed, and the placards and logos were replaced to officially convert the Legacy 450 into a Praetor 500. The conversion was made possible by the expertise of structures and avionics specialists, A&P mechanics, logistics teams, and engineers from Embraer operations around the globe. The full process to convert a Legacy 450 (2,900 nautical miles range) into a Praetor 500 (3,340 nautical miles range) can be performed at the Bradley Service Center, as well as at Embraer-owned Service Centers in Fort Lauderdale, Florida, Sorocaba, Brazil, and Le Bourget in Paris, France.



Embraer has completed the conversion of a Legacy 450 to a Praetor 500 jet

Photo: Embraer

Emirates Engineering modifies 10 Boeing 777-300ER aircraft for expanded cargo service



Emirates offers more cargo capacity with aircraft modification

Photo: Emirates

Emirates has introduced additional cargo capacity by using Boeing 777-300ER aircraft with seats removed from the economy class cabin. The measure has been introduced in response to the strong air cargo market demand for the rapid, reliable and efficient transportation of essential commodities such as Personal Protective Equipment (PPE), pharmaceuticals, medical equipment, food, machinery and other supplies around the world. Emirates SkyCargo will be operating 10 Boeing 777-300ER aircraft with economy class seats removed, allowing for up to 17 tons or 132

cubic meters of additional cargo capacity per flight on top of the 40-50 ton cargo capacity in the belly hold of the widebody passenger aircraft. The modified Boeing 777-300ER aircraft are being deployed on routes to key production and consumer markets where Emirates SkyCargo sees maximum demand for movement of urgently required goods.

FINANCIAL NEWS

American Airlines plans to raise US\$1.5 billion by selling shares and convertible senior notes due 2025

American Airlines has announced a proposed private offering of US\$1.5 billion aggregate principal amount of secured senior notes due 2025 (the Notes). The Notes will be guaranteed on a senior unsecured basis by American Airlines Group (the Guarantor). The company also announced it intends to enter a new US\$500 million Term Loan B facility due 2024 concurrently with the closing of the offering of the Notes. The company expects to use a portion of the net proceeds from the offering of the Notes and borrowings under the Term Loan to refinance its delayed draw term loan facility which the company and the Guarantor entered into on March 18, 2020 and is scheduled



Photo: American Airlines

to mature on March 17, 2021, with the remainder for general corporate purposes and to enhance the company's liquidity position. The final terms and amounts of the Notes and the Term Loan are subject to market and other conditions and may be materially different than expectations. Neither the closing of the Notes offering, nor the Term Loan is conditioned upon the closing of the other financing.

Air Canada closes two additional financing transactions for net proceeds of CA\$1.23 billion



Photo: Air Canada

Air Canada has closed two additional financing transactions for net proceeds of CA\$1.23 billion. Since the start of the COVID-19 pandemic in the first quarter of 2020, Air Canada has raised CA\$5.5 billion of liquidity. On June 22, 2020, Air Canada completed a private offering of CA\$840 million aggregate principal amount of 9.00% Second Lien Secured Notes due 2024 (the 2024 Notes), which were sold at 98% of par. The 2024 Notes are secured obligations of Air Canada, secured on a second lien basis by certain real estate interests, ground service equipment, certain airport slots and gate leaseholds, and certain routes and the airport slots and gate leaseholds utilized in connection with those routes. Earlier in June, Air Canada completed a private offering of one tranche of Class C EETCs with a combined aggregate face amount of approximately US\$315 million, which were sold at 95.002% of par. The Class C tranche ranks junior to the previously issued Series 2015-1, Series 2015-2, and Series 2017-1 EETCs, and is secured by liens on the 27 aircraft financed under the Series 2015-1, Series 2015-2, and Series 2017-1 EETCs. The Class C EETCs have an interest rate of 10.500% per annum, and a final expected distribution date of July 15, 2026. (US\$1.00 = CA\$1.35 at time of publication.)

