

Weekly Aviation Headline News

WORLD NEWS

Passenger volume at Munich Airport shrinks by two thirds compared with 2019

The global spread of the coronavirus has caused passenger numbers at Munich Airport to drop significantly for the first time: Passenger volume fell by around 15 million to just under 7.8 million in the first half of 2020 – a reduction of two thirds compared to the previous year's level. The number of aircraft movements dropped from over 200,000 take-offs and landings to around 87,000 – a fall of 57 percent. The volume of air cargo carried was 87,000 metric tonnes and has therefore halved compared with the previous year's figure.

FLYdocs signs lease return services deal with Brussels Airlines

Brussels Airlines recently partnered with FLYdocs to support its end-of-lease (EOL) return services for a fleet of five Airbus A319 aircraft. The partnership between the two subsidiaries of the Lufthansa Group will see FLYdocs build and audit digital records for five EOL aircraft in the Brussels Airlines fleet and facilitate their on-time return to their respective lessors.

London City Airport takes off for summer destinations

London City Airport (LCY) has seen the resumption of international flights. BA CityFlyer resumed flying to Palma de Mallorca, Ibiza, Málaga and Florence. These initially daily flights will be joined from Monday 13th July by daily KLM flights to Amsterdam and Luxair flights to Luxembourg. From Saturday 1st August, BA CityFlyer will add flights from London City Airport to other popular European destinations: Nice, Mahon, Faro and Bergerac.



Blue Islands is expanding UK operations.

All photos:
Blue Islands

Blue Islands takes off

With new routes and brand identity

Following the collapse of UK regional operator Flybe in March, Blue Islands, the Channel Islands based carrier and formally a Flybe franchisee has swiftly re-established itself as an independent carrier while the aviation industry was looming in lockdown.

The airline gathered members of the media at Southampton and Exeter airports in England to announce a string of new routes. Some of the new services are Southampton to Jersey – daily rising to double daily from 31 August. Southampton to Manchester will see a daily service commencing at the same time. Southampton to Dublin will

operate four times weekly from 31 August and Southampton to Guernsey double daily also from the end of August.

Blue Islands is also adding more flights from the UK regions to Jersey

as Southampton and Exeter to Manchester, and to connect people from Jersey and Guernsey. Blue Islands will also be working with partners to offer connections for passengers travelling northbound beyond Manchester.

“We will take it slowly and build as the market demand builds.”

Paul Simmons, Executive Director, Blue Islands

with new services to Bristol, Exeter, Birmingham and East Midlands.

The airline plans to replace lost capacity on core business routes in the South and South West such

Paul Simmons, the airline's Executive Director explains to AviTrader Aviation Weekly that Southampton and Exeter were core long term routes for Flybe and Blue Islands and these stations have a clear long-term flow of passengers between them and the Islands. “We will take it slowly and build as the market demand builds. We know how these routes

Continued on page 3



WHAT SETS US APART



CURRENT AIRCRAFT ENGINE
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V2527-A5

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...continued from page 1

work and we believe we can save them.”

Early in July, Blue Islands unveiled the provision of a commercial loan facility of up to £10m from the Government of Jersey while signing a long-term base carrier partnership to serve former Flybe routes. Rob Veron, CEO at Blue Islands said it solidified the airline in the islands for the next 10 years and beyond. “It’s all about long term sustainability and offering the right service to our customers and the right product.”

Having operated under a franchise agreement since 2016, the airline seems keen to emerge from the shadows of Flybe with the relaunch of brand Blue Islands which comes with new product offerings and a refreshed livery on the fleet of ATRs as well as a new website and booking engine.

In terms of product offerings, the airline is looking at tackling issues that are at the heart of the customer experience such as bag fees for instance. Baggage will be included in the ticket price, as Simmons explains, “we are trying to really drive on the customer friendly type of things like the free bag allowance, trying to be more flexible on missing flights, name changes and those kind of things. We want to be a more customer focused airline.”

Customer-centric initiatives and establishing its own reservation system and website were some of the key priorities after moving from Flybe.

Part of the expansion plans in Southampton will include the provision of employment opportunities for flight crew and engineering initially setting up a base with one aircraft. The airline currently operates a fleet of five ATRs with a sixth aircraft joining the fleet in August to be based in Southampton. A seventh ATR is expected by the end of the year.



An ATR 72-500 in new livery.

Blue Islands will continue with its dual operational base strategy at Jersey and Guernsey while daring to expand in challenging times knowingly that the number of UK regional airlines have troublingly dwindled in recent years. Simmons highlights that up until last year Blue Islands was making money and has been so over the last couple of years. He says the secret is keeping the cost base tight, keeping the capacity right and picking the right routes and not getting into too much aggressive growth.

Simmons: “We have seen others in the post Flybe world announcing a lot of routes but we are taking the opposite direction and moving slower because in the current and in the regular environment that is the safest thing to do.”

AIRCRAFT & ENGINE NEWS

SkyWorks posts second-quarter 2020 activities

SkyWorks Holdings has reported transactions and activities performed during the second quarter of 2020. SkyWorks was retained by a group of bondholders in the LATAM 2015-1 EETC to manage the repossession and remarketing of 17 aircraft consisting of 11 A321-200s, three 787-9s, and two A350-900s. Copa Airlines retained SkyWorks to manage the sale of up to 20 737NG aircraft. On behalf of a U.S.-based financial institution, SkyWorks managed the lease return of a 747-400F aircraft from its previous operator and arranged the subsequent sale to Western Global Airlines. Also, on behalf of a U.S.-based investor, SkyWorks arranged the sale of one A300F4-605R aircraft. SkyWorks arranged for the repossession of one 2006-manufactured A320-200 aircraft (V2500) on behalf of a U.S. financial institution. The aircraft will be stored in Montpellier, France, while it is being remarketed for sale or lease.

