

Weekly Aviation Headline News

WORLD NEWS

Belfast City Airport secures new UK routes

Belfast City Airport (BHD) announced the opening of a new Aer Lingus Regional base with the launch of six routes operated by Stobart Air. Services to Edinburgh, Manchester, Birmingham, East Midlands, Leeds Bradford and Exeter will begin on a phased basis in line with passenger demand. From 27 August, flights from Belfast City to Edinburgh will begin, while services to Exeter will commence on 28 August. Flights to Manchester and Birmingham will operate from 14 September and to East Midlands and Leeds Bradford from 1 October.

European aviation associations team up to harmonise air services

European aviation associations and the European Union Aviation Safety Agency (EASA) agreed to strengthen efforts to ensure a consistent and safe travel experience for passengers during the COVID-19 pandemic. As Europe seeks to reopen, it is essential that operations are marked by consistent implementation of passenger safety procedures across the continent.

FAA certifies new L3Harris technologies

L3Harris announced the certification for the 25-hour cockpit voice and data recorder, SRVIVR25™. The recorder supports the 25-hour Cockpit Voice Recorder mandate for new aircraft entering service starting January 2021 across EASA and other regions. The SRVIVR25 product line offers airlines the most data ever available for analysis which, combined with the L3Harris portfolio of flight data analysis services, enables airlines to take advantage of big data like never before.



The 737 Max was grounded back in March 2019.

Photo: Boeing

Boeing supplier braces for impact

With lower Max deliveries through 2020

Key Boeing supplier Spirit Aerosystems told lenders recently that the aircraft manufacturer expects sharply lower deliveries of 737 Max planes in the coming years than previously expected, according to a news statement from CNBC.

Boeing's best-selling aircraft has been grounded since March 2019 after two fatal crashes killed 346 people. The planes' recertification has been hit by repeated delays and now faces a devastated aircraft market as airlines rethink their fleets while the coronavirus pandemic saps travel demand and their financial

losses pile up. The Federal Aviation Administration is moving ahead with its tasks to approve the planes for flight again, but the planes are not expected to be cleared to fly before the fall.

“We are being extremely transparent and having frequent conversations with our suppliers.”

Boeing spokesman Bradley Akubairo

Spirit shared a forecast with lenders that showed deliveries this year of the Boeing 737 of around 70 compared with a previous forecast of a little more than 200, while next year's deliveries

of the narrowbody plane would likely come in at less than half an earlier forecast of 400 planes, according to a Spirit presentation slide that was viewed by CNBC. In 2022, Boeing's 737 deliveries were projected at fewer than 400 planes, a decline from a previous forecast of almost 500.

Spirit declined to comment on the talks, saying in a statement to CNBC it “does not detail conversations that we have on an ongoing basis with our financial institutions or customers.”

Boeing makes two different

Continued on page 3



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737 models, the older NG and the top-selling Max. Spirit did not differentiate between models in the forecast it provided to lenders, but the 737 Max is Boeing’s newest and most popular model of the plane, which has been flying since the 1960s.

Boeing spokesman Bradley Akubuiro declined to comment on the delivery forecast. He said the company values its suppliers and is working closely with them “to ensure we all emerge from this situation strong, healthy and prepared for the future. We are being extremely transparent and having frequent conversations with our suppliers.

“In addition to working with our suppliers on issues related to financial health, we are using this downturn to re-focus our energy on safety, quality and a stable production system for the future, both within Boeing and our extended supply chain,” he added.

Boeing is set to report second-quarter results on July 29. Spirit is scheduled to release results on August 4.

AIRCRAFT & ENGINE NEWS

Embraer delivers four commercial and 13 executive jets in 2Q20

Embraer delivered a total of 17 jets in the second quarter of 2020, of which four were commercial aircraft and 13 were executive jets (nine light and four large). As of June 30, the firm order backlog totaled US\$15.4 billion. In the second quarter of 2020, Embraer delivered fewer commercial and executive jets than in previous years in the second quarter, largely due to the COVID-19 pandemic that is affecting the world. In the commercial aviation segment, Embraer delivered the 1,600th E-Jet, which was received by Helvetic Airways. In addition to receiving the commemorative aircraft, the Swiss airline also announced an upgrade of its firm order with Embraer, converting four of its E190-E2s in backlog to E195-E2s, the largest aircraft in the EJets-E2 family. Helvetic’s order is now for a total of eight E190-E2s, four E195-E2s, and purchase rights for a further twelve EJets-E2. Also, Congo Airways converted its firm order made in December 2019 for two E175 aircraft, with purchase rights for two more, into a firm order for two E190-E2 jets, with purchase rights for a further two aircraft. In the Executive Jets segment, Embraer announced the first delivery of its new, enhanced Phenom 300E to Texas law firm Dunham & Jones, Attorneys at Law, P.C.

