

Weekly Aviation Headline News

WORLD NEWS

IATA calls for alternative quarantine measures in Africa and Middle East

IATA has urged governments in Africa and the Middle East to implement alternatives to quarantine on arrival that would allow economies to re-start while avoiding the importation of COVID-19 cases. Government-imposed quarantine measures in 36 countries across Africa and the Middle East (AME) account for 40% of all quarantine measures globally. IATA stresses that with over 80% of travellers unwilling to travel when quarantine is required, the impact of these measures is that countries remain in lockdown even if their borders are open.

Hawaiian Airlines resumes U.S. mainland operations

Hawaiian Airlines announced it will resume a reduced schedule between Hawaii and most of its U.S. mainland gateway cities on August 1, when the state of Hawaii begins welcoming travellers who choose to participate in a pre-travel COVID-19 testing programme. Hawaiian will also increase neighbouring island flights to offer passengers more seamless connectivity between Oahu, Kauai, Maui and the Island of Hawaii.

Qatar Airways further enhances safety onboard

Qatar Airways has increased its health and safety measures onboard by introducing new personal protective equipment (PPE) for customers and cabin crew. The airline's additional robust measures include offering face shields and protective kits to all passengers, in addition to a new protective gown for cabin crew. The disposable face shield will be available in two standard sizes – one for adults and the other for children.



Alaska will use its aircraft as collateral.

Photo: Alaska Airlines

Alaska Airlines secures nearly \$1.2 billion funding

Owned aircraft will be used as collateral

Alaska Airlines has reported securing nearly \$1.2 billion in private loans to further secure its financial stability and future during the COVID-19 recovery period, while balancing the appropriate amount of liquidity.

As part of an Enhanced Equipment Trust Certificate (EETC) offering, Alaska will use 61 of its owned aircraft as collateral to back the debt: 26 Boeing 737-800s, 16 Boeing 737-900ERs and 19 Embraer 175s.

The aircraft will remain encumbered until the debt is repaid: Series A (\$966 million) will be repaid by August 15,

2027, and Series B (\$208 million) will be repaid by August 15, 2025.

“We’re proud of what our people have built at Alaska. Because of

“With this financing and the actions we’ve taken to reduce our cash burn rate, we’ve created a liquidity runway that rivals our strongest competitors.”

“With this financing... we’ve created a liquidity runway that rivals our strongest competitors.”

Shane Tackett, CFO, Alaska Airlines

our long-standing commitment to conservative financial management and a strong balance sheet, we were fortunate to see strong demand for our offering,” said Shane Tackett, Alaska’s executive vice president of finance and chief financial officer.

As part of the Payroll Support Programme (PSP) under the Coronavirus Aid, Relief and Economic Security (CARES) Act, McGee Air Services, a wholly owned ground services subsidiary of Alaska Airlines that operates independently, has also received nearly \$30 million in funding. This is in addition to the \$992 million in the form of a \$725 million grant and a \$267 million loan

Continued on page 3

BEYOND MRO

CUSTOMIZED MRO SOLUTIONS TO KEEP YOU FLYING

www.standardaero.com



Aeroseal™

Aeroseal © - AerosealGroup - All Rights Reserved

“Focused on what is Up Ahead”

www.aerosealgroup.com

...continued from page 1

that Alaska Airlines and Horizon Air jointly received to be exclusively used to pay employee salaries, wages and benefits through September 30.

Alaska Airlines and its regional partners serve more than 115 destinations across the United States and North America.

The CARES Act is a law intended to address the economic fallout of the COVID-19 pandemic in the United States.

AIRCRAFT & ENGINE NEWS

HiSky Moldova signs lease agreement for second Airbus aircraft with ALC

Air Lease Corporation (ALC) has signed a long-term lease agreement for one used Airbus A319-131 aircraft with HiSky Moldova. Scheduled to deliver this September, this aircraft will be the second aircraft in the fleet of the Moldovan startup airline. "ALC is pleased to announce this second lease placement with HiSky Moldova," said David Beker, Vice President and Head of Aircraft Sales and Trading of Air Lease Corporation. "We have been impressed with the business plan underpinning this new clean-sheet airline in Moldova and are honored to provide the first A319 and A320 aircraft to HiSky Moldova so that they can launch their airline later this summer. We look forward to growing and expanding our relationship over the coming years."

Norwegian in dispute with Boeing – cancels 97-aircraft order

In a statement issued by the Norwegian low-cost carrier, Norwegian Air Shuttle (Norwegian) confirmed that recent talks with Boeing with regard to the financial losses it suffered both from the grounding of the 737 MAX after two fatal crashes and engine issues with the Dreamliner 787 have "not led to an agreement with a reasonable compensation." Norwegian, like most airlines, had been heavily hit by the drop in demand from passengers as a consequence of the COVID-19 pandemic and as a consequence decided to cancel its current orders for 93 737 MAX jets and five 787 Dreamliners. Norwegian has also filed a legal claim against the world's second-largest planemaker for the return of payment made for these aircraft. In addition, it is seeking compensation payments for losses incurred from the grounding of the 737 MAX and also technical issues it had encountered with the 787 Dreamliner after technical problems had been discovered with the Trent 1000 engines which had "affected reliability and resulted in premature and unplanned maintenance, which

Bombardier Global 5500 makes entry into service



Photo: Bombardier Global 5500

Bombardier has announced the entry into service of the innovative, long-range Global 5500 business jet, which was recently delivered to an undisclosed customer. Last year, Bombardier announced that the Global 5500 aircraft can fly 200 nautical miles more than planned, and now has a range of 5,900 nautical miles. "This spacious and efficient aircraft is the ultimate business tool, with the range and access to safely take our customers where they need to be," said David Coleal, President, Bombardier Aviation. "The first Global 5500 aircraft delivery is of particular significance for our employees in Wichita, who recently took on the meticulous work of interior completions for the Global 5000 and Global 5500 aircraft."