FINANCIAL NEWS

Gardner Standard acquires Shadin Avionics

Gardner Standard has announced the acquisition of Shadin, L.P. d.b.a Shadin Avionics (Shadin Avionics) from The Wright Group. Based in Eden Prairie, Minnesota, Shadin Avionics maintains a rich history of designing, manufacturing, and providing support services for fuel flow systems, engine trend monitoring, altitude management systems, air data computers and other instrumentation for turbine, piston and rotor aircraft for the military, general and corporate aviation markets. More recently, Shadin has redefined itself as a global leader in aviation electronics (avionics) integration and data management solutions with its Avionics Interface Systems (AIS) and new Volta product lines. These products simplify aircraft modernization and will support future generations of conventional and electric aircraft. Led by CEO Daniel Nelson, Shadin Avionics is growing rapidly and is well-positioned to continue that success with its recent move to a state-of-the-art 20,000 ft² design and manufacturing facility in Eden Prairie. Terms of the transaction were not disclosed.

Textron ceases flight simulator production in Canada – up to 2,000 jobs to go

Textron Inc (Textron) has announced that its plant in Montreal, Canada, which manufactures flight simulators is to suspend production until further notice, endangering approaching 2,000 jobs across a number of business units. The suspension of operations is as a result of the effect the coronavirus pandemic has had on the travel industry. Textron also anticipates fewer sales for its Cessna business jets and ground support equipment for the foreseeable future. “There has been a substantial decline in demand and order cancellations for flight simulators in light of the expected long-term impact of the pandemic on the commercial air transportation business,” the company said in a filing. Textron also said it would record pre-tax charges of US\$110 million to US\$130 million in the second quarter related to the restructuring. According to Reuters news agency, Textron will continue to produce flight simulators for other fixed-wing aircraft and rotorcraft at its Tampa, Florida, U.S. factory. Textron also manufactures Bell helicopters and anticipates 2020 cash outflow in the range of

Lufthansa shareholders agree on stabilization measures

The shareholders of Deutsche Lufthansa AG have voted in favor of accepting the capital measures and the participation of the Economic Stabilisation Fund (WSF) of the Federal Republic of Germany in Deutsche Lufthansa AG. The corresponding proposal received the necessary majority at the Extraordinary General Meeting. The package provides for stabilization measures and loans of up to €9 billion. The WSF will make silent capital contributions of up to €5.7 billion to the assets of Deutsche Lufthansa AG. It will also establish a 20% stake in the share capital of Deutsche Lufthansa AG by way of a capital increase. This capital increase was approved at the Extraordinary General Meeting. The shareholders also voted in favor of granting two conversion rights for parts of the silent capital contributions. These conversion rights are intended, on the one hand, to safeguard the Federal Government in case of a takeover of Lufthansa and, on the other hand, to secure the interest payments for the silent capital contribution. Both conversion rights can be transformed into a further five percent of the company’s share capital should these conditions be met. The package will be supplemented by a loan of up to €3 billion with the participation of KfW and private banks.



Photo: Lufthansa

GKN Aerospace continues jet engine biofuel testing

FMV (Swedish Defence Materiel Administration) has contracted GKN Aerospace Sweden to continue biofuel testing of the RM12 engine. The biofuel for this test is an ATJ (alcohol to jet)-SKA developed and manufactured by Swedish Biofuels AB. The test is part of a bilateral biojet project collaboration between FMV and USAF/NAVAIR, which started in October 2013 and will be completed in the fall of 2020. GKN Aerospace Sweden is Type Certificate holder for the RM12 engine and has reviewed fuel specifications and material compatibility for all fuel-wetted components in the engine in order to ensure safe engine operation during this test. Performing this test in a test cell will give more in-depth information to see potential differences in engine data compared to earlier flight test results with this 50/50 mix. In March 2017 a Gripen C/D with an RM12 engine completed a successful flight demonstration powered by 100% renewable biofuel, showing excellent performance both in-flight and on the ground. The biofuel used in 2017 (CHCJ-5) was developed by the US company ARA on a USN/NAVAIR contract, and was fully interchangeable with normal jet fuel and approved for a limited flight test. No engine changes or modifications were required for this demonstration. The 2020 test will demonstrate the capability in the engine test cells, flexibility in measurement systems, designing and feeding fuel to the engine. Both FMV and GKN Aerospace are strongly committed to renewable fuel and reduction of the environmental impact of aerospace. GKN Aerospace is also involved in the Clean Sky program, which is the largest European research program developing innovative, cutting-edge technology aimed at reducing CO₂, gas emissions and noise levels produced by aircraft.