AerCap delivers new A321neo-LR to Air Transat



Photo: Air Transat A321neo-LR

AerCap has delivered a new Airbus A321LR on operating lease to Air Transat. “The A321LR is the ideal new-generation aircraft for the transformation of our fleet and the relaunch of our air operations, which will resume on July 23,” said Jean-François Lemay, President of Air Transat. “The arrival of our fourth A321LR allows us to become more efficient and provide a better experience for our customers, while taking an important step in the energy transition in air transportation.”



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AIRCRAFT & ENGINE NEWS

GA Telesis purchases one V2527-A5 engine from Air New Zealand

GA Telesis has purchased one V2527-A5 engine from Air New Zealand. The engine will be immediately inducted for disassembly and adds to the expansion of product lines within the Component Solutions Group. Upon completion, the used serviceable material (USM) will be repaired and made available to GA Telesis' airline and MRO customers worldwide. This engine will bolster GAT's USM inventory and provide new cost-saving solutions for airlines as they begin to rebuild flight networks during these demanding times.

BOC Aviation posts operational transactions for the second quarter 2020

During the second quarter 2020, BOC Aviation had a total fleet of 571 aircraft owned, managed and on order. The average aircraft age was 3.5 years and the average remaining lease term was 8.5 years for the 334 owned aircraft fleet, weighted by net book value. The company had an order book of 197 aircraft in the second quarter of 2020, took delivery of 13 aircraft and signed 38 lease commitments. The customer base consisted of 91 airlines in 40 countries and regions in the owned and managed portfolios. BOC Aviation sold two owned aircraft in the second quarter of 2020. The managed fleet was comprised of 40 aircraft, with one narrow-body aircraft off lease. Owned aircraft utilization was 99.8%, with two narrow-body aircraft off lease.

Sundt Air orders two Beechcraft King Air 350C aircraft



Beechcraft King Air 350C cargo door equipped aircraft

Photo: Textron Aviation

Textron Aviation has been awarded a contract by Sundt Air for two Beechcraft King Air 350C turboprop aircraft to support air ambulance and medevac missions throughout Greece. The Athens-based aircraft will be owned by the country's Ministry of Health, with the Hellenic Air Force overseeing maintenance and operations in support of disaster relief, medical rescue, inter-hospital transfer and repatriation for mainland health care services. Medical staff from the National Centres for Emergency Care will administer medical care to patients aboard the aircraft. The ministry's King Air 350C aircraft is equipped with a cargo door and a Spectrum Aeromed dual-stretcher system, which includes redesigned stretchers to accommodate bariatric patients and incubators raised by electrically powered loading devices. Additionally, medical cabinets, on-board oxygen with overhead lighting and equipment mounts, stowaway tables and adjustable seats provide an easy-to-sanitize, comfortable working environment for the medical staff and passengers. To enhance the aircraft's low fixed costs of operation, the Ministry of Health of Greece has also utilized Textron Aviation's ProAdvantage program which covers maintenance costs for a predictable hourly rate.

Additional major blow to 737 MAX as Avolon cancels orders for 27 of the troubled jets



Photo: Boeing

37 MAX jets on order. Terms have been agreed with regard to a restructuring of the delivery of these jets as Boeing looks to "balance supply and demand with market realities" resulting from the COVID-19 pandemic. The U.S. planemaker still has a substantial backlog of orders for the troubled jet, though production has recently been brought to a halt. In an end-of-second-quarter financial update, Avolon confirmed that it currently has in excess of US\$5 billion in liquidity, having reduced its capital commitments to the end of 2021 by one-third and since the start of the year had cut its 2020-23 capital commitments by over a half.

Within a week of Norwegian Air Shuttle cancelling an order for 92 of the 737 MAX, aircraft lessor BOC Aviation cancelling an order for 30 of the jets and subsequent to its April cancellation of 75 ordered 737 MAX jets, aircraft lessor Avolon has announced it is cancelling orders for a further 27 of the aircraft. The Ireland-based lessor has cut its near-term commitments by more than 140 aircraft since the beginning of the year. While the 737 MAX has remained grounded since March 2019 after two fatal crashes while it looks to fix identified problems and obtain the required certification for airworthiness, the recent spate of cancellations have been a result of the massive downturn in demand for air travel since the world was hit by the COVID-19 pandemic. As the pandemic began to hit air travel in February of this year, combined order cancellations for the 737 MAX have reached a total of 471. Of these 27 cancelled jets, nine had been earmarked for sale-and-leaseback deals, though the lessor still has

ATR achieves major milestone in Chinese certification



ATR, EASA, CAAC test flight

Photo: ATR

As part of validation for the certification process of the ATR 42-500 with modification 5948 in China, a certification flight test took-off and landed from Francal airport in Toulouse. The flight, which took place on Friday, July 3, is a major step toward ATR type certification validation in China, expected in autumn 2020. The ATR 42-500 with modification 5948 is also known as the ATR 42-600 and certification will allow for delivery of the first of this latest-generation aircraft to a customer in China. The three-hour test flight was performed in cooperation with the Chinese and European airworthiness authorities CAAC (Civil Aviation Administration of China) and European Union Aviation Safety Agency (EASA); of the latter's pilots were on-board the flight alongside an ATR crew.