Boeing secures Aircraft Finance Germany order for two 737-800 Boeing converted freighters

Responding to strong near and long-term express cargo demand, Aircraft Finance Germany (AFG) signed an agreement with Boeing for two 737-800 Boeing Converted Freighters (BCF). Based on the popular Boeing

Qantas says farewell to the “Queen of the Skies”



Qantas says farewell to the “Queen of the skies”

Photo: AirTeamImages

Qantas will mark the end of an era with the departure of the national carrier’s last Boeing 747 jumbo jet on July 22. The final 747-400 in the fleet (registration VH-OEJ) departed Sydney at 2pm as flight number QF7474, bringing to an end five decades of history-making moments for the national carrier and aviation in Australia. Qantas took delivery of its first 747 (a -200 series) in August 1971, the same year that William McMahon became Prime Minister, the first McDonalds opened in Australia and Eagle Rock by Daddy Cool topped the music charts. Its arrival – and its economics – made international travel possible for millions of people for the first time. The fleet of 747 aircraft not only carried generations of Australians on their first overseas adventures, the ‘jumbo jet’ also offered a safe voyage for hundreds of thousands of migrant families who flew to their new life in Australia on board a ‘roo-tailed aircraft. Qantas 747s were at the forefront of a number of important milestones for the airline, including the first Business Class cabin of any airline in the world. Their size, range and incredible reliability meant they were used for numerous rescue missions: flying a record 674 passengers out of Darwin in the aftermath of Cyclone Tracy; evacuating Australians out of Cairo during political unrest in 2011, and flying medical supplies in and tourists home from the Maldives and Sri Lanka following the Boxing Day Tsunami in December 2004. Qantas brought forward the scheduled retirement of the fleet by six months as the COVID-19 pandemic has decimated international travel globally.



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AIRCRAFT & ENGINE NEWS

Next-Generation 737, the 737-800BCF offers operators newer technology, lower fuel consumption and better reliability than other standard-body freighters. Primarily used to carry express cargo on domestic or short haul routes, the airplane is capable of carrying up to 23.9 tons (52,800lbs) and flying up to 2,000 nautical miles (3,750 km). “We are always looking for the best way to invest and deploy aircraft that support our customers,” said Peter Koster, AFG’s Head of Freighter Trading. “The 737-800BCF gives us the opportunity to serve a growing market with a workhorse that can reliably and efficiently fit into most operators’ fleets.”

Optimism for 737 MAX – FAA likely to grant certification in October

With the FAA having completed three days of certification flight tests on July 1 relating to the Boeing 737 MAX automated flight control system, its Flight Standardization Board (FSB) and Joint Operations Evaluation Board (JOEB) are making final plans to review proposed training for flight crews that now incorporate design changes and crew procedures. The 737 MAX has remained grounded since March Last year after two fatal crashes involving the plane which killed 346 passengers and crew, costing the planemaker US\$18 billion to date. It is anticipated that clearance will be given to Boeing to resume deliveries of the troubled jet at the end of September, while the long-awaited certificate of airworthiness should be issued at some point in October. Company spokesperson Gordon Johndroe commented that: “Boeing is working closely with the FAA and other international regulators to meet their expectations as we work to safely return the 737 MAX to service”. The FAA has confirmed that the public will have 45 days to comment on “proposed design changes and crew procedures to mitigate the safety issues identified during the investigations that followed the Lion Air and Ethiopian Airlines accidents,” noting that there are still some key steps to be taken before the plane can resume commercial service. According to Reuters news agency, the JOEB will include regulators from Canada, Europe and Brazil and will evaluate minimum pilot training requirements. The FSB will issue a draft report for public comment addressing JOEB findings. Boeing has to add significant safeguards to a key safety system tied to both crashes, make other software updates and move wiring bundles.

Boeing and Etihad test innovations on ecoDemonstrator 787



Etihad 787-10 Dreamliner

Photo: Boeing

Boeing and Etihad Airways will use a 787-10 Dreamliner to test ways to reduce emissions and noise as part of the aerospace company’s ecoDemonstrator program before the airline accepts delivery of the airplane this fall. The collaboration, which includes extensive sound measurement testing with industry partners, builds on a strategic sustainability alliance Boeing and Etihad formed in November 2019. The ecoDemonstrator program utilizes commercial aircraft to test technologies that can make aviation safer and more sustainable now and into the future. The 2020 program, which will begin testing in August, is the first to use a Boeing 787-10. Boeing and Etihad will work with industry-leading partners, including NASA and Safran Landing Systems, to conduct aircraft noise measurements from sensors on the airplane and the ground. The data will be used to validate aircraft noise prediction processes and the sound reduction potential of aircraft designs, including landing gear, that are modified for quieter operations. In addition, a flight will be conducted during which pilots, air traffic controllers and an airline’s operations center will simultaneously share digital information to optimize routing efficiency and enhance safety by reducing workload and radio frequency congestion. Test flights will be flown on a blend of sustainable fuel, which significantly lowers aviation’s environmental footprint. The testing program is expected to last about four weeks before Etihad enters its Boeing 787-10 into service.