Embraer delivers first new, enhanced Phenom 300E on schedule



Embraer has delivered the new Phenom 300E to a customer in Texas, U.S.A.

Photo: Embraer

Embraer has delivered the first of its new, enhanced Phenom 300E — the fast and long-range single-pilot business jet, capable of reaching Mach 0.80 — to Texas law firm Dunham & Jones, Attorneys at Law, P.C. The firm, which also owns a Phenom 100EV, took delivery of the enhanced Phenom 300E last week during a ceremony at Embraer's Global Customer Center in Melbourne, Florida.

AOG SIMPLIFIED

ONE NUMBER • ONE EMAIL • ONE APP • ONE CHOICE



**LIVE
GLOBAL
24/7/365**

+1 954-348-3535
aog@gatelesis.com
gatelesis.com/apps

AIRCRAFT & ENGINE NEWS

has disrupted the company’s operations and caused further significant losses.” Norwegian is Europe’s fourth-largest low-cost carrier behind Wizz Air, easyJet and Ryanair, and is the largest Scandinavian carrier. It has four fully owned subsidiaries, namely Ireland-based Norwegian Air International, U.K.-based Norwegian Air UK, Swedish-based Norwegian Air Sweden, and Norway-based Norwegian Long Haul. Combined, the group operates a fleet of 122 aircraft and serves 149 individual destinations both regionally in Scandinavia, and internationally to places such as London and several Mediterranean airports. The low cost carrier still has 30 Airbus A321LR jets on order with delivery due to commence in 2021.

CDB Aviation and SAS agree on lease of four Airbus aircraft

CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing



SAS A350

Photo: CDB Aviation

(CDB Leasing), announced a new transaction with its long-standing customer, Scandinavian airline SAS, for a fleet of four Airbus aircraft, including three A320neos and one A350-900. The deliveries of these aircraft are expected to occur between June 2020 and May 2022. Torbjørn Wist, SAS Chief Financial Officer, commented: “SAS has worked together with CDB Aviation on several sale-and-leaseback transactions, and we are pleased that we have managed to secure the financing for these four aircraft together with CDB Aviation’s Chief Executive Officer Patrick Hannigan and his team during this extraordinary market situation.” Wist further elaborated that “continuing to add the A320neo and A350 aircraft types into the SAS fleet is an important step in SAS’ ambitious sustainability agenda.”

Airbus successfully concludes Autonomous Taxi, Take-Off and Landing project



Airbus successfully concluded its ATTOL program

Photo: Airbus

Following an extensive two-year flight test program, Airbus has successfully concluded its Autonomous Taxi, Take-Off and Landing (ATTOL) project. In completing this project, Airbus has achieved autonomous taxiing, take-off and landing of a commercial aircraft through fully automatic vision-based flight tests using on-board image recognition technology - a world first in aviation. In total, over 500 test flights were conducted. Approximately 450 of those flights were dedicated to gathering raw video data, to support and fine tune algorithms, while a series of six test flights, each one including five take-offs and landings per run, were used to test autonomous flight capabilities. The ATTOL project was initiated by Airbus to explore how autonomous technologies, including the use of machine learning algorithms and automated tools for data labelling, processing and model generation, could help pilots focus less on aircraft operations and more on strategic decision-making and mission management. Airbus is now able to analyze the potential of these technologies for enhancing future

aircraft operations, all the while improving aircraft safety, ensuring today’s unprecedented levels are maintained. Airbus will continue research into the application of autonomous technologies alongside other innovations in areas such as materials, alternative propulsion systems and connectivity. By leveraging these opportunities, Airbus is opening up possibilities for creating new business models that will transform how aircraft are developed, manufactured, flown, powered and serviced.



Willis Asset Management Limited
A subsidiary of Willis Lease Finance Corporation



Turnkey Solutions for Transitioning Aircraft

Our range of services can provide a 'one-stop shop' solution

Whether you are looking for an end of life exit strategy or to maintain your asset for continued operation during a transition period, Willis is uniquely positioned to provide turnkey solutions to our customers worldwide. As an industry leader in managing asset transitions and providing Part 145 aircraft and engine maintenance services, you can count on Willis to deliver comprehensive aircraft solutions to meet your unique needs.

Our all-encompassing services include:

- ✓ Aircraft Storage & Parking
- ✓ Aircraft & Engine Teardown
- ✓ Continued Airworthiness Management (CAMO)
- ✓ Full Transition Process Management
- ✓ Part 145 Aircraft & Engine Maintenance

Contact us for more information:

E: contactus@willisasset.com

T: +44 (0)1656 754 777



www.willisasset.com

Falko adds eleven CRJ900 aircraft to its portfolio in a sale-and-leaseback transaction with Delta Air Lines



Delta Bombardier CRJ900 aircraft

Photo: AirTeamImages

Falko Regional Aircraft (Falko), an aircraft operating leasing and asset management company focused on the regional aircraft sector, will add eleven Bombardier CRJ900 aircraft to its portfolio. The aircraft are being acquired in a sale-and-leaseback transaction with Delta Air Lines and will continue to be operated as part of the Delta Connection regional network in the United States. “We are delighted to have completed this deal which marks a significant expansion in our managed regional aircraft portfolio to 130 aircraft.” said Mark Hughes, Chief Commercial Officer, Falko Regional Aircraft Limited. “ We are very pleased to have concluded this transaction with Delta, one of the world’s leading airlines which has continued to demonstrate its strong financial position despite significant market disruption due to COVID-19 in recent months. The speed with which this deal has progressed is a testament to the strong working relationship that Falko has with Delta. In the last year, Delta has become one of Falko’s most important customers with twenty-five aircraft on long term lease.”