FLYdocs signs lease return services deal with Brussels Airlines

Brussels Airlines, Belgium's national airline, has partnered with FLYdocs to support its end-of-lease (EOL) return services for a fleet of five Airbus A319 aircraft. The partnership between the subsidiary of the Lufthansa Group and FLYdocs will see FLYdocs build and audit digital records for five EOL aircraft in the Brussels Airlines fleet and facilitate its on-time return to its respective lessors. Jan De Meyer, Strategic Planning Manager at Brussels Airlines said: "We have full confidence in our collaboration with FLYdocs to seamlessly complete these aircraft transitions in a timely manner. Having worked with the team previously and benefitted from the efficiencies of the FLYdocs® platform for a number of years now, we look forward to working collaboratively on these projects."



Brussels Airlines

Photo: AirTeamImages

Air Partner completes sale of three B747-400s for Corsair



Corsair

Photo: Air Partner

Air Partner Remarketing, a division of global aviation services group Air Partner plc, has acted as the exclusive remarketing agent on behalf of Corsair to sell three B747-400 aircraft, plus two spare engines. The aircraft were sold to FTAI Aviation (Fortress Aviation and Investors LLC). The aircraft serial numbers were 26880, 26877 and 26875. These aircraft were manufactured in 1992 and are powered by PW4056 engines.

MRO & PRODUCTION NEWS

Trip & Co announces patent pending for cargo-in-cabin innovations

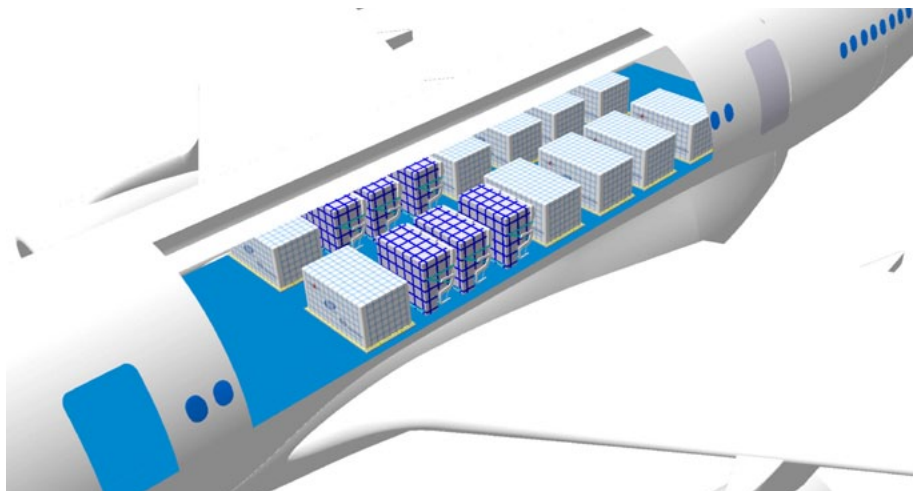


Photo: : ©Trip & Co and SII have joined forces to develop efficient products to transport cargo on board of passenger flights

Trip & Co and SII have joined forces in order to develop efficient products to transport cargo on board of passenger flights. They now have received a tremendous number of requests from companies and corporations all over the world. Their new products are designed specifically for cargo-in-cabin applications and while suitable for all sorts of cargo, efficient loading and unloading will result in higher revenues. Owing to the Covid-19 crisis, many companies are coming up with creative initiatives in order to create new types of business and business-models for airlines. Trip & Co delivers products that guarantee (air) cargo safety and protection. Examples of the cargo-in-cabin solutions Trip & Co and SII have recently developed are the Cargo Seat Bag (CSB) and the Cargo Stowage Container (CSC). The CSB and the CSC will be

delivered with an STC approval. In addition, they meet and exceed all regulations. “We have received a huge number of requests from companies all over the world to create more cargo-in-cabin solutions like the Cargo Seat Bag which can help to overcome these difficult and challenging times in the aviation industry. This gives us the confidence that we are on the right track.” says Tijmen Koster, CEO of Trip & Co. More innovative products are to be launched very soon.

Premium AEROTEC commences first metal cut for A321XLR’s Rear Center Tank

Airbus’ manufacturing subsidiary Premium AEROTEC in Augsburg, Germany has commenced production of the first Rear Center Tank (RCT) for the Airbus A321XLR. The “first metal cut” – the production of the first machined part for the tank – took place on June 25, 2020. The RCT, which is unique to the new long-range A321XLR, is a permanently installed high-capacity fuel tank which makes maximum volumetric use of the aircraft’s lower fuselage. The RCT structure, which is integrated in fuselage Sections 15 and 17, is located behind the main landing gear bay and holds up to 12,900 liters – which is more fuel than several optional Additional Centre Tanks (ACTs) combined could hold, previously, in the A321 Family. Moreover, since the RCT takes up less space in the cargo hold, it frees-up underfloor volume for additional cargo and baggage on long-range routes of up to an unprecedented 4,700nm. Premium AEROTEC, which was commissioned by Airbus in September 2019 to manufacture the RCT, will complete the structure’s sub-assembly over the next few months at its factory in Augsburg, Germany. This phase involves production of the other RCT parts, followed by structural assembly, systems equipping and testing prior to delivery to Airbus’ major component assembly (MCA) facility in Hamburg early next year, where the tank will be integrated into the aircraft’s rear fuselage. In addition to the dedicated RCT, other key changes for the A321XLR include a modified landing gear for an increased maximum take-off weight (MTOW) of 101 metric tons, uprated brakes, and an optimized wing trailing-edge flap configuration to preserve the same take-off performance and engine thrust requirements as today’s A321neo. Early this year, the first long-lead components for the initial A321XLR flight-test aircraft were already in production – including the main landing gear forgings by Safran and the first parts for the centre wing box by Airbus in Nantes.