DHL Express to add four 767-800 BCFs to fleet



DHL Express will add four 767-300 Boeing Converted Freighters (BCF)

Photo: Boeing

DHL Express is to acquire four 767-300 Boeing Converted Freighters (BCF). This step is part of DHL’s effort to modernize its long-haul intercontinental fleet in order to fly more eco-friendly and cost-efficiently. The aircraft are converted from passenger-to-freighter configuration by Boeing to fit the needs of DHL Express and meet the rising global demand for express services.

MRO & PRODUCTION NEWS

DC Aviation successfully completes 48-month check on Challenger 605

DC Aviation’s Maintenance team at Stuttgart Airport has successfully completed a 48-month check on a Challenger 605. The comprehensive maintenance work included a full cabin refurbishment using the latest materials and painting work. In addition, an extended upgrade of the Proline 21 avionics system was implemented. This included the installation of ADS-B (Automatic Dependent Surveillance-Broadcast). This air traffic control system for displaying aircraft movements in airspace has been mandatory in the U.S.A. and the UAE since 1 January 2020. This system enables the aircraft’s route to be tracked, as it determines its exact flight position via satellite navigation and periodically broadcasts it. The upgrade also includes the implementation of the TOSE (Take-Off Safety Enhancement) system. DC Aviation offers line and base maintenance services for a wide range of aircraft types in a specially equipped 5,000 m² hangar at Stuttgart Airport (EDDS) and a 12,500 m² approved maintenance facility at Al Maktoum International Airport (OMDW) in Dubai. DC Aviation maintains a large parts inventory and special tools for specific aircraft, a battery and wheel shop, testing equipment and a maintenance logistics centre.

GA Telesis Engine Services to upgrade test cell operation

GA Telesis Engine Services OY (GATES), the engine heavy maintenance unit of global aviation integrator GA Telesis, has announced a significant capital expenditure to upgrade its test cell operation to the highest standards

HEATCON® announces manufacturing and licensing agreement with Cornerstone Research

HEATCON®, a leader in composite repair solutions and material supply, has entered into an agreement with Cornerstone Research Group (CRG) to license CRG’s Deployable Isolation Repair Technology (DIRT Bag™) Products for manufacture and distribution.

The DIRT Bag™ provides composite repair technicians with an off-the-shelf solution to provide contamination and environmental control during the repair process. During damage removal, the DIRT Bag™ keeps contaminants from entering the surrounding environment and can be used with HEPA vacuum systems. The DIRT Bag™ can also be used during the repair layup or curing process to keep outside contaminants from entering the repair area, and can be used with environmental control units that provide temperature and humidity controlled air to the enclosed area. “This new product is a game changer for those working in repair technology and we are excited to partner with CRG to bring the DIRT Bag™ to the composite repair market,” said Eric Casterline, President, HEATCON / HEATCON Composite Systems. “This product is an ideal complement to Heatcon’s portable composite repair equipment, further reducing the time needed to complete a repair.” The DIRT Bag™ is used by both military and commercial aircraft repair organizations, is listed in Boeing structural repair manuals and the F-35 General Use Consumables List (GUCL), and can be used for other applications where contamination control is needed. It can be set up in minutes and can be customized for each repair or coating removal situation.



DIRT Bag™/Falcon 2000

Photo: Heatcon

and technology available. The new upgrade will provide the company with one of the most robust and modern test cells in mainland Europe and can easily transition towards testing the latest technology engines. The company has partnered with MDS Gas Turbine Engine Solutions to engineer and install the test cell for completion by the end of 2020. MDS is widely known as a leader in the market and has provided test cells to Pratt & Whitney, Siemens,

and Rolls-Royce. The new facility will include major infrastructure upgrades as well. This investment into the state-of-the-art test cell is the latest action in GATES’ strategy in becoming the first-choice engine MRO in Europe. The company’s personnel growth has been double-digit for the past several years and will continue for the next four to five years. GATES is adding new engine induction slots every month to meet the increasing market demand.

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MRO & PRODUCTION NEWS

C&L Aerospace now offers PPG windshields for business and regional aircraft

C&L Aerospace now offers PPG cockpit windshields for business and regional aircraft. C&L specializes in many different aircraft types including the Saab 340, ATR 42/72, ERJ 135/145, Embraer Legacy, Challenger 601/604, Global Express, Hawker 800/800XP, and more. C&L's global warehouses, which are located in the United Kingdom, Australia, and the United States, will stock the cockpit windshields. "PPG is the premier manufacturer of aviation windshields and by offering their products it provides us with a meaningful growth opportunity for our multiple business units serving as a value-added extension of our OEM representations," said Martin Cooper, SVP of Sales at C&L Aerospace.