Hi Air signs purchase agreement for two ATR 72-500 aircraft

ATR has sold two ATR 72-500 aircraft from its asset management portfolio to Hi Air. With this purchase the South Korean start-up, which began operations in December 2019, will increase its ATR fleet to four. The two additional aircraft will be delivered in August and October. Supported by the superior economics and versatility of the ATR 72, which burns 40% less fuel and emits 40% less CO2 than a comparable regional jet, the airline is now ready to grow its fleet and expand the number of routes it offers. This summer, Hi Air will launch services on five domestic routes, including one to the popular tourist destination of Jeju Island.



Korean start-up Hi Air has purchased two ATR 72-500 aircraft

Photo: ATR

Helvetic Airways takes delivery of Embraer’s 1,600th E-Jet



Embraer has delivered its 1,600th E-Jet to Helvetic Airways of Switzerland

Photo: Embraer

Embraer has delivered its 1,600th E-Jet, an E190-E2 to Helvetic Airways of Switzerland. Airlines and leasing companies from some 50 countries have added Embraer E-Jets to their fleets since the first-generation jets entered revenue service in 2004. The new, highly fuel-efficient second-generation E-Jets family, the E2s, started flying with airlines in 2018. Helvetic Airways is currently transitioning from a fleet of first-generation E-Jets to E2s. The carrier received its first E190-E2 in October 2019 and has added four more since, as part of its fleet renewal program. Helvetic flies the airplanes in a 110-seat single-class configuration on domestic and international routes. The carrier has firm orders for 12 E190-E2s and purchase rights for a further 12 E190-E2s with conversion rights to the E195-E2, bringing the total potential order to 24 E2 aircraft.

IAI and Iron Drone collaborate to integrate interception capabilities into IAI's anti-drone system



Interceptor drone

Photo: IAI

Israel Aerospace Industries (IAI) and Iron Drone have entered a collaboration agreement for the integration of interception capabilities into IAI's advanced anti-drone system, Drone Guard. The intercepting drone can be launched during day or night from a docking station that hosts several ready-to-use drones. Several intercepting drones can be launched simultaneously to address several targets or swarms. To date, IAI's ELTA Systems, which develops and manufactures Drone Guard anti-drone systems, sold over 100 units that detect, identify, and disrupt the operation of malicious drones. ELTA's collaboration with Iron Drone is part of its strategy to collaborate with start-ups to leverage their innovative technologies for their existing systems to improve performance. ELTA is a global leader in remote sensing and RADAR systems. Its product portfolio includes mission aircraft, national cybersecurity administration, ground robotic systems, anti-drone systems, homeland defense systems, and more.

757-200PCF

8,358ft3 Volume
Up to 84,000lbs Payload



A321-200PCF

7,988ft3 Volume
59,680lbs Standard Payload



WE SET THE STANDARD... YOU PICK THE FLAVOR.

PRECISION FREIGHTERS The Best at what Counts.

- Lowest Operating Empty Weight
- Operationally Proven Design
- Highest Aggregate Payload
- Efficient, Well Supported & Reliable



PRECISION
AIRCRAFT SOLUTIONS

**Cargo aircraft is our business —
your needs design our product.**

**PRECISION AIRCRAFT SOLUTIONS • USA (336) 540-0400 Eastern Time Zone • www.precisionaircraft.com/freighter
Brian McCarthy brian.mccarthy@precisionaircraft.com • Zach Young zachary.young@precisionaircraft.com**

Airbus' H160 helicopter receives EASA approval



The H160 multi-role twin engine helicopter has received EASA certification

Photo: Airbus//Eric-Raz

Airbus Helicopters' multi-role twin engine H160 helicopter has been granted its type certificate by the European Union Aviation Safety Agency (EASA), marking a new chapter for the program. The company is expecting FAA certification to follow shortly, prior to first delivery to an undisclosed U.S. customer later this year. "The successful completion of the H160 Type Certificate is the result of several years of tremendous work and efforts accomplished jointly by the involved technical teams of the Agency and Airbus Helicopters in a remarkable fruitful cooperation spirit," EASA Certification Director Rachel Daeschler said. "It is the result of thorough design and testing efforts, to ensure the highest safety standards are reached. The design of the H160 makes it suitable for a wide range of versatile missions. It is also one of the most environmentally friendly with respect to fuel consumption and one of the quietest helicopters of its class.

MRO & PRODUCTION NEWS

Major job losses likely at Airbus as world's leading planemaker targets 40% drop in production

Speaking to German newspaper Die Welt, Airbus CEO Guillaume Faury confirmed plans for the world's largest planemaker to reduce output by 40% over the next two years to counter the drop in demand for aircraft and delivery delay requests resulting from the effects on global travel by the COVID19 pandemic. The company is now in talks with unions ahead of any formal announcement which is expected at the end of July. Airbus needs to find a balance between job losses and financial aid being offered by European governments. "It's a brutal fact, but we must do it. It is about the necessary adjustment to the massive drop in production. It's about securing our future," Faury told Die Welt, without commenting on details of any cuts, and also stating that: "For the next two years – 2020/21 – we assume that production and deliveries will be 40% lower than originally planned." He added that while output should be back to normal by 2025, depressed deliveries should have caught up by the end of 2021.



