

Weekly Aviation Headline News

WORLD NEWS

Blue Islands to restart flights to Jersey

Blue Islands, the Channel Islands' airline is restarting flights from Bristol Airport in the UK to Jersey from Monday 3 August. The service will operate four times a week on Mondays, Wednesdays, Fridays and Sundays throughout the month, becoming daily from September. Blue Islands' CEO Rob Veron commented: "We're really pleased to be re-starting our Bristol-Jersey operations. During lockdown we've been re-developing our website, brand, systems and most importantly our product offering; including hold luggage allowance as standard and generous cabin baggage, with every ticket."

GECAS delivers second A320neo to Guizhou Airlines

In June 2019, GECAS and Guizhou Airlines announced the agreement to lease four A320neo with deliveries beginning in late 2019 and continuing into 2020. The first A320neo was delivered in October 2019. This second delivery means that colourful Guizhou Airlines now operates a fleet of eleven aircraft, including GECAS' two A320neos and nine E190s.

IAG Cargo reports Q2 results

IAG Cargo has announced its Q2 2020 results, reporting commercial revenues of €369m over the period from April 1 to June 30, 2020, an increase of 33.1 per cent on the same period in 2019 at constant currency. Overall yields for the quarter were up 224.7 per cent to the same time last year at constant currency, reflecting the extra costs of cargo-only flying and dedicated charters and a significantly changed flying programme. Sold tonnes were down 51.2 per cent



KLM is resizing its operations.

Photo: KLM

KLM plans future size and shape

As carrier prepares for new reality

Dutch flag carrier KLM has detailed its plans for future operations because of the Coronavirus impact on aviation. The airline says in the wake of the Covid-19 outbreak, KLM gradually began reducing the size of its network in February to operate less than 10% of its original number of flights by the start of April. In the second quarter, only 15% of the original number of flights were operated. In July, 30% of the original flights were operated and load factors are lagging. As a result, while the network is again being gradually and carefully expanded, revenues are lagging far behind.

KLM plans to reduce its workforce down to the number needed for the planned operation in 2021/2022. Of the current total of 33,000 FTEs in the entire KLM Group, the workforce must be

reduced – based on the current measures, which include the non-renewal of temporary contracts (1,500 FTEs) and the Voluntarily Departure Scheme (2,000 FTEs). Additionally, natural attrition (500 FTEs) through retirement and the like in 2020 and 2021 will also contribute to the reduction needed.

“We are elaborating the reorganisation plan to emerge from this crisis in a stronger position.”

Pieter Elbers, KLM CEO

reduced by 4,500 to 5,000 FTEs to 28,000 FTEs in the course of 2021, the airline states.

KLM's size is already becoming smaller – and will continue to be

KLM's financial figures for the first half of 2020 show that passenger numbers fell by 95% from over 9 million to less than half a million. Operating income amounted to a loss of €493 million. During the

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same period in 2019, KLM earned €270 million in profit.

Government support in the form of a direct state loan and guaranteed bank credit facilities amounting to a maximum of €3.4 billion will enable KLM to navigate the crisis in the forthcoming period. To guarantee KLM's existence in the longer term, the airline must adapt its size to the new reality. KLM therefore finds itself compelled to reduce its workforce down to the number needed for the planned operation in 2021/2022.

"A great deal has already been done in recent months with respect to adjusting the size of our company in the face of a new reality. Unfortunately, more measures are needed in the short term to guarantee KLM's continued existence in the future. For this reason, we are elaborating the reorganisation plan to emerge from this crisis in a stronger position, while retaining as many jobs as we can in a responsible manner and repaying the loans as quickly as possible," stated KLM Chief Executive Pieter Elbers.



Pieter Elbers, KLM's CEO .

AIRCRAFT & ENGINE NEWS

FAA issues Emergency Directive over potential Boeing 737 NG and Classic dual-engine failure

The U.S. Federal Aviation Administration (FAA) has issued an emergency airworthiness directive relating to potential corrosion problems on parked-up Boeing 737 NG and Classic jets that could lead to catastrophic dual-engine failure if not immediately addressed. The problems involve approximately 2,000 of the 737 variants which have been parked up as consequence of the devastating effect the COVID-19 pandemic has had on domestic and international air travel. Subsequent to receiving reports of four single-engine shutdowns on parked jets, inspectors discovered corrosion-compromised air check valves, prompting them to issue the emergency directive applicable to any of the jets which had been parked up for seven or more consecutive days. The FAA has made it clear that if any corrosion is found on further inspections, any affected valves must be immediately replaced prior to flying the jet. According to Reuters news agency, the FAA said the directive is to address corrosion of the engine bleed air fifth-stage check valves for both engines. The agency said that this could result in compressor stalls and dual-engine power loss without the ability to restart. Boeing announced last Friday that it had recommended operators to inspect all their planes, adding that: "with airplanes being stored or used infrequently due to lower demand during the COVID-19 pandemic, the valve can be more susceptible to corrosion."