FAA approves Lycoming's Electronic Ignition System on Robinson Helicopters

R22 and R44 helicopters purchased after January 15 this year will be outfitted with Lycoming's recently certified Electronic Ignition System (EIS). The EIS offers increased reliability, improved starting characteristics, and reduced maintenance. The EIS installation replaces the left starting magneto. The remaining right magneto provides redundant ignition and eliminates the need for a backup power supply. EIS has extremely high spark-energy for easy engine starts and eliminates internal moving parts for increased reliability. EIS is designed to last the life of the engine with no scheduled maintenance between overhauls, eliminating the required 500-hour inspection.

Aventure acquires Boeing 757-200 airframe

Aventure Aviation has acquired another Boeing 757-200 airframe, MSN 27971. This is Aventure's second 757 purchase in the last few months and comes on the heels of its purchase of MSN 27208. The airframe is currently stored in Goodyear, Arizona at Aersale. The aircraft, last operated by Air Astana, is currently equipped with a half-life serviceable APU, 7+ years of green time remaining on heavy-weight landing gear, as well as RB211 nacelles that have had the FAA AD modification installed by the OEM back in 2018. The airframe is considered one of the best conversion candidates on the market and there are discussions with some smaller operators to put this back into service. "The COVID crisis has caused the cargo market to

Vistara receives first A321neo aircraft



Air Vistara receives first A321neo

Photo: Airbus

Vistara, a joint venture between TATA group and Singapore Airlines (SIA), took delivery of its first Airbus A321neo aircraft in New Delhi. The aircraft, arriving from Airbus' final assembly lines in Hamburg, Germany, features India's most advanced aircraft cabin in the sky with fully flat beds in business class. Overall, Vistara's A321neo features a three-class layout with 12 seats in business class, 24 in premium economy and 152 in economy class. The aircraft is the first of six A321neo for the airline, on lease by Air Lease Corporation and part of the 50 A320neo Family aircraft order signed in 2018. All Vistara A321neo will be powered by latest-generation CFM-Leap 1A engines. These aircraft will be supported by Airbus' Flight Hour Services Tailored Support Package (FHS-TSP) program to optimize and secure Vistara fleet operations. The aircraft will complement Vistara's current Airbus fleet of 32 A320 Family aircraft.

Six new Piper Archers delivered to ATP Flight School – confirms order for 100 additional aircraft



Photo: Piper Archer TX

ATP, the USA's leading flight school, has taken delivery of six new Piper Archer TXs, taking its predominantly Archer-manufactured training aircraft to a fleet total of 412. In addition, the company has renewed an order for an additional 100 Piper aircraft. While the airline industry currently battles against the ravages of the COVID-19 pandemic, the long-range forecast is that recovery will be very positive. It is estimated that within the next 20 years, there will be 80,000 pilot retirements, excluding those who opt for early retirement. "Anticipated airline pilot demand exceeds the current capabilities of the flight training industry," said Michael Arnold, Director of Marketing, ATP Flight School. "ATP continues to invest in our graduates' careers with the best flight training fleet in the industry." Currently operating from six locations, ATP is looking to expand that number to eleven by the end of 2020. "ATP continues to expand as one of the largest private training organizations in the United States. ATP's 400-plus aircraft fly 350,000 hours annually to provide over 8,800 FAA pilot certificates each year.

MRO & PRODUCTION NEWS

boom, and the Boeing 757 is a key component of the world's cargo fleet. Based on current flight data, we have also noticed that nearly all of Delta's and United's 757s fleet have also come back into service. As a result, we are seeing strong demand of aircraft parts from both airlines and freight carriers to support their operations." said Aventure Vice President, Talha Faruqi.

Spirit AeroSystems threatened by further production cuts into

Having already laid off thousands of its workforce, Spirit AeroSystems (Spirit), which makes the fuselage for the troubled Boeing 737 MAX, is in discussions with lenders over loosening debt terms. Kansas-based Spirit had already been asked by Boeing to cut back on production owing to further knock-on effects of the COVID-19 pandemic, resulting in what looks like an annual delivery of 70 units as opposed to the original 200 or so. Subsequently, Spirit warned last month it was at risk of breaching its financial covenants. For 2021 deliveries are expected to fall just short of 200, roughly half the previously anticipated number, while for 2022 the number of units is now forecast to be 400 instead of 500 units.