Airbus A320-200 production

Photo: AirTeamImages

According to Reuters news agency, sources have predicted phased cuts of some 14,000 jobs based solely on the 40% output index, which takes account of labour needed for different models, or 15,000-20,000 on a broader view, which would equate to a cost of between €0.8 billion and €1.2 billion (US\$9 billion and US\$14.4 billion). With principal plants located in Germany, France, the U.K. and Spain, respective employment laws will have to be taken into account as voluntary redundancy schemes will have to be exhausted before any forced redundancies can be made. Consequently, Airbus will rely partly on early retirements, with 37% of its 135,000-strong workforce due to retire within the next ten years.

MRO & PRODUCTION NEWS

Meggitt expands aviation repair capabilities in Asia

Meggitt, an international company specializing in high-performance components and subsystems for the aerospace, defense and selected energy markets, has received authority approval to repair over 80 new part numbers at its newly expanded Services & Support center of excellence in Singapore. The purpose-built site serves as the regional hub for aerospace aftermarket in Asia. At 42,000 ft², the facility has doubled in size to incorporate fire detectors, cable assemblies, actuators, sensors, valves and heat exchangers, adding several new capabilities to the current portfolio. Meggitt's Services & Support division established its site at Seletar Aerospace Park, Singapore, in 2012, and this latest expansion was driven by the significant growth in content Meggitt has secured on next-generation aircraft platforms including the A350XWB, A320neo, Boeing 737MAX and both GTF and Leap engines.



Photo: Meggitt Service & Support center Singapore

FINANCIAL NEWS

REX Board approves plans for domestic operations

Following the announcement to the ASX on May 13, 2020 of the Regional Express Group's intentions to explore the feasibility of commencing domestic operations in Australia, Regional Express (Rex) has been engaged in confidential exploratory discussions with various parties to assess the availability of funding for starting up domestic operations. The Rex Board has now formed the view that Rex could successfully embark on domestic operations. Consequently, the Board has approved an initiative to raise a minimum of AUD\$30 million (US\$21 million), which the Board now believes will be all that is needed for the launch of limited domestic operations, through one or more of the following avenues: sale-and-leaseback arrangement, equity injection and convertible notes. Discussions with interested parties including lessors and private equity funds have not been finalized and the Board will reconvene within three weeks to decide on the structure of the fund raising and the maximum amount that will be raised. Where necessary, the Board will seek shareholder approval for the fund raising. Due to the strong interest shown by various external parties to participate in the fund raising, including lessors willing to provide AUD\$30

MAC Aero Interiors' production facility receives Airbus approval to start producing aircraft interiors in Estonia

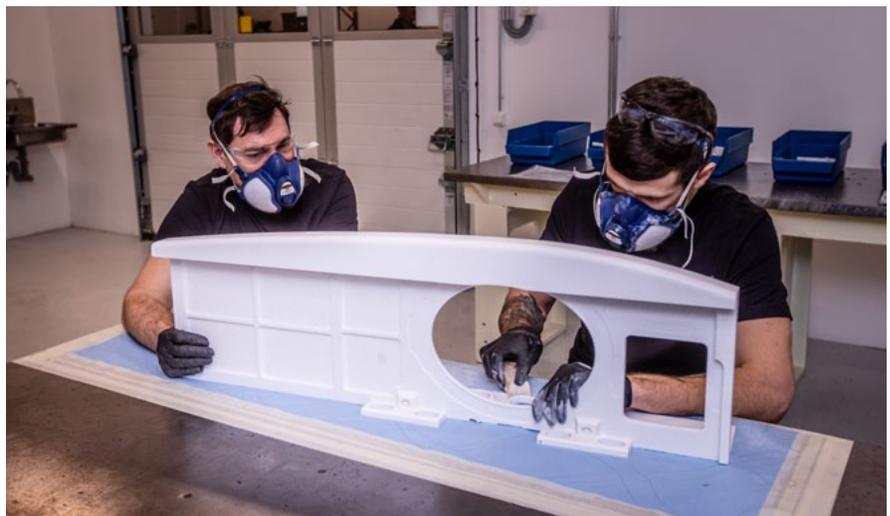


Photo: MAC Aero Interiors production facility in Tallinn

MAC Aero Interiors, a subsidiary of Magnetic MRO, a global provider of Total Technical Care for aircraft operators and lessors, has had Airbus-approved-supplier status for many years. As a new milestone, the Magnetic MRO facility has received approval from Airbus to start producing interior elements for Airbus aircraft in its production facility located in Tallinn, Estonia. MAC Aero Interiors has previously been producing parts for Airbus in the former plant in the U.K. before relocating the production facility to Estonia in early 2020. The manufacturing line in Tallinn has received the approval from Airbus for future production of literature pockets for A380 aircraft.

FINANCIAL NEWS

million for 15 of Rex’s fleet of 60 unencumbered Saab 340 aircraft, the Board has now formed the view that funding will be forthcoming for the minimum target sought. Consequently the Board has authorized management to commence preparations in earnest for the operation of an initial fleet of between five and ten narrow-body jet aircraft to be based out of Sydney and/or Melbourne to service the golden triangle (Sydney-Melbourne-Brisbane). The Board has confirmed March 1, 2021 as the targeted start date for domestic operations, subject to fund availability and regulatory approval.