Photo: Airbus A321XLR

MRO & PRODUCTION NEWS

North American Aerospace Industries Corporation urges aviation industry to adopt best practices for sustainability

North American Aerospace Industries Corporation (NAAI)'s Managing Principal/General Manager, Sven Daniel Koechler, PhD, believes the aviation industry can do more to promote sustainability. The top executive of this end-to-end aircraft recycling solutions provider stated: "We are about to break ground on our planned aircraft recycling facilities in the GlobalTrans Park in Kinston, North Carolina. Although, we are looking to build a profitable business, it is equally important that, in doing so, we apply sustainable practices to protect our environment. We believe all sectors of the aviation industry, from recyclers, MROs and FBOs to the airlines and leasing companies, should be striving to promote sustainability." The three-part hangar system comprises: a 357,000 ft² dismantling shop, a 151,800 ft² MRO facility and a 102,000 ft² paint shop for both narrow-body and wide-body aircraft. In addition, there is an 80,800 ft² space designated for storage and offices. Proprietary processes will be applied that will enable multiple aircraft to be processed simultaneously. The goal will be to recycle as much of an aircraft as possible to reflect a zero-waste philosophy. Koechler continued stating, "Sustainable aviation could not be timelier as the pandemic has increased the number of decommissioned aircraft substantially and aircraft bone yards were already very full. An estimated 600 aircraft are retired in the U.S. each year. This number is probably 15% higher this year due to the pandemic."

Strata delivers 100-shipsets of A350-900 Inboard Flaps for Airbus



Strata has delivered 100-shipsets of A350-900 Inboard Flaps for Airbus

Photo: Strata

Strata Manufacturing (Strata), the advanced composite aero structures manufacturing facility wholly owned by Mubadala Investment Company PJSC, has successfully delivered 100-shipsets of the assembled A350-900 Inboard Flaps (IBF). Having completed the full first article inspection for the fabrication of six IBF components at its state-of-the-art facility in the Nibras Al Ain Aerospace Park, Strata now assumes fabrication and assembly duties in partnership with Airbus. To fully-automate the IBF manufacturing process, Strata will utilize Hot Drape Forming (HDF) and computer-controlled robotic Automated Tape Layup (ATL) machines, which gained first part qualification and first article inspection design and quality verifications early this year.

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MRO & PRODUCTION NEWS

MTU Aero Engines to adjust personnel capacity by end of 2021

Due to the impact of the coronavirus pandemic on international aviation, MTU Aero Engines plans to adjust its personnel capacities. By the end of 2021, the company aims to reduce capacity at its German and international locations by a total of around 10 to 15%. This will be carried out largely through individual agreements such as the increased use of partial retirement, early retirement and other arrangements. The target figure will also be reached through measures that have already been initiated, such as an extensive hiring freeze or waiver to fill vacant positions, as well as a reduction in working hours. "As a result of the pandemic, the aviation industry will remain under pressure for some time to come. It will be years before air traffic – which is the foundation on which our activities in series production and our maintenance business rest – returns to pre-crisis levels," said CEO Reiner Winkler. "We have no interest in compulsory redundancies or social plans and will coordinate our approach very carefully with the works council. We want to keep as many of our highly qualified colleagues on board as possible during and after the crisis. We will continue to offer our partners and customers the high level of quality and service they have come to expect."

StandardAero completes consolidation of Helicopter Centers of Excellence

StandardAero has completed the successful consolidation of the company's Winnipeg, Manitoba, Canada Helicopter Center of Excellence (COE), after accelerating the final phase of integration of helicopter MRO engine operations into one site. In addition, the company's transition program included the integration of two additional COEs located in Langley, British Columbia, and Summerside, Prince Edward Island, Canada, to support helicopter airframe/component MRO services and turboprop engine MRO services, respectively. The two-year COE restructuring program was originally expected to be completed by the end of 2020. "The early completion of our COEs was a key element to ensure organizational efficiency and increase our capability to respond more effectively to the dynamic and uncertain market conditions that currently affect customers' operations anywhere in the world," said Claus Eisenschmid, Vice President and General Manager, Winnipeg Helicopter COE. To further support customers, the company

Embraer makes further enhancements to Praetor 500 and Praetor 600 cabins



Photo: Embraer Praetor 500 cabin

Embraer has announced a series of breakthrough cabin enhancements for its Praetor 500 midsize and Praetor 600 super-midsize business jets. It is now making the HEPA filter standard on all Praetor aircraft, announcing the certification of a new electric lavatory pocket door, and approving the use of MicroShield360. As new-generation aircraft, the Praetor 500 and Praetor 600 were designed with the latest technologies, including the ability to move 100% fresh air through the cabin. Now standard, the HEPA filter further improves cabin air quality, capturing 99.97% of all particles, such as bacteria, viruses, and fungi. Additionally, Embraer has tested and approved the use of MicroShield360 — a preventative coating system that, when applied to aircraft interiors, continuously inhibits the growth of microbes on surfaces. A signature feature of the Praetor family, the aircraft enjoy the lowest cabin altitude in its classes. At 45,000 feet, Praetor passengers experience a comfortable 5,800-foot cabin altitude and, as a result, feel more rested and refreshed. The combination of these new and existing features equates to outstanding cabin health.

Magnetic MRO completes ATR program for Finnair



Photo: Magnetic MRO completes ATR program for Finnair

hangars in Tallinn with a new livery. The contract for complete paint work, full interior refurbishment and maintenance on all 12 of the airline's fleet of ATR 72 aircraft operated by Finnair's partner company Norra, was signed in spring 2019.