FINANCIAL NEWS

Cathay Pacific Group issues profit warning

In its 2019 annual results announcement dated March 11, 2020, the Cathay Pacific Group disclosed that it expected to incur a substantial loss for the first half of 2020. Based on the unaudited results of the Group for the six months ended June 30, 2020, the Directors of Cathay Pacific Airways estimate that the Group will record a net loss attributable to shareholders of approximately HK\$9.9 billion, which compares to a net profit to shareholders of HK\$1.3 billion for the same period in 2019. Last week, Cathay Pacific's shareholders passed the resolutions pertaining to the company's HK\$39 billion recapitalization plan. The management team is moving forward with a comprehensive review of all aspects of the Group's operations and will make its recommendations to the Board on the future size and shape of the airlines by the fourth quarter. This includes impairment charges amounting to approximately HK\$2.4 billion, which mainly relate to 16 aircraft that are unlikely to re-enter meaningful economic service again before the 2021 summer season, together with certain airline service subsidiaries

New EFW cabin cargo box solution boosts freight capacity of passenger aircraft



With its size of 1 x 1 x 1,55 m (40 x 40 x 60 in) the cabin cargo box offers loading of up to 200 kg (440 lbs) at a tare weight of 28 kg
Photo: EFW

EFW has launched a lightweight, robust cabin cargo box for flexible storage concepts. The solution will allow airlines to boost the cargo capacity in the main cabin to its maximum. If for example, a full cargo composition is applied to an A330-200, a volume of up to 145 m³ and a payload of nearly 19 tons can be shipped in just one flight in addition to the belly capacity. The cabin cargo box solution is an advanced opportunity to implement individual cargo solutions optimized to airlines' needs with just minor modifications. With this solution, specific load authorizations can be achieved with the capability of carrying larger and heavy items in the cabin. The solution can be issued with Supplemental Type Certification (STC) when merited, which EFW is authorized to do so under its EASA-certified Design Organization Authorization (DOA).

Honeywell appoints Sabena technics and Singapore Component Solutions as Global Channel Partners



Photo: Sabena technics

Honeywell has appointed Sabena technics and Singapore Component Solutions, a joint venture between Air France Industries KLM Engineering & Maintenance and Sabena technics, as Global Channel Partners. The companies will repair and upgrade Honeywell's Air Cycle Machine on Avion de Transport Regional (ATR) 42 and 72 — twin-engine turboprop, short-

haul regional airliners, developed and produced in France and Italy — to its latest standard. Sabena technics, a French company, is an independent provider of MRO and modification services to civil and military aircraft businesses. The company has more than a century of expertise in the MRO space serving more than 30 airlines and 220 aircraft globally. The appointment of Sabena technics and Singapore Component Solutions as official Global Channel Partners is an expansion of Honeywell's existing partnership with Sabena technics, which had been primarily licensed for mechanical and avionics component repair. Honeywell's Air Cycle Machine is key to air flow in aircraft and improving cabin air temperature, resulting in a better customer experience. Any failures on the Air Cycle Machine can result in significant passenger discomfort due to a warmer cabin and lead to aircraft delays.

FINANCIAL NEWS

assets. (US\$ = HK\$7.75 at time of publication.)

Spirit Airlines posts second-quarter net loss of US\$144.4 million

Spirit Airlines reported total operating revenue for the second quarter 2020 of US\$138.5 million, a decrease of 86.3% year over year, due to the significant decline in air travel demand as a result of the COVID-19 pandemic. Spirit reported a net loss of US\$144.4 million for the second quarter compared to net income of US\$114.5 million in the second quarter of 2019. For the second quarter 2020, total GAAP operating expenses decreased 61.3% year over year to US\$328.9 million, which includes US\$151.9 million of special items. Adjusted operating expenses for the second quarter 2020 decreased 43.3% year over year to US\$480.8 million. These changes were primarily driven by a 92.5% decrease in fuel expense and reductions in various other expenses related to volume of flight operations, such as landing fees and other rents, distribution, and ground handling. Salaries, wages and benefits expense was about flat compared to the same period last year despite an 11.6% year over year increase in pilot and flight attendant workforce prior to the onset of the COVID-19 pandemic. In March, Spirit suspended hiring across the company except to fill essential roles. During the second quarter 2020, Spirit entered into an agreement with Airbus (the Deferral Agreement) to defer certain aircraft deliveries originally scheduled in 2020 and 2021. Under the terms of the Deferral Agreement, the company now anticipates a total of 12 aircraft deliveries in 2020 (compared to 16 as previously planned) and a total of 16 in 2021 (compared to 25 as previously planned).