DAE provides first-half 2020 business update

Dubai Aerospace Enterprise (DAE) has released the following updates on business activity, liquidity and customer deferral requests: DAE’s owned, managed and mandated-to-manage fleet stayed stable at 400+ aircraft. During the first half of 2020, DAE sold or novated 17 aircraft, acquired five aircraft, transitioned or extended leases on 23 aircraft, and negotiated 41 lease extensions subject to documentation. Since the onset of the COVID-19 pandemic, DAE has transitioned 11 aircraft with 18 ferry flights to and from nine countries. Portfolio lease utilization remained high and is above 99%. The managed aircraft portfolio grew to 73 aircraft. DAE ended the first half of 2020 with total available liquidity of US\$2.8 billion which comprised of approximately US\$600 million of unrestricted cash and US\$2.2 billion of long-term committed available lines of credit. The company repurchased US\$187 million of its own bonds in the first-half 2020. Over the next 12 months, DAE has only one bond maturity of US\$430 million in August 2020. DAE continues to receive rent deferral requests; to date the company has granted 29 rent deferral requests totaling aggregate rent of approximately 12% of annual reported revenue. The company is currently evaluating an additional 28 rent deferral requests totaling aggregate rent of approximately 6% of annual reported revenue and expects to provide additional assistance to its clients and also expects arrears to climb as clients continue to refine their operating models.

Leonardo successfully issued €500 million bond

Leonardo successfully issued a €500 million (US\$560 million) bond. The offering, targeted at Italian and international institutional investors, has a 5.5-year tenor, maturity January 2026, and a fixed-rate coupon of 2.375%. The issue price was 98.933%. Coupons are paid annually in

Five American airlines agree deal on government loans with U.S. Treasury

Under a US\$25 billion emergency loan program, five American airlines have confirmed they have successfully concluded negotiated loan deals with the U.S. Treasury. Unlike previous financial assistance in the form of payroll assistance which did not have to be repaid, this new financial aid will be in the form of a repayable



Photo: American Airlines

loan, though the terms have not been disclosed. While several more U.S. airlines are still in negotiations with the U.S government, American Airlines is due to close on a US\$4.75 billion treasury loan in Q3, which is in addition to the payroll loan of US\$5.8 billion already received. The four other airlines included in this agreement are Hawaiian Airlines, Spirit Airlines, Frontier Airlines and SkyWest Airlines. American Airlines has also warned employees that in relation to anticipated demand during the fall period, the company was overstaffed. “We currently anticipate having 20 to 30% — or more than 20,000 — more team members on payroll than we need to operate our schedule this fall,” they wrote in an employee memo. “To be clear, this doesn’t mean 20,000 of our team members will be furloughed in October, it simply means we still have work to do to right-size our team for the airline we will operate.” However, a number of airlines are being ultra-cautious as a result of current spikes in coronavirus cases with several states now reporting their highest-ever daily numbers. From October 1, airlines can start to eliminate jobs of furlough staff, while last week a group of six American aviation unions advised lawmakers that a further US\$32 billion would be required to enable hundreds of thousands of workers to remain in employment through to March 2021.

MILITARY AND DEFENCE

Morocco orders 24 Boeing AH-64E Apache helicopters



Boeing AH-64E Apache helicopter

Photo: AirTeamImages

Morocco is the 17th country to acquire the Boeing AH-64 Apache through a contract for 24 of the helicopters that was recently signed. Boeing has delivered nearly 2,500 Apache helicopters to 16 nations to date, including the U.S., Netherlands, Greece, United Kingdom, Japan, India, Singapore, South Korea and Saudi Arabia. Deliveries to Morocco are expected to begin in

2024. The AH-64E Apache is the latest configuration of the attack helicopter. It is designed and equipped with an open systems architecture including the latest communications, navigation, sensor and weapon systems. It has an improved Modernized Target Acquisition Designation System that provides day, night, and all-weather target information, as well as night vision navigation capability. In addition to classifying ground and air targets, the Fire Control Radar has been updated to operate in a maritime environment. Boeing will build and deliver the new Moroccan Apaches under a contract with the U.S. Army through the U.S. government’s Foreign Military Sales process.

FINANCIAL NEWS

arrears. The notes will be listed on the Luxemburg Stock Exchange. The success of the offering, four-times oversubscribed, confirms the strong market interest in Leonardo. Leonardo will use the proceeds of the issue to refinance existing debt, extending the average debt life.

Aeromexico files for Chapter 11 bankruptcy

With Latin American (LaTam) governments refusing to bail out their struggling airlines, Aeromexico has become the latest LatAm carrier to file for Chapter 11 bankruptcy as the effect of the Covid-19 pandemic continue to wreak havoc with the travel industry. Aeromexico has made it clear that the bankruptcy filing was totally “voluntary” and that to all intents and purposes it would carry on with its current plans. This included quadrupling the number of international flights and doubling the number of domestic ones in August as restrictions on travelling are lifted. The Mexican carrier has confirmed that tickets, reservations, electronic vouchers and Premier Points will remain valid. Aeromexico is following in the footsteps of Chile’s LATAM Airlines Group and Columbia’s Avianca Holdings, both of which filed for Chapter 11 restructuring in May, though Aeromexico is looking to find preferential financing as part of the restructuring deal, also known as debtor-in-possession financing. There is a fair level of concern being shown that if more LatAm carriers fold, a lack off competition will lead to a hike in ticket prices. U.S. carrier Delta Air Lines holds a 49% stake in Aeromexico and a 20% stake in LATAM, so the bankruptcy process could well result in a substantial reduction in the value of both its investments.