Photo: GKN Aerospace Text: Biofuel flight-test

FINANCIAL NEWS

US\$80 million to US\$95 million. The expected job losses will amount to approximately 6 percent of Textron’s employees, having already furloughed some 7,000 U.S.-based workers in March.

MILITARY AND DEFENCE

Airbus to upgrade training capabilities of German Eurofighter pilots

Airbus, acting as the main contractor within the industrial Pilot Synthetic Training System (PSTS) consortium, has been awarded two contracts to extend the Eurofighter PSTS at the Main Operating Base (MOB) in Laage and introduce state-of-the-art simulator cockpits at all Eurofighter MOBs in Germany. The first contract includes the upgrade of existing Full Mission Simulators (FMS) and Cockpit Trainers (CT) in Laage and the provision of two additional FMS according to the new standard, extending the training capability from two to four simulators. This will enable the German Air Force to perform four-ship training at a single location and multi-ship training at distributed networked locations. Due to the new design of the Visual Display Systems, the building can accommodate the four FMS within the existing simulator halls without major infrastructure adaptations. The second contract includes the replacement of 10 cockpits in the FMS and CT at all the German Eurofighter bases in Neuburg, Laage, Wittmund, Nörvenich and the Central Integration Facility at Airbus Manching. With the introduction of modern cockpit replicas within the PSTS, a major sub-system of all Eurofighter simulators will be renewed to guarantee best performance of the pilot’s working place for the next decade. All PSTS cockpits for the German MOBs will be equipped with a full suite of cockpit displays and control panels including a newly developed facsimile head-up-display. It will also comprise a G-seat motion cueing system, an anti-G inflation system as well as a breathing air system, all controlled by a cockpit linkage system developed by Airbus. The entire cockpit will be night vision goggle compatible. The FMS will be equipped with a state-of-the-art LED projection system, which provides a high-resolution out-the-window view for pilots, regardless of the time, day and weather conditions in which the training takes place. Furthermore, by introducing a common concept for computer racks, power supplies



DHL Express is building a new cargo hub at Munich Airport Photo: Munich Airport

DHL Express Germany and **Munich Airport** have concluded an agreement for the construction of a new cargo building at Munich Airport. The new building will be built on the site currently occupied by the car parks P 80 and P 80 West and will have a gross floor area of more than 8,000 m². For the first time, the partners signed the contract digitally,

reflecting the current restrictions. DHL Express will plan, build, and operate the new building and lease the land from Munich Airport. Currently, the company rents hall space in the existing cargo center at Munich Airport. The start of operations at its own location, which will be six times bigger, is scheduled for 2022. In recent years, DHL Express has seen a substantial increase in import and export volumes at its Munich gateway. “The existing building could not keep up with this growth,” says Markus Reckling, Managing Director of DHL Express Germany, explaining the need for this €70 million (US\$79 million) investment project. “After modernizing and expanding our service center in Unterschleißheim for €13 million (€14.7 million) last year already, the construction of our new gateway at the airport is the next step in the infrastructure plan with which we are clearly committing to our presence in the Munich region. Even in the currently difficult economic situation, we are continuing to invest systematically in service for our customers, which is our top priority.” The new gateway will have direct airside access and two “PUD” (pick-up and delivery) fingers. Up to 65 delivery vehicles at a time can be dispatched there. This creates a time-saving benefit for pick-up and delivery, particularly for customers in the Landsberg-Ingolstadt region. The new station will meet the security requirements of the Transported Asset Protection Association (TAPA) and obtain the globally recognized TAPA Class A certification, the highest security level in air transportation.