Volga-Dnepr Airlines delivers two Mi-8 helicopters for Malaysian Fire Fighting



Photo: Volga Dnepr has delivered two Mi-8 helicopters from Almaty, Kazakhstan, to Kuala Lumpur

Volga-Dnepr Airlines has delivered two helicopters from Almaty, Kazakhstan, to Kuala Lumpur for PT Komala Indonesia to support Malaysian seasonal wildfire-fighting efforts. The two Mi-8 helicopters, weighing more than 20 tons, were delivered together with spare parts, instruments, and accessories by one of Volga-Dnepr's IL-76TD-90VDs. To optimize the choice of aircraft which Volga-Dnepr Airlines provides to its customers, the helicopters were disassembled to meet loading requirements. Through thirty years of operating one of the world's most diverse fleets including An-124-100s, IL-76TD-90VDs, B747-400F/-8Fs, and B737-400SFs/800BCFs – Volga-Dnepr has a reputation for air charter transportation of helicopters. Whilst there has been a gradual rise in requirements due to changing environmental demands, Volga-Dnepr also has expertise in delivering helicopters for humanitarian, rescue, and offshore purposes, now averaging nearly 45 machines carried per year.

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AIRCRAFT & ENGINE NEWS

Shares in GE slump 5% as Covid-19 pandemic ravages aviation industry – hits second-quarter earnings hard

Reporting cash outflow of US\$2.1 billion from its industrial operations – well below an anticipated US\$3.5 billion – US\$4.5 billion, shares in the Boston, U.S.-based conglomerate fell 5%. The aviation unit of the company, which is usually the most profitable, was hardest hit in terms of sales and orders. This unit, which makes engines for both Boeing and Airbus had already been severely impacted by the grounding of the Boeing 737 MAX, while Boeing’s announcement that it is further reducing production numbers of the troubled jet have compounded GE’s problems. However, GE remains optimistic, noting that global flight numbers have slowly begun to increase. “We’ve started to see some early signs of improvement in June and July,” commented Chief Executive Lawrence Culp. “Nonetheless, we remain cautious going into the second half, given the uncertainty associated with the pandemic.” Having taken over the role of CEO in September 2018, Culp has been charged with improving free cash flow and improving debt, the former expected to be better in the second half of the year, turning positive in 2021. In an attempt to cut costs, GE has already trimmed its workforce by 11% and plans to further reduce it by an estimated 25%. However, the first paring back of the workforce saw the company’s decremental margin drop a mere 3% from 62% to 59% in the first quarter of the year. According to Reuters news agency, Analysts at Gordon Haskett Research Advisors, however, dubbed the progress as “weak”, warning the lagging impact of the pandemic could further hurt the performance of the services part of GE’s aviation business in the third quarter.

Gulfstream advances G700 flight-test program



Photo: Gulfstream advances G700 flight-test program

Gulfstream Aerospace has announced that the all-new, industry flagship Gulfstream G700™ flight-test program is making progress with a number of accomplishments in testing and performance. The G700 has flown more than 100 test flights, recently completed company flutter testing, and expanded the flight envelope at both high and low speeds. As part of Gulfstream’s testing efforts, the aircraft also flew beyond its maximum operating speed and cruise altitude, reaching Mach 0.99 and an altitude of 54,000 feet/16,459 meters. In typical operations, the G700 has a maximum operating speed of Mach 0.925 and a maximum cruise altitude of 51,000 ft/15,545 m. The G700 is powered by Rolls-Royce Pearl 700 engines and can fly at its high-speed cruise of Mach 0.90 for 6,400 nautical miles/11,853 kilometers or at its long-range cruise of Mach 0.85 for 7,500 nm/13,890 km.

Airbus Helicopters’ VSR700 prototype performs first autonomous free flight



Airbus VSR700 helicopter

Photo: Airbus

The prototype of Airbus Helicopters’ VSR700 unmanned aerial system (UAS) has performed its first free flight. The VSR700 performed a ten-minute flight at a drone test centre near Aix-en-Provence in the south of France. This is a significant step in the program following the first flight in November 2019 when the prototype was tethered to comply with regulatory requirements. To enable this free flight, Airbus Helicopters implemented geofencing, a virtual perimeter, which enabled and justified a flight clearance from airworthiness authorities for free flight. The flight test program will now evolve to progressively open the flight envelope. The VSR700, derived from Hélicoptères Guimbal’s Cabri G2, is an unmanned aerial system in the 500-1000 kg maximum take-off weight range. It is capable of carrying multiple full-size naval sensors for extended periods and can operate from existing ships, alongside a helicopter, with a low logistical footprint.