INFORMATION TECHNOLOGY

Embraer has signed a contract for a capital investment in **Tempest Security Intelligence**, resulting in a majority interest in the company. The largest cybersecurity company in Brazil, Tempest, positions itself as a provider of complete solutions for business protection in the digital world. With offices in Recife, São Paulo, and London, it serves more than 300 clients in Brazil, Latin America, and Europe. Founded in Recife in 2000, Tempest is one of the companies to receive an investment from the Aerospace Investment Fund (Fundo de Investimento em Participações Aeroespacial – FIP) created by BNDES, FINEP, São Paulo Development Agency (DESENVOLVE SP) and Embraer, the goal of which is to strengthen the aerospace, aeronautical, defense, and security production

Boeing delivers 2,500th AH-64 Apache helicopter

Boeing has delivered its 2,500th AH-64 Apache helicopter, an E-model Apache for the U.S. Army, from the company’s production line in Mesa, Arizona. The first production AH-64, an A-model Apache, rolled off the assembly line on September 30, 1983, and was delivered by Boeing heritage company McDonnell Douglas to the U.S. Army in January 1984. Today, Boeing is producing and delivering AH-64E helicopters to a growing list of customers around the world. Legacy Apache deliveries, including new-build and remanufactured helicopters, include 937 A-models through 1997, more than 1,000 AH-64Ds between 1997 and 2013, and more than 500 E-models since 2011



Boeing has delivered its 2,500th AH-64 Apache helicopter, an E-model Apache for the U.S. Army
Photo: Boeing

Embraer delivers third C-390 Millennium to Brazilian Air Force



The Brazilian Air Force took delivery of the third C-390 Millennium aircraft

Photo: Embraer

Embraer has delivered the third multi-mission medium airlift C-390 Millennium in the series to the Brazilian Air Force (FAB). The aircraft will be operated by First Troop Transport Group (1st GGT). Similar to the first two units delivered in 2019 and the additional 25 which will be delivered to the FAB, this third unit is prepared to perform aerial refueling missions, with the KC-390 Millennium designation. The C-390 Millennium was developed as a joint project between the Brazilian Air Force and Embraer to set new standards for efficiency and productivity in its category, while delivering the lowest life-cycle cost in the medium airlift market. The aircraft, which has also received orders from the Portuguese Government, can perform a variety of military and civilian missions, including humanitarian missions, medical evacuation, search and rescue, aerial firefighting, cargo and troop transport, aerial delivery and aerial refueling.

INFORMATION TECHNOLOGY

chain. Through the Aerospace Fund, Embraer has enjoyed indirect participation in Tempest since 2016. Brazil has the second-highest rate of cybercrime in the world, second only to Russia. As a consequence, Brazilian companies lose up to US\$10 billion a year to cybercrime, which includes financial theft, as well as that of intellectual property and confidential information.

OTHER NEWS

Brussels Airlines has reached an agreement between the **Brussels Airlines management** and its social partners, representing the more than 4,000 employees of the company's different departments: **Cockpit crew, Cabin crew, Maintenance & Engineering, Ground Operations and Support Functions**. As announced in May, Brussels Airlines needs to take substantial measures in order to create a long-term future for the company. The carrier needs to structurally reduce its costs to a competitive level. On June 26, the Management and the Worker's Council of Brussels Airlines came to an agreement that will tackle the company's immediate and future needs. The agreement safeguards 75% of the jobs, evenly spread across departments. The priority of both the management and the unions was to look at all possible options to avoid forced dismissals as much as possible. Thanks to alternative options, which include early retirement, part-time working, time credit, voluntary departure and unpaid leave, the number of forced dismissals can be limited to a minimum. For the employees who leave the company, Brussels Airlines offers outplacement over 12 months to help them with their career transition, in cooperation with Travviant. While the turnaround plan is indispensable to overcome the crisis and become structurally competitive, the ongoing discussions to secure the financing of the company remain essential. The Belgian national carrier hopes for a positive outcome of the ongoing talks on the financial support that is needed to overcome the consequences of this unprecedented crisis and to restructure the company.

Air Canada has said that it is indefinitely suspending service on 30 domestic regional routes and closing eight stations at regional airports in Canada. These structural changes to Air Canada's domestic regional network are being made as a result of continuing weak demand for both business and leisure travel due to COVID-19 and provincial and federal government imposed travel restrictions and border closures, which are diminishing prospects for a near-to-mid-

GKN Aerospace continues to support Gripen's RM12 engine

GKN Aerospace has signed a follow-on Performance Based Logistics (PBL) contract with the Swedish Armed Forces for the provision of comprehensive support for the GKN Aerospace RM12 engine. The RM12 engine powers the JAS 39 Gripen C/D fighter. This contract follows a series of multi-year RM12 PBL agreements and is expected to be worth approximately US\$440 million. Under the agreement, GKN Aerospace will continue its support for the day-to-day operations of JAS 39 Gripen C/D users. The company will ensure engine availability for every Swedish Air Force mission as well as for Gripen C/D export customers: the Czech Republic, Hungary and Thailand. This will include the provisioning of technical product support as well as comprehensive maintenance, repair and overhaul, including repair development and spare parts supply. In January this year, FMV selected GKN Aerospace to be the product support and MRO provider for the RM16, the engine for Gripen E, with the aim of utilizing synergies between the RM12 and the RM16 as much as possible.