Magnetic MRO, a Total Technical Care and asset management organization, has successfully completed the ATR program for Finland's flag carrier, Finnair. During the course of the program, a total of 12 aircraft have received interior modifications and 11 of them have also left the company's

MRO & PRODUCTION NEWS

also invested additional resources in facility improvements and acquired a brand-new test cell supporting Rolls-Royce M250/RR300 helicopter engines

N3 becomes volume shop for Rolls-Royce Trent XWB-84k engine

N3 has delivered the last Rolls-Royce Trent 500 engine after a regular overhaul under the current business model. As the only remaining location in the Rolls-Royce network, the joint venture company of Lufthansa Technik and Rolls-Royce will maintain its capacity for the Trent 500 for the time being and continue to offer its services. Between 2007 and 2020 a total of 540 Trent 500 engines have been overhauled at N3. The future, however, belongs to the latest and most modern engine type, the Rolls-Royce Trent XWB-84k, powering the Airbus A350. The team is currently expanding its capacity for the overhaul and repair of the Trent XWB and by next year the XWB is expected to form the majority of the overhauled engines at N3.

SR Technics introduces Remote Table Inspection for Engine Services

MRO service provider SR Technics has announced that table inspections at its engine shop in Zurich are now also offered remotely. The new service, which relies on a video streaming portal, can be selected for any engine type or shop visit. Remote Table Inspections (RTIs) at SR Technics help to minimize waiting times, significantly reduce travel costs and process time and eliminate bottlenecks. In addition, the flow of engine materials is not affected by an RTI, since items do not need to be blocked as with a physical table inspection. Besides optimizing material flow and streamlining the inspection process, all results are documented and made available to the customer in real time. A dedicated SR Technics Innovation team had been working on this improvement project when the coronavirus pandemic broke out in March 2020, making this virtual solution urgent. Thanks to the team's impressive efforts, the remote inspection service went live at the end of April 2020. Now all SR Technics engine customers can follow the inspection work on their engines, parts, and modules conveniently and remotely from their home base.

Shares in Asia's largest low-cost airline tumble – future now in “significant doubt”

Air Asia's future is in “significant doubt” according to Ernst & Young auditors. Asia's largest low-cost carrier has been hit hard by the massive drop in air travel as a consequence of the COVID-19 pandemic and strict travel restrictions. In a statement issued to the Kuala Lumpur stock exchange by Ernst &



Air Asia

Photo: AirTeamImages

Young, the carrier's substantial level of debt was highlighted, with current liabilities exceeding current assets by 1.84bn ringgit (US\$430m). Shares in the Malaysia-based carrier fell 17% on Wednesday, a day after trading was halted. With so many planes currently grounded by the pandemic, the current financial performance indicates the “existence of material uncertainties that may cast significant doubt on the Group's and the Company's ability to continue as a going concern,” Ernst & Young said in its unqualified audit opinion statement. Having commenced flight suspensions in March, Air Asia reported its largest ever quarterly loss at 803.8m ringgit. “This is by far the biggest challenge we have faced since we began in 2001,” the airline's founder and chief executive Tony Fernandes said in a statement. “Every crisis is an obstacle to overcome, and we have restructured the group into a leaner and tighter ship,” adding that: “We are positive in the strides we have made in bringing cash expenses down by at least 50% this year, and this will make us even stronger as the leading low-cost carrier in the region.” In addition to looking at alternative ways of raising capital and applying for bank loans, the Asian low-cost carrier is considering joint ventures and collaborations with other airlines.

MILITARY AND DEFENCE

Lockheed Martin delivers F-35 Distributed Mission Training capability



F-35 Distributed Mission Training connects simulators across the world in a virtual environment Photo: Lockheed Martin

Lockheed Martin, the Joint Program Office, and the U.S. Air Force have successfully connected the F-35, F-22, F-16 and E3 Sentry in a highly contested simulated environment during a Distributed Mission Training final acceptance test at Nellis AFB, Nevada. This simulated training event was the first time these platforms were connected virtually. Additional platforms such as the F-15 can also connect into this shared virtual environment. The F-35 DMT capability creates interoperability across military platforms for continuation training and large force exercises. The initial delivery at Nellis AFB is a major step forward as it establishes the framework for F-35 simulators around the world to interconnect. Previously, F-35 simulators allowed up to four pilots at a facility to fly together in simulated combat. DMT links pilots at Nellis AFB to pilots at other bases through an existing distributed network enabling simulated training events with existing fourth-generation and fifth-generation platforms. This is the first of many fielded DMT solutions for the F-35 training enterprise.

Airbus transforms A330s into Multi Role Tanker Transports



A330 MRTT static display

Photo: Airbus

Airbus' A330 Multi Role Tanker Transports (MRTTs) are now being outfitted for their multi-mission duties in an optimized industrial process – enabling five aircraft to undergo the conversion every year. The A330 MRTT is based on Airbus' popular A330 wide-body passenger airliner, with the aircraft produced on the company's commercial airplane final assembly line in Toulouse, France. Once their initial built-up is complete, they are flown to Airbus' military aircraft facility in Getafe, Spain to be transformed with hardware and systems for their dual roles as an air-to-air refueling platform and an airlifter for troops and cargo. During the conversion, Airbus teams install some 16,000 types of new components and approximately 450 new electrical harnesses (for a total cabling length of more than 50 km.), as well as 6,000 brackets and 1,700 connectors. With 42 A330 MRTTs delivered to date, Airbus' has reduced the end-to-end transformation time by one month, introducing increased digitalization and applying the "takt" principle of lean production methodology – in which the aircraft moves through the conversion with zero hours pending and zero work orders open. The digitalization includes the increasing use of Microsoft HoloLens mixed reality headsets instead of

computer tablets. With 80 to 90 work orders now produced with HoloLens, the goal is to apply the system during 2020 for 50% of overall work orders, mainly for electrical and hydraulic installations.