Bombardier secures US\$1bn credit line on back of reduced second-quarter cash burn

Bombardier, the Canadian plane and train maker, has secured a US\$1 billion secured loan, indicating that the company will now have sufficient liquidity to see it through the worst of the COVID-19 pandemic. Having severely revised its 2020 forecast, Bombardier has now begun to announce job cuts as the market for high-profit-margin jets falls, with estimates indicating a thirty-three percent drop in demand. According to the company, the loan will provide sufficient liquidity for working capital during a period when it will have to readjust its production rates downward. With second-quarter results due to be announced in the first week of August, pro-forma liquidity of about US\$3.4 billion, and about US\$1 billion of free cash flow usage is anticipated. Bombardier

GA Telesis expands A320neo flight hour support contract with Air Astana



Air Astana

Photo: AirTeamImages

Air Astana, the national air carrier of Kazakhstan and A320neo launch customer in the CIS, has announced the expansion of its GA Telesis Flight Hour support contract for its fleet of Airbus A320neo and A321neo aircraft. The support program entails warranty administration, repair management, 24/7/365 AOG support, a large main-base stock placed at Air Astana's hub, and a greatly expanded pool access of inventory that will be used to support the airlines' flight operations. Additionally, Air Astana will have access to GA Telesis' extensive inventory of A320-family rotatable components and GA Telesis' MRO capabilities for both components and aerostructures.

Stevens Aerospace successfully completes AS9110/ISO9001 Quality Management System audit



Photo: Stevens Aerospace hangar

Stevens Aerospace and Defense Systems (Stevens) Greenville, S.C. (GYH) facility successfully completed a multi-day surveillance audit with zero nonconformances earlier this month. This audit marks a four-year anniversary of Stevens' registration commitment to the AS9110 and ISO9001 Quality Management System standards. Commitment and adherence to these standards furthers Stevens' goals of continuous improvement and customer satisfaction. Stevens Aerospace and Defense Systems provides MRO (maintenance, repair, and overhaul) services on a wide range of aircraft produced by manufacturers such as Textron, Bombardier, Gulfstream, Pilatus, Dassault and Embraer.

FINANCIAL NEWS

announced that at the end of June it had approximately US\$1.7 billion cash in hand and US\$2.4 billion in liquidity.

MILITARY AND DEFENCE

Astronics awarded contracts by Bell to develop electrical power systems for FARA and FLRAA programs

Astronics Corporation, a leading provider of advanced technologies for global aerospace, defense, and other mission critical industries, announced contract awards received from Bell Textron, a Textron company, (Bell) for Astronics to advance its CorePower® airframe electrical generation and power distribution systems to support their Future Long-Range Assault Aircraft (FLRAA) and Future Attack Reconnaissance Aircraft (FARA) programs. These programs are part of the U.S. Army's Future Vertical Lift initiative to improve vertical lift dominance with next generation capabilities. Bell was recently selected for the competitive demonstration and risk reduction phase on the FLRAA program, which is intended to replace the UH-60 Blackhawk in the Army's fleet. Bell's candidate aircraft for the FLRAA program is the V-280 Valor. Astronics has been selected by Bell to develop the electrical power generation, conversion, and distribution system for the V-280. The development program is expected to be executed over the next 18 to 24 months.

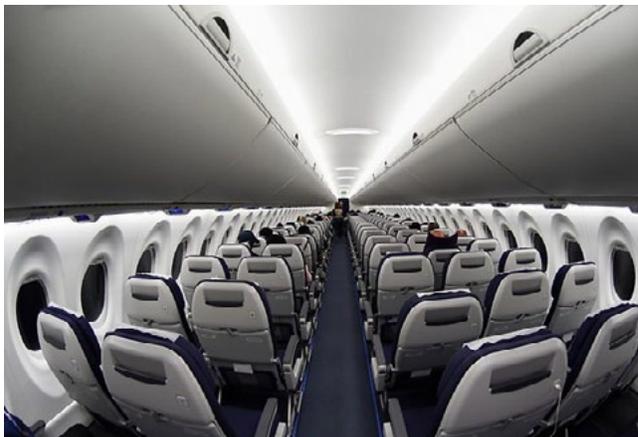
GKN Aerospace Sweden joins feasibility studies of future fighter jet engine

GKN Aerospace will participate in feasibility studies on technology development for the future combat air system and next generation of fighter jet engines with partner industries in Italy and the U.K. GKN Aerospace and Saab are the two companies in Sweden that are part of the cooperation. Air combat capabilities are designated by Sweden as a national security interest. Through a joint technology development, the Swedish aviation industry will be able to build and sustain their continuous development of competencies and capabilities in a cost-effective way. GKN Aerospace was contracted in Q1 2020 by FMV to conduct a study on collaboration with Rolls Royce on technology development of the future fighter engine. Future fighter jets will impose completely new demands on the engine. It will not only have to meet increased propulsion needs, but also supply increasingly demanding sensors and weapons with more power output and cooling needs. Therefore, a substantial technological leap will be needed compared to today's fighter engines.