Passengers and visitors can now be tested for the virus causing COVID-19 directly at **Václav Havel Airport Prague**. Testing is performed by an accredited GHC Genetics laboratory. The new service will facilitate safe travelling and also reduce the spread of the disease. Passengers and the general public can both use the testing directly at the airport. Prague Airport has set up a total of three check points where GHC



Photo: Airport Terminal 1

Genetics healthcare professionals provide the testing. One check point is located in the public area of the airport in the connecting corridor between Terminal 1 and Terminal 2. It is intended primarily for the general public and for departing passengers who need a negative test result to enter their final destination. The other two check points are located airside in the non-public area of both terminals. Testing is available to passengers and the general public at Václav Havel Airport Prague daily from 4.00 am to midnight. However, the operating hours of the check points will be adjusted according to the current air traffic. The samples taken at the airport are analyzed at a remote workplace fitted for the purpose and the test results are shared with the tested person in a standard mode within a maximum of 12 hours via e-mail. However, there is also an express testing service available, under which the results are communicated to the passenger within only three hours. This mode is most suitable for departing passengers who need a negative COVID-19 test result to enter the country of arrival and for arriving passengers requiring a negative test result to quickly enter the Czech Republic. They can wait for the results directly at the airport and only enter the Czech territory with a negative result.

MILITARY AND DEFENCE

and emergency equipment throughout all devices, a baseline for future upgrades of the remaining German MOB's has been created.

GE awarded US\$180 million contract to support T700 engines

GE Aviation has been awarded a five-year, US\$180 million contract by the U.S. Naval Air Warfare Center Aircraft Division (NAWCAD) to repair and overhaul T700 rotorcraft engines in support of the U.S. Navy's MH-60 Seahawk, and the U.S. Marine Corps' AH-1Z Viper and Bell UH-1Y Venom/Huey helicopters. Upon service entry in 1978 in the Sikorsky UH-60 Black Hawk, the T700 quickly proved its mettle in helicopter service, and its operational benefits also made it an ideal derivative as a turboprop powerplant. Today, the T700/CT7 family of turboprop and turboprop engines power 15 types of helicopters and fixed-wing aircraft with more than 130 customers in more than 50 countries. The T700/CT7 family has surpassed 20,000 units delivered and more than 100 million total flight hours.

INFORMATION TECHNOLOGY

Honeywell has released an update to its Honeywell Forge platform for business aviation flight departments that includes multiple integrations and new features. The updates include a new integration with Professional Flight Management's scheduling software and a new cabin connectivity analytics dashboard. Additionally, the beta version of a propulsion data reporting system will now integrate aircraft health data with Maintenance and Service Plan (MSP) monthly reporting. "Since Honeywell Forge launched to support business aviation in March, we have been focused on continuously innovating the platform and expanding the integration with key partners so our customers can get a clear picture of how their aircraft is using data, and how they can better manage their costs," said John Peterson, vice president and general manager of Software and Services at Honeywell Connected Enterprise, Aerospace. "We are continuing to invest in best-in-class features and functionalities as we expand our platform into a solution that addresses all our customers' needs with a seamless, simple experience." Honeywell is also launching expanded access to the digital Automatic Terminal Information Service (ATIS), which is a continuous broadcast of recorded relevant information accessible to pilots near airports or other high-traffic areas. Previously, some pilots



Photo: Swissport

Two weeks after **Swissport Belgium**, part of **Swissport International Ltd.** filed for insolvency, ground handling company **Swissport UK** has announced it is reducing its U.K. staffing levels from 8,500 to under 4,000. The Swissport group of companies, Swissport, which handles services such as passenger baggage and cargo for airlines, employed 64,000 workers worldwide prior to the pandemic. The

move comes on the back of a 75% reduction in revenue as a consequence of the COVID-19 pandemic. The chief executive of **Swissport Western Europe** said the cuts were necessary to "secure the lifeline of funding from lenders and investors", describing the current situation as "the most difficult times in our company's history." The **Airport Operators Association (AOA)**, which represents more than 50 airports, said on Wednesday up to 20,000 jobs were at risk across U.K. airports because of persistently lower passenger numbers. Swissport UK was already struggling to deal with the knock-on effects of the shutting down of **Flybe**, the U.K. regional carrier at the beginning of March this year. Some of Swissport's largest operations include providing services at London's Gatwick and Heathrow, Manchester, Newcastle, Edinburgh and Glasgow, alongside a host of regional airports.