Lufthansa Technik to equip two new Airbus A321neoLRs for German Air Force

The Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support (BAAINBw) and Lufthansa Technik have signed a contract regarding the equipment of two brand-new Airbus A321neoLRs (Long Range) for the German Air Force. The aircraft are scheduled to arrive at Lufthansa Technik in Hamburg in August and October 2021, where they will be multifunctionally equipped for various missions. Lufthansa Technik's VIP & Special Mission Aircraft Services' business unit will prepare the two aircraft for various types of missions such as troop transport and the MedEvac role (medical evacuation). With the appropriate installations, the aircraft can be used in 18 different interior configurations. Its passenger transport capacity ranges from 136 to 163 passengers. Furthermore, the transport of up to six intensive care patients, the transport of up to twelve slightly or moderately ill/injured patients, as well as various mixed configurations for patient transport are possible. Lufthansa Technik's Original Equipment Innovation business unit will supply the Patient Transport Units (PTUs) required for the MedEvac role to the German Armed Forces. The contract concluded accordingly comprises 12 units (plus two reserve units). Up to six PTUs can be fitted in each of the two A321neoLRs.



Photo: BAAINBw

German Bundeswehr renews service contracts for Heron 1 systems in Afghanistan and Mali



Heron 1

Photo: Bundeswehr

Airbus Defence and Space and the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support (BAAINBw) have signed a renewed service contract agreement for Heron 1 unmanned aerial systems (UAS) in operation in Afghanistan and Mali. In Afghanistan, Heron 1 Services was extended in March 2020, for the period June 2020 / May 2021. It has successfully logged up more than 46,000 flight hours in over 4,100 operational flights. Also, in March this year, the German Air Force passed the milestone of ten years of Heron 1 operations in Afghanistan, with a first operational flight dating back to March 17, 2010. Comparably, in Mali, Heron 1 services has also been extended for the period August 2020 / July 2021 (with an option for August 2021 / July 2022). It had logged more than 11,500 flight hours in over 1,200 operational flights. The system's first flight in Mali dates back to November 1, 2016 after the first service contract was signed in July 2016.

FINANCIAL NEWS

AerCap raises US\$3 billion of funding in second quarter 2020

AerCap has announced its major business transactions during the second quarter of 2020: it has raised funding of US\$3 billion, including US\$2.5 billion of unsecured bonds during the second quarter. The company purchased two new aircraft, Airbus A320neo Family aircraft, and executed sale transactions for nine owned aircraft, including three Airbus A320 Family aircraft, five Boeing 737NGs and one Boeing 757 aircraft. AerCap has signed lease agreements for ten aircraft, including one widebody-aircraft and nine narrow-body aircraft.

Virgin Australia bondholders and others demand alternative sale propositions be considered

Bondholders in Virgin Australia Holdings (Virgin Australia) have made an application to the Takeover Panel seeking approval to submit an alternative purchase proposal to creditors to consider against the currently accepted offer from private equity group Bain Capital for an as-yet undisclosed sum. Bondholders are not the only ones to object to what they see as unacceptable sales processes carried out by the administrators, Deloitte, which had precluded them from submitting their own proposal. According to Reuters news agency, Singapore's Broad Peak Investment Advisers and Hong Kong's Tor Investment Management are also seeking interim orders allowing them to access information including the terms of the Bain transaction. Deloitte selected Bain over a bid from private equity group Cyrus Capital Partners and a debt-to-equity swap proposed by the group of unsecured bondholders owed A\$2 billion (US\$1.39 billion), indicating the principal driving factor to accepting the offer from Bain was based on their ability to provide immediate interim financial help to the struggling carrier. Virgin Australia had insufficient funds to continue to operate up until the time of the planned August meeting when shareholders will vote on the proposed Bain offer. The Takeovers Panel has not commented on whether or not it will act on the application of the bondholders.

Rolls-Royce burns through £3 billion in first half of 2020

With the effects of the COVID-19 pandemic seeing flight hours of Rolls-Royce engines halved, the British company has advised that it has already burned through £3 billion (US\$3.8 billion) and anticipates that a further £1 billion (US\$1.3 billion) of outflow will transpire in the second half of the year. For the months of April through June, flying hours for its engines fell 75 percent. While still having £8.1 billion (US\$10.5 billion) available,

After years of continuous traffic growth, the global spread of COVID-19 has caused passenger numbers at **Munich Airport** to drop substantially: Passenger volume fell by around 15 million to just under 7.8 million in the first half of 2020 – a reduction of two thirds compared to the