Photo: Air bp supplies sustainable aviation fuel for Airbus delivery flights

Air bp, the international aviation fuel products and service supplier, is collaborating with **Airbus** to supply sustainable aviation fuel (SAF) for delivery flights from Airbus' facility at Hamburg Finkenwerder Airport (XFW/EDHI). The first aircraft are two **Air Transat** A321LRs destined for Montreal, Canada. To enable SAF to be used for these flights, Air bp established a supply route, including transportation and storage facilities at the airport. As part of this agreement, Air bp also supplied SAF for transportation flights from Hamburg by the Airbus A300-600ST Beluga in December 2019. Martin Thomsen, CEO, Air bp, said: "We are excited to extend our collaboration with Airbus to fuel delivery flights from Hamburg for the first time with sustainable aviation fuel, building on previous delivery flights from Mobile, Alabama. bp's ambition is to be a net zero company by 2050 or sooner, and to help the world to get to net zero. We believe SAF is one of the aviation industry's key routes to reducing carbon emissions and we are committed to supporting our customers to realize their low carbon ambitions." The SAF supplied is produced by Neste and is made from non-palm renewable and sustainable raw materials and can reduce up to 80% of greenhouse gas emissions over its life cycle compared to conventional jet fuel. Air bp has been supplying SAF since 2010 and to date has supplied 16 airports and 20 customers globally. Air bp has been supplying SAF to Germany since late 2019. In 2018, Air bp agreed a collaboration with Neste to develop SAF supply chains, and in 2016 invested \$30 million in waste-to-fuels company Fulcrum BioEnergy.



Air Tanzania A220 cabin

Photo: AirTeamImages

Air Tanzania has selected **Panasonic Avionics'** (Panasonic) inflight entertainment (IFE) and connectivity systems to enhance the passenger experience onboard its Airbus A220 aircraft. The airline has equipped two of its A220s with Panasonic's eX1 IFE solution which is specifically designed for narrow-body aircraft. Each seat will feature elegant full HD

seatback monitors, complete with touch displays and handsets, and an intuitive, personalized interface. Passengers will have access to USB and laptop charging power points at every seat. Air Tanzania's A220s will also be fitted with Panasonic's inflight Wi-Fi service. Panasonic's next generation connectivity enables fast internet to video streaming, all powered by its new satellite modem featuring bandwidth up to twenty times greater than previously available. The announcement marks the extension of Panasonic's relationship with Air Tanzania following the airline's selection of its inflight entertainment and connectivity solutions for two of its Boeing 787 aircraft and two Airbus A220s in 2018.

OTHER NEWS

American Airlines is taking more action in advancing its technology capabilities to ease the customer experience and focus on the well-being and safety of customers and team members. American has created a new, touchless check-in experience for customers, allowing them to proceed to the gate without touching the kiosk screen, even if they are checking a bag. Customers who would like to check baggage and are traveling domestically on a single itinerary can indicate how many bags they plan to check on the American Airlines app or at aa.com. When the customer arrives at the check-in kiosk, they can scan the boarding pass on their personal mobile device or one they printed out at home. After the boarding pass is scanned, the kiosk automatically prints the bag tags, all without the customer having to touch the kiosk. This new technology will be in place at more than 230 airports.

Finnair has received permission from **Chinese authorities** to begin operating one weekly flight with its Airbus A350 aircraft as of July 23, between Helsinki and Shanghai. The flight schedule will be published in all Finnair sales channels. Finland has opened its borders for work-related travel from China but entry to Finland is still restricted for the time being pending an EU-level decision on reciprocity. Finnair currently offers connections to 24 European destinations from Helsinki.

On July 22, the **Bulgarian Ministry of Transport** and the **SOF Connect consortium** signed the concessionaire agreement for **Sofia Airport**. The project has now entered a new phase and **Meridiam**, **Strabag** and **Munich Airport** are looking forward to closely working together with all stakeholders to enhance the attractiveness of Sofia Airport as well as the Bulgarian economy. Thierry Déau, Founder and CEO of Meridiam: "Our ambition is Sofia Airport to become an enabler of social, economic, environmental and inclusive growth that contributes to Sofia, its region and Bulgaria. World-class, sustainability and resilience standards will be applied to transform Sofia Airport in a success story which will benefit the Bulgarian citizens, the airport employees and partners." With a proven experience in the airport sector and an existing portfolio of landmark airports including LaGuardia Central Terminal (New York, USA), Queen Alia International (Jordan) or Ivato and Nosy Bé (Madagascar), Meridiam intends to set the ground for another long-term success story with the new Sofia Airport. Building a new sustainable infrastructure with positive impact.