SunExpress Germany

Photo: AirTeamImages

SunExpress Deutschland GmbH (Sun Express Germany), the joint venture carrier involving **Lufthansa** and **Turkish Airlines**, is to close with the loss of approximately 1,200 jobs. Sun Express Germany is a separate company to **Turkish Sun Express**, the latter concentrating predominantly on flights between Germany and Turkey, while the former serves a number of leisure destinations in the Mediterranean region, while also flying on behalf of **Eurowings**, the low-cost carrier. Sun Express Germany operated a fleet of over a dozen Boeing 787-300s, and also a number of Airbus A330-200s which it wet leased to **Lufthansa's** Eurowings. It is anticipated that Eurowings will take over some of the carrier's short- and medium-haul routes, but it is not known how many of the 1,200 staff will offered posts within the Group. In a statement, Lufthansa says it was jointly decided by the shareholders of SunExpress Germany to close the airline. Flights had already been halted and all aircraft grounded since the beginning of April, due to Coronavirus-related travel restrictions across Europe and the world. "After intense discussions and evaluating various options for the continuation of flight operations, all shareholders have taken the decision to discontinue operations, which was agreed on during a meeting on June 23," the Lufthansa Group stated. Turkish Airlines' SunExpress will continue to operate its own routes using a fleet that consists of over 40 Boeing 737-800s.

INFORMATION TECHNOLOGY

could not access digital ATIS due to incompatible datalink avionics in their aircraft, but now with Honeywell Forge, they will be able to access this vital airport information worldwide.

OTHER NEWS

The cancellation of travel warnings for most of Europe is also clearly visible at **Frankfurt Airport (FRA)**. During the second half of June, the number of flights from Frankfurt to the classic holiday regions in the Mediterranean has been increasing sharply. The number of weekly connections to Mallorca has increased from 6 to 26. For the first time since March, the Greek islands will also be served via FRA: with nine weekly flights to Heraklion on Crete planned from June 29. In total, Frankfurt Airport will be offering some 175 destinations – including about 50 intercontinental routes – at the end of June. The small increase in flight offerings to some long-haul destinations in the Far East and South America is also planned. In addition, further destinations to North America will also be served again via the Frankfurt global hub from June 29. The capacity planned via FRA will increase to 219,000 seats for the last week of June 2020 – representing a gain of 10% at the beginning of June and a gain of about 20% of the previous year’s level. With a view to the start of the summer vacation period, Fraport (the operator of Frankfurt Airport) expects a gradual expansion of flight offerings during the coming weeks. Due to the coronavirus pandemic, FRA’s total traffic volume will continue to be noticeably below the 2019 level. Therefore, all passenger handling processes are currently concentrated in FRA’s Terminal 1 only.

INDUSTRY PEOPLE



Jose Costas

- DRA – Deutsche Regional Aircraft appoints **Jose Costas** VP Aircraft Sales. As part of the ongoing development of its senior leadership team, DRA and sister company 328 Support Services GmbH, have appointed Jose Costas as the company’s vice president of aircraft sales. Leveraging his significant aviation industry experience, Costas is responsible for all aircraft sales, including that of the D328eco™ aircraft and legacy D328® aircraft, as well as marketing and customer experience. Costas brings to DRA 20 years of

experience in the global aviation industry. Most recently, Costas held senior positions with Embraer S.A. in both the company’s Commercial and Executive branches. Costas was responsible for sales, contracts management and aircraft deliveries (Brazil), as well as aircraft marketing and sales in Asia-Pacific, Europe, and the Middle East and Africa (EMEA).