Photo: Munich International Airport

previous year's level. The number of aircraft movements dropped from over 200,000 take-offs and landings to around 87,000 – a fall of 57%. The volume of air cargo carried was 87,000 metric tons and has therefore halved compared with the previous year's figure. In the second quarter of 2020, passenger traffic at Munich Airport almost came to a standstill owing to the global travel restrictions. The volume of passengers decreased by 98% compared with the previous year. The number of take-offs and landings fell by around 92% in this period. As a result, the airport recorded the lowest quarterly result since it opened in 1992. With a 78% fall, air cargo saw slightly less of a reduction in the second quarter. Special flights with cargo planes that transported medical supplies to Munich made an impact here. The effects of the coronavirus pandemic are reflected in the traffic statistics for April and May in particular. During these months, the passenger figures amounted to only around one percent of those from the previous year. Since mid-June, when the travel restrictions within the EU were lifted, a slow upward trend is becoming apparent. Where only a few thousand passengers per week were counted in April, numbers were already rising above 100,000 in the first week of July. Now the Bavarian state capital is connected to more than 120 destinations around the world once again. In addition to 13 connections within Germany and numerous European destinations, travel to seven long-haul destinations in North America (Chicago, Los Angeles, Newark, San Francisco, Washington, Montreal and Toronto) and five long-haul destinations in Asia (Abu Dhabi, Delhi, Doha, Dubai and Seoul) are on offer. There are plans to add further destinations in the Far East this summer



Air New Zealand

Photo: AirTeamImages

Air New Zealand

has put a hold on new bookings on international services into New Zealand following a request from the New Zealand Government. The move is to help ensure the country is able to provide quarantine accommodation for inbound passengers for the required 14-day period. As well as the temporary hold on new bookings for

the next three weeks, the airline is also looking at aligning daily arrivals with the capacity available at managed isolation facilities. This may mean some customers will need to be moved to another flight. Air New Zealand Chief Commercial and Customer Officer Cam Wallace says the airline has been working closely with the government to understand how it can support the government's efforts to contain COVID-19 at the border. "We accept this is a necessary short-term measure given the limited capacity in quarantine facilities and we're keen to do what we can to help New Zealand's continued success in its fight against COVID-19."

FINANCIAL NEWS

Rolls-Royce is now looking at options to strengthen its balance sheet, according to Warren East, the company's CEO. He told reporters this Thursday that: "The COVID-19 pandemic has created a shock across the entire civil aviation industry," adding: "Across the first half of this year, widebody engine flying hours, which we get paid for under our servicing contract, were half of what they were last year." The company has already announced that 9,000 jobs will go, predominantly from its civil aviation sector, but East warned that there may also be a need to close sites. He further cautioned that though engine flying hours may recover by up to 70 percent in 2021, engine delivery numbers would remain suppressed, indicating that the restructuring target would be to create free cash flow of approximately £750 million (US\$975 million) by 2022. While some analysts believe that if the COVID-19 pandemic rages on or a recovery in the industry is delayed then Rolls-Royce may need to turn to the government for help, East was more pragmatic: "The number one thing governments all around the world can do to help this industry is to get people flying again."

OTHER NEWS

In June, **Finnair** carried 55,200 passengers, which is 96.0% less than in the corresponding period of 2019 but 107.2% more than in May 2020. The overall capacity decreased in June by 96.9% year-on-year. Finnair's traffic decreased by 98.4%. The passenger load factor decreased by 42.4% points to 43.8%. All passenger traffic figures were still heavily impacted by the significant COVID-19 pandemic related capacity reductions, which was visible especially in the Asian and North Atlantic figures as there were no scheduled flights to Asia and only one North Atlantic scheduled flight in June.

INDUSTRY PEOPLE



Michael Erfert

- **Michael Erfert**, currently Head of Global Sales Steering, Products & Processes Hub Airlines Lufthansa Group, will join Eurowings as Head of Sales on August 15, 2020. In addition to his function as Head of Sales, Distribution and Digital at Eurowings, he will also become Managing Director of the Eurowings digital subsidiary. Erfert will be responsible for all sales activities

of Eurowings and will be in charge of the implementation and further development of the Eurowings digital strategy. He succeeds **Oliver Schmitt**, who joined the Eurowings Management Board as Chief Commercial Officer in March.

- **Niel Golightly**, Boeing's Senior Vice President of Communications, has resigned after an employee complaint that brought to Boeing's attention an article Golightly wrote in 1987 while serving in the military, about whether women should serve in combat. Golightly said in a statement: "The article is not a reflection of who I am; but nonetheless I have decided that in the interest of the company I will step down." Boeing has initiated a search for his successor. In the interim, the communications function will report to Greg Smith, Executive Vice President of enterprise operations and Chief Financial Officer until a permanent successor is named.

- **Wolfgang Jani**, Chief Financial Officer of Austrian Airlines, will leave the company as at the end of August. He assumed the position of CFO and Member of the Executive Board in April 2018. Wolfgang Jani has now taken the occasion of the successful conclusion of the coronavirus financing package to retire from his position on the airline. In the future he will devote himself to new projects and challenges outside of the Lufthansa Group. The vacant Management Board position with responsibility for "Finance" will not be filled. Instead, CCO **Andreas Otto** will take on the duties previously handled by Jani, effective September 1, 2020. Accordingly, the Executive Board will be reduced in size, and will be comprised of CEO **Alexis von Hoensbroech** and CCO and CFO **Andreas Otto**. COO **Jens Ritter** belongs to the extended Executive Board.



Rob Holmes

Holmes joins from Nasmyth Group where he spent ten years in senior business development positions in the global

aerospace industry. Most recently he was Aerospace Development Executive responsible for the long-term development of global aerospace markets, specializing in the U.K., EU, and Asia Pacific. Rob will be responsible for developing business opportunities in the aerospace and defense sectors for Hardide Coatings' range of nanostructured tungsten carbide/tungsten metal matrix composite coatings.

- The Supervisory Board of MTU Aero Engines has extended the contract for Chief Program Officer **Michael Schreyögg** for a further five years until the end of June 2026. The decision was made unanimously by way of written circular resolution. Schreyögg has been a member of the MTU Executive Board since July 2013 and joined the company in 1990. As Chief Program Officer he will oversee program management, marketing and sales, and the global service locations of MTU.