RM12 engine

Photo: GKN Aerospace



Photo: IATA

The **International Air Transport Association (IATA)** has released data for global air freight markets in May showing a slight improvement in the air cargo market. Currently, capacity remains unable to meet demand as a result of the loss of belly cargo operations on passenger aircraft that have been parked. Global demand, measured in cargo ton-kilometers (CTKs), fell by 20.3% in May (-21.5% for international operations) compared to the previous year. That is an

improvement from the 25.6% year-on-year drop recorded in April. Global capacity, measured in available cargo ton-kilometers (ACTKs), shrank by 34.7% in May (-32.2% for international operations) compared to the previous year, a slight deceleration from the 41.6% year-on-year drop in April. Belly capacity for international air cargo shrank by 66.4% in May compared to the previous year due to the withdrawal of passenger services amid the COVID-19 crisis (up slightly from the 75.1% year-on-year decline in April). This was partially offset by a 25.2% increase in capacity through expanded use of freighter aircraft. The cargo load factor (CLF) rose 10.4 percentage points in May. This was a slight decrease from the 12.8 percentage point rise in April. However, the extent of the increase suggests that there is still pent-up demand for air cargo which cannot be met due to the continued grounding of many passenger flights. Global export orders continue to fall but at a slower pace. The Purchasing Managers Index (PMI) tracking new manufacturing export orders improved from the trough seen in April despite remaining in contractionary territory. "Air cargo demand is down by over 20% compared to 2019. And with most of the passenger fleet grounded capacity was down 34.7%. The gap between demand and capacity shows the challenge in finding the space on the aircraft still flying to get goods to market. For that the prospects for air cargo remain stronger than for the passenger business but the future is very uncertain. Economic activity is picking up from April lows as some economies unlock. But predicting the length and depth of the recession remains difficult," said Alexandre de Juniac, IATA's Director General and CEO.

OTHER NEWS

term recovery. As the company has previously reported, Air Canada expects the industry's recovery will take a minimum of three years. Therefore, other changes to its network and schedule, as well as further service suspensions, will be considered over the coming weeks as the airline takes steps to decisively reduce its overall cost structure and cash burn rate. As a result of COVID-19, Air Canada has reported a net loss of CA\$1.05 billion (US\$772 million) in the first quarter of 2020, including a net cash-burn in March of CA\$688 million (US\$506 million). The carrier has undertaken a range of structural changes including significant cost savings and liquidity measures, of which this announced service suspensions form part. Other measures include:

- A workforce reduction of approximately 20,000 employees, representing more than 50% of its staff, achieved through layoffs, severances, early retirement and special leave
- A company-wide cost reduction and capital deferral program, that has to date identified around CA\$1.1 billion in savings
- A reduction of its system-wide capacity by approximately 85% in the second quarter compared to last year's second quarter and an expected third quarter capacity reduction of at least 75% from the third quarter of 2019
- The permanent removal of 79 aircraft from its mainline and Rouge fleets
- And raising approximately US\$5.5 billion (CA\$7.4 billion) in liquidity since March 13, 2020, through a series of debt, aircraft, and equity financings

As economies reopen and border restrictions lift, **Delta Air Lines** (Delta) will add almost 1,000 flights system-wide in July, boosting service and nonstop connectivity to popular summer destinations and major business markets. Customers traveling or considering travel this summer can feel confident in a safe experience throughout the journey, from check-in to baggage claim. Delta has implemented several measures to encourage extra space and provide peace of mind at the airport, as well as committed to capping cabin seating at 60% in Main Cabin and 50% in First Class and blocking middle seats through Sept. 30, 2020. As to the remainder of the summer travel season, the airline will stay focused on adding seat capacity, gradually rebuilding its footprint in local markets, and resuming high-demand service suspended due to travel restrictions.

easyJet started formal consultation on June 30 on proposals with employee representatives including **BALPA** and **UNITE** regarding all of its U.K.-based pilots and crew. The proposals



Photo: Air bp Airfield Automation

Air bp, the international aviation fuel products and services supplier, has passed a milestone of 250,000 fuelings using its Airfield Automation digital technology. The landmark fueling took place in Adelaide, Australia, when the business supplied Jet A-1 (with fuel system icing inhibitor) to The Royal Flying Doctor Service (RFDS). Since launching in May 2018, Airfield Automation has been rolled out to 145 Air bp network-locations in 18 countries on four continents. Since the start of the year, new sites have also gone live in Norway, Sweden and the U.K. Before many aircraft were grounded due to the Covid-19 pandemic, Air bp was completing around 1,000 fuelings per day globally with some 20% using Airfield Automation. Designed to enhance safety, reliability and compliance in airport fueling operations, Air bp's technology has been well received by operators who have reported increased speed and efficiency in fueling. Customers have noted improved turnaround times and enhanced accuracy in fueling.



Photo: Ryanair

The **British Airline Pilots Association** (BALPA) has accepted a four-year agreement for **Ryanair's** U.K. pilots, which includes a 20% pay reduction restored over four years, along with productivity improvements on rosters, flexible working patterns and annual leave to minimize U.K. pilot job losses. The BALPA agreement was accepted by 96% of Ryanair's U.K. pilots on a turnout of 90%.

OTHER NEWS

include the potential closing of three of its bases in the U.K. – London Stansted, London Southend, and Newcastle. These airports would remain part of easyJet’s route network. EasyJet has informed all employees who may be directly affected by these proposals and will be providing full support to its people during this difficult time. The carrier stated that it is fully committed to working closely with its employee representatives during these consultations with the aim of minimizing job losses as far as possible. Since the pandemic began, easyJet has taken decisive actions to remove cost- and non-critical expenditure from the business at every level to mitigate the impact, however, in line with IATA projections, easyJet believes that the levels of market demand seen in 2019 are not likely to be reached again until 2023.