- **Henri de Peyrelongue** has been appointed Executive Vice President, Commercial Sales Air France-KLM, as of July 1, 2020. He will lead the current organization “Sales and Alliances” and will join the Group Executive Committee. He will report to **Benjamin Smith**, Chief Executive Officer of the Air France-KLM Group. Henri De Peyrelongue is currently Senior Vice President, Commercial Planning Air France-KLM. This promotion follows the decision of **Patrick Alexandre**, currently Executive Vice President, Sales and Alliances Air France-KLM, to retire effective September 30, 2020. **Pieter Bootsma**, currently Executive Vice President, Commercial & Revenue Air France-KLM, will be named Chief Revenue Officer Air France-KLM. In this capacity, he will remain in the Group Executive Committee, reporting to Benjamin Smith. Pieter Bootsma will chair the Commercial Committee, which will oversee the direction of all shared commercial activity at the Air France-KLM Group.



Rémi Maillard

- Airbus has appointed **Rémi Maillard** as President of Airbus India and Managing Director of South Asia region, effective September 1, 2020. Maillard, currently Head of Airbus Services, will succeed **Anand Stanley** who will move to Singapore as President, Airbus Asia-Pacific. Both will report directly to **Christian Scherer**, Chief Commercial Officer and Head of International of Airbus. In his new role, Maillard will lead Airbus’ business in South Asia. He will be responsible for commercial aircraft sales and business development, and he will manage Airbus’ regional footprint, which includes engineering, innovation, customer support and services as well as training. He will also help progress Airbus’ top defense and helicopter campaigns and boost the company’s ‘Make in India’ programs.



Martin Thomsen

- Air bp has announced that **Martin Thomsen** will assume the role of Chief Executive Officer, Air bp, on July 1, 2020. He will succeed **Jon Platt**, who has successfully led the business since 2016 and who will retire from bp later this year after a distinguished career spanning over 30 years. Thomsen has been with bp for 15 years and has held several positions across the downstream business. He joins Air bp from his previous position as retail director and fuels country integrator for Austria, Switzerland and Turkey. Martin’s previous roles include fuels general manager Turkey, retail operations manager Spain, commercial optimization fuels Iberia and retail Europe strategy and business development.

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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	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@aefinc.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@aefinc.com	+1 312 772 1613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	700	2005	Now	Dry / ACMI	Stephen Haire	shaire@aefinc.com	+1 312 772 1613
A330-223	Presidio Aircraft Leasing	PW4168A	970	2008	Now	Dry / ACMI	Stephen Haire	shaire@aefinc.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
D032B 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	Castllake	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@ftaiaviation.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@ftaiaviation.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				


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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
(1) CFM56-5B	Now - Sale/Lease/Exch.	Gryphon Aviation Leasing	Peter Curbelo	peter@gryphonleasing.com	+1 786 468 6789
(2) CFM56-7B	Now - Sale/Lease/Exch.				
(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@aefinc.com	+1 312 772 1613
(1) PW4056-3 (with QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaaviation.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	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	jmorin@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

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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@ftaiaaviation.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 Cowls & Fan Cowls	Now - Sale/Lease/Exch.				
Trent 892 Inlet Cowls and Fan Cowls	Now - Sale/Lease/Exch.				
CFM56-5B Inlet Cowls and Fan Cowls	Now - Sale/Lease/Exch.				
V2500-A5 Inlet Cowls & Fan Cowls	Now - Sale/Lease/Exch.				
CF6-80E Trust Reversers, Inlets & Fan Cowls	Now - Sale/Lease/Exch.				
APUs (2) APS2300	Now - Sale/Lease/Exch.				
APUs (2) 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			Rich Lewsley	rlewsley@logix.aero	+1 602 517 8210
APS3200, APS2300					
(1) APU GTC131-9A, (1) APU GTC131-9B	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available	Now - Lease				
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368

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