AviTrader Publications Corp.

Suite 305, South Tower
5811 Cooney Road
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Publisher

Peter Jorssen

Tel: +1 604 318 5207

Editor

Heike Tamm

editor@avitrader.com

Tel: +34 (0) 971 612 130

Advertising Inquiries

Tamar Jorssen

VP Sales & Business Development

tamar.jorssen@avitrader.com

Toll free: +1 (833) 258 8543

Mobile: +1 (778) 213 8543

For inquiries and comments,
please email:

editor@avitrader.com



THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	DVB Bank	CFM56-5B63	3586	2008	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	DVB Bank	V2522-A5	2375	2005	Q3/2020	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	BBAM	CFM56-5B5/P	2129	2004	Apr 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5	2249	2004	May 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5/P	1362	2000	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5/P	2251	2004	Mar 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A320-200	BBAM	V2527-A5	2587	2005	Jun 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A320-200	ORIX Aviation	CFM56-5B4/P	2584	2005	Q1/2021	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	DVB Bank	V2527-A5	3734	2009	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-200	DVB Bank	V2527-A5	2164	2004	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-200	GA Telesis	V2527-A5	475	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	487	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	489	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	500	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	503	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-214	DVB Bank	CFM56-5B4/3	3767	2009	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	4552	2010	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	2395	2005	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	DVB Bank	CF6-80E	814	2007	Q4/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	GA Telesis	CF6-80E1A4	510	2002	Now	Sale	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A330-200 (2x)	ALTAVAIR	CF6-80E1A4B	various	2008	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-200 (16x)	ALTAVAIR	Trent 772-60/19	various	05-14	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	871	2007	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	472	2002	Now	ACMI	Stephen Haire	shaire@aelfinc.com	+1 3127721613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	700	2005	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 3127721613
A330-223	Presidio Aircraft Leasing	PW4168A	970	2008	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 3127721613
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	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ORIX Aviation	CFM56-7B26	34153	2005	Q1/2021	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ALTAVAIR	CFM56-7B26	27985	2000	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
B737-800	BBAM	CFM56-7B20	32414	2002	Feb 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800	BBAM	CFM56-7B20/3	35150	2009	Dec 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800	BBAM	CFM56-7B24	34899	2006	Jul 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800	BBAM	CFM56-7B26	28622	2000	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800	BBAM	CFM56-7B26	28595	1999	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800BCF	BBAM	CFM56-7B26	28608	1999	Aug 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800BCF	BBAM	CFM56-7B26	29052	2000	Oct 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-900	BBAM	CFM56-7B26/3	34953	2007	Dec 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B777-300ER	Doric	GE90-115BL1	35592	2009	Q2/2021	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
B777-300ER	Doric	GE90-115BL2	36158	2009	Q2/2021	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
B777-300ER	DVB Bank	GE90-115B	37705	2009	Q1/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449



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THE AIRCRAFT AND ENGINE MARKETPLACE

Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
CRJ-200LR	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
CRJ-700	Regional One	CF34-8C5B1	10205	2005	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
D0328 Jet	Regional One	PW306B	3185	2001	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
ERJ170-100LR	Regional One	CF34-8E5	17000123	2006	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
ERJ-145LR	Regional One	AE3007A1	145304	2001	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
ERJ-145LR	Regional One	AE3007A1	145331	2000	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164

Commercial Engines

Multiple Types	Sale / Lease	Company	Contact	Email	Phone
Multiple Engines GE / CFM / RB211	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
AE3007 Engines	Sale / Lease	Company	Contact	Email	Phone
(3) AE3007A1P	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 786-623-3936
(1) AE3007A1	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
CF34-8E5	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
CF34-10E	Now - Lease				
CF34-8C	Now - Lease				
CF34-3B1	Now - Sale				
CF34-3A	Now - Sale / Lease				
(2) CF34-8C5B1	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) CF34-3B1	Now - Sale / Lease				
(2) CF34-10E6	Now - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+1 954-478-7195
(1) CF34-3B1 (dual release tag)	Now - Sale	FL Technics	Modestas Valiusevicius	m.valiusevicius@fltechnics.com	+370 6 54 96179
(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
(1) CF6-80E1A4B	Now - Sale / Lease	Castletlake	Stuart MacGregor	Stuart.macgregor@castletlake.com	+44 207 190 6138
(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				



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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				
(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
(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@aelfinc.com	+1 312 772 1613
(1) PW4056-3 (with QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiairline.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	jcmorin@logix.aero	+33.6.4782.4262
(2) PW127E/F	Now - Sale/Lease/Exch.		Remi Kry	rkry@logix.aero	+33.6.2079.1039
(4) PW127M	Now - Sale/Lease/Exch.				
(1) PW118	Now - Lease / Exchange				
(1) PW118A	Now - Lease / Exchange				
(1) PW119B	Now - Lease / Exchange				
(1) PW121	Now - Lease / Exchange				
(1) PW121A	Now - Lease / Exchange				
(1) PW125B	Now - Lease / Exchange				
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW120A	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) PW120	Now - Sale/Lease/Exch.				
(1) PW123E	Now - Sale/Lease/Exch.				
(4) PW126	Now - Sale/Lease/Exch.				
(1) PW121	Now - Sale/Lease/Exch.				
RB211 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) RB211-535E4	Sep 20 - Sale / Lease	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
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
(1) Trent 892B-17	Now - Sale	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
(1) 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@ftaiairline.com	+1 786 785 0787
(2) V2527-A5	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2533-A5	Now - Sale / Lease	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(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	rlsley@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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