With initial investigations into the cause of crash involving a **Pakistan International Airlines** (PIA) Airbus A320 near Karachi on May 22 which killed 97 of the 99 passengers and crew on board, and one civilian on the ground, primarily being put down to pilot error, Pakistan’s Aviation minister, Ghulam Sarwar Khan announced on June 26 that 262 pilots have had their licenses suspended under suspicion that they may not have personally taken the compulsory written exams. In 2012 Pakistan introduced its current examination system to meet international standards, written papers which still had to be taken by already qualified pilots. With the fear of failing these exams, a number of pilots are believed to have had someone else sit some, or all eight of these exams on their behalf. There has been an ongoing investigation, which began in 2018, into collusion between pilots and civil aviation authorities. It is believed that certain pilots had resorted to illegal means, bribing someone at the civil aviation body or using political influence to have someone to sit their papers, according to officials. The 2018 enquiry began as a result of a crash that year after which it was discovered that the pilot’s test date provided on their license was actually a national holiday and therefore it was unlikely the test could have been taken that day. In early 2019, 16 PIA pilots had their licenses suspended as a result of early investigations. According to Khan, the 262 pilots grounded on June 26 pending conclusion of inquiries against them included 141 from PIA, nine from Air Blue, 10 from Serene Airline, and 17 from Shaheen Airlines, adding that they included 109 commercial and 153 airline transport pilots. It is believed that Vietnam has grounded 27 Pakistani pilots until their licenses have been reviewed, while Kuwait Airlines has suspended seven pilots and 56 engineers and ground handling staff.

INDUSTRY PEOPLE



Gabriela Perez de Leon

announced that **Gabriela Perez de Leon** has joined the team as Sales Director, based in and overseeing Mexico. She will work with Vice President of Sales, **Chris Morales**, who currently covers Latin America. Perez de Leon has worked in aviation for 20 years, the last 15 of which as the principal of Mondo Aereo, an executive aviation services company located in Toluca, Mexico.

- JetHQ continues its global aircraft expansion, adding an experienced aviation professional to meet the needs of clients in Mexico and Latin America. The aircraft transaction and brokerage company has



Thorsten Dirks

for the areas Digitalization and Finance. Thorsten Dirks was appointed to the Executive Board in May 2017.

- **Thorsten Dirks** will withdraw from the Lufthansa Executive Board on the occasion of the successful conclusion of the governmental stabilization measure. He was most recently responsible for



Nimrod Sheffer

as VP of strategic planning. Sheffer joined IAI as VP of Strategic Planning two and a half years ago after 36 years of military service as a combat pilot in the air force. In his last capacity in IDF, he served as head of the Planning Division. During his term as IAI CEO, Sheffer has introduced a series of reforms and transformations and has drafted a growth strategy and a business plan which yielded excellent

- The CEO of Israel Aerospace Industries, **Major-General (Ret.) Nimrod Sheffer**, announced on July 1, 2020 that he is stepping down following two years as the company’s CEO and six months

business results for IAI over the past six quarters.



Tor-Arne Fosser

has worked over 16 years for Telenor, where he was Senior Vice President for Marketing in the Telenor Group. He is now returning to Norway after almost two years in Copenhagen working as Chief Marketing Officer for the consumer market. Fosser will take over from **Brede Huser**, who was appointed interim head of the airline ecosystem in June 2020.

- **Tor-Arne Fosser** will join Norwegian, as Executive Vice President (EVP) Airline Ecosystem from October 1, 2020. He is currently the Chief Marketing Officer for Telenor Denmark. Fosser



AviTrader Publications Corp.

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

Publisher
Peter Jorssen

Tel: +1 604 318 5207

Editor
Heike Tamm
editor@avitrader.com
Tel: +34 (0) 971 612 130

Advertising Inquiries
Tamar Jorssen
VP Sales & Business Development
tamar.jorssen@avitrader.com
Toll free: +1 (833) 258 8543
Mobile: +1 (778) 213 8543

For inquiries and comments,
please email:
editor@avitrader.com



THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	DVB Bank	CFM56-5B63	3586	2008	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	DVB Bank	V2522-A5	2375	2005	Q3/2020	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	BBAM	CFM56-5B5/P	2129	2004	Apr 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5	2249	2004	May 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5/P	1362	2000	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5/P	2251	2004	Mar 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A320-200	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



Willis Lease Finance Corporation
Power to Spare – Worldwide®



Interested in remarketing of your aircraft or engines?
Contact Tamar Jorssen @ tamar.jorssen@avitrader.com +1 (778) 213-8543

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	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) CFM56-5C4/P	Now - Lease				
(1) CFM56-7B224/E	Now - Lease				
(1) CFM56-5C	Now - Lease				
(1) CFM56-7B27/B3	Now - Lease				

Engine Lease Finance

Regional One



Aircraft Parts eMarketplace



Browse Parts from over 3,000 Vendors on **StockMarket.aero**

Visit www.StockMarket.aero to get started ▶
Mobile App Available on iPhone & Android

Interested in remarketing of your aircraft or engines?
Contact Tamar Jorssen @ tamar.jorssen@avitrader.com +1 (778) 213-8543

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
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) 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@royalero.com	+49 8025 993610

Interested in remarketing of your aircraft or engines?
 Contact Tamar Jorsen @ tamar.jorsen@avitrader.com +1 (778) 213-8543

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
Trent 892B-17	Now - Sale	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17	Now - Sale / Exchange				
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.				
(1) GTCP331-500B	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
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

Interested in remarketing of your aircraft or engines?

Contact Tamar Jorsen @ tamar.jorsen@avitrader.com +1 (778) 213-8543