INDUSTRY PEOPLE



Michael Steinberg

Nasmyth Group has appointed **Michael Steinberg** as General Manager of Nasmyth TMF Inc. in Valencia, California. Nasmyth TMF is a specialist in metal finishing, painting, and non-destructive testing for the aerospace and defense industries. A certified FAA repair station, Nasmyth TMF offers both protective and cosmetic coatings. Capabilities include complex masking, painting, grit blasting, quality testing, electro-mechanics, tartaric sulfuric anodizing and boric sulfuric anodizing.



Graham Mitchell

Farsound Aviation has appointed **Graham Mitchell** as the Company's new Quality Director. Mitchell is part of Farsound's senior management team, and he is responsible for quality assurance, inspection and also health and safety within the business. Mitchell replaces **Phil Northfield** who was Farsound Aviation's Technical Director for just short of 15 years. He leaves his role to start his planned retirement.



Nyimpini Mabunda

General Electric (GE) has announced the appointment of **Nyimpini Mabunda** as the Chief Executive Officer for Southern Africa. In this role, Mabunda will lead GE's growth in the region and drive alignment across its Power, Healthcare, Aviation and Renewable Energy businesses. He will also drive GE's BBEE roadmap and processes in South Africa. Prior to joining GE, Mabunda was a Senior Advisor for the Boston Consulting Group and before that, he led Vodacom's largest division, the Consumer Business Unit, as Chief Executive for approximately three years,

responsible for commercial strategy and execution.



Brendan O'Neill

CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing (CDB Leasing), announced a new executive addition to its Dublin-based leadership team with the appointment of **Brendan O'Neill** as Chief Financial Officer, who will oversee all financial aspects of the company. O'Neill has two decades of aircraft leasing and multinational experience, bringing a unique blend of cross-functional experience, combining financial, operational, and functional leadership.



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	DVB Bank	CFM56-5B63	3586	2008	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	DVB Bank	V2522-A5	2375	2005	Q3/2020	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	BBAM	CFM56-5B5/P	2129	2004	Apr 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5	2249	2004	May 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5/P	1362	2000	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5/P	2251	2004	Mar 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A320-200	BBAM	V2527-A5	2587	2005	Jun 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A320-200	ORIX Aviation	CFM56-5B4/P	2584	2005	Q1/2021	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	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	CFM56-584/3	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	Presidio Aircraft Leasing	CF6-80E1A3	472	2002	Now	ACMI	Stephen Haire	shaire@aefinc.com	+1 3127721613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	700	2005	Now	Dry / ACMI	Stephen Haire	shaire@aefinc.com	+1 3127721613
A330-223	Presidio Aircraft Leasing	PW4168A	970	2008	Now	Dry / ACMI	Stephen Haire	shaire@aefinc.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	DVB Bank	CFM56-7B26	30294		Q4/2020	Sale	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				
(2) 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	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.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@ftaiaaviation.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@ftaiaaviation.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.				
(1) CFM56-7B22	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dsvbank.com	+44 207 256 4449
(2) CFM56-7B22	Now - Sale	CFM Materials	Jimmy Hill	jimmy.hill@cfmmaterials.com	+1 -214-988-6670
(2) 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@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.				
PW119B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	kebach@lhaero.com	+49-6731-497-368
PW119B	Now - Lease				
PW120A	Now - Lease				
PW121 (ATR)	Now - Lease				
PW124B	Now - Lease				
PW123B	Now - Lease				
PW125B	Now - Lease				
PW127F	Now - Lease				
PW150A	Now - Lease				
PW127M	Now - Lease				
PW150A RGB	Now - Lease				
(1) 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.				
(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 Kryz	rkryz@logix.aero	+33.6.2079.1039
(4) PW127M	Now - Sale/Lease/Exch.				
(1) PW118	Now - Lease / Exchange				

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW118A	Now - Lease / Exchange	Logix.Aero	Jean-Christian Morin	jcmorin@logix.aero	+33.6.4782.4262
(1) PW119B	Now - Lease / Exchange		Remi Krysz	rkrysz@logix.aero	+33.6.2079.1039
(1) PW121	Now - Lease / Exchange				
(1) PW121A	Now - Lease / Exchange				
(1) PW125B	Now - Lease / Exchange				
(2) PW123	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610
RB211 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) RB211-535E4	Sep 20 - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.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
(8) TRENT 772-60/16	Now - Sale / Lease	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
(1) Trent772B-60	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(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@ftaiaviation.com	+1 786 758 0787
(2) V2527-A5	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(2) 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

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,		GA Telesis	John Wales	apu@gatelesis.com	+1-417-622-7215
(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	kebach@lhaero.com	+49-6731-497-368

Interested in remarketing of your aircraft or engines?

Contact Tamar Jorssen @ tamar.jorssen@avitrader.com +1 (778) 213-8543