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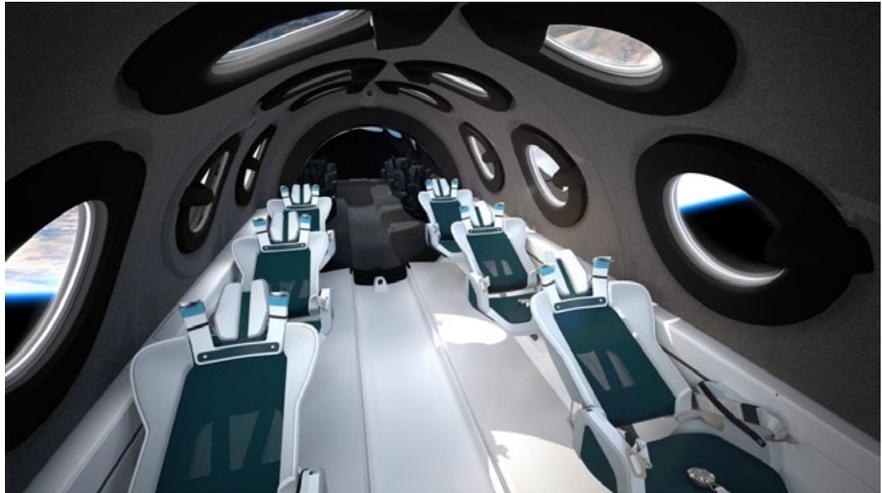
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MRO & PRODUCTION NEWS

Embraer develops cargo transportation solutions for commercial aircraft

With the significant decline in the number of airline passengers and the booming demand for air cargo capacity, Embraer has developed cargo transportation solutions for its line of commercial aircraft. With fewer commercial flights, which carry both passengers and freight, there's a critical need for more cargo space. ANAC, Brazil's civil aviation regulatory authority, has granted exemption for the carriage of additional freight on Embraer passenger aircraft. Embraer published Technical Dispositions for the ERJ 145 and E-Jets families of commercial jets, including the E-Jets E2s, which explain how to accommodate cabin freight. A Service Bulletin is available for the EMB 120. In addition to placing small packages in overhead bins and stowage compartments, cargo items can be placed on each seat, subject to certain restrictions. The payload capacity is significant. For example, a fully loaded 96-seat E190 can carry 6,720 lb (3 metric tonnes) of cabin freight in addition to under floor cargo. A 118-seat E195 can carry 8,260 lb (3.75 metric tonnes). Customers can opt for a floor-mounted freight configuration if their cargo cannot fit on passenger seats. This solution permits the removal of up to 70% of the passenger seats, with the remaining areas accommodating for items on the cabin floor. Freight must be contained in approved netting that attaches to the inboard and outboard seat tracks. This solution has already been developed for a first generation E195 jet for Azul Cargo, in Brazil. Cabin payload capacity for the ERJ145 is up to 1,750 lb (0.8 metric tonnes) and up to 5,194 lb (2.36 metric tonnes) for the E190-E2. For customers needing even more capacity, Embraer may offer a Service Bulletin for full cargo configurations, as has been done for the EMB 120. These layouts give operators the flexibility to carry larger floor-mounted freight items in the cabin.

Virgin Galactic reveals SpaceShipTwo cabin interior



Virgin Galactic spaceship cabin Interior

Photo: Virgin Galactic

Virgin Galactic has revealed the cabin interior of its first SpaceShipTwo vehicle, VSS Unity. Aspiring astronauts and space enthusiasts around the world now have the opportunity to explore the Virgin Galactic cabin design and spaceflight experience through an augmented reality-enabled mobile app. Virgin Galactic, in collaboration with London design agency, Seymourpowell, have developed an elegant but progressive, experience-focused concept for the cabin of its spaceship. While it has been created to integrate seamlessly with every other aspect of the Virgin Galactic astronaut journey – the cabin is also the design centerpiece; providing safety without distraction, quietly absorbing periods of sensory intensity and offering each astronaut a level of intimacy required for personal discovery and transformation. Each seat has been engineered to match the dynamism of the flight. A pilot-controlled recline mechanism, optimally positions astronauts to manage G- forces on boost and re-entry and frees up cabin space to maximize an unrestricted astronaut float zone when in zero gravity. Seatback screens provide digital flight data to connect each astronaut to the flight deck. Personal, integrated communication systems complement the screens with a direct connection for each astronaut to the two space pilots. To further elevate the experience of floating in zero-gravity, the cabin includes a first for space travel, a large, circular mirror on the aft bulkhead which, by adding a tint to the reflective surface, allows astronauts to view themselves weightless while illuminated by the natural brightness of the Earth. Virgin Galactic's current community of 600 Future Astronauts has always been clear that having photos and videos of their spaceflight experience to share, is of paramount importance. The output from 16 cabin cameras, plus those in the cockpit and mounted externally, will generate high definition output to provide everything from the first Instagram posts, to a beautifully edited and historically significant personal movie.

GA Telesis signs order for 737-800 conversion with AEI

GA Telesis has signed a firm order with Aeronautical Engineers (AEI) to convert a 737-800 passenger aircraft to a freighter configuration with an option for a second aircraft. This commitment marks GA Telesis' expansion into the 737NG Passenger-to-Freighter ("P2F") market. The first 737-800 (MSN 32903) will begin P2F conversion in August 2020 with completion scheduled for December 2020. If exercised, conversion of the option aircraft will follow in early 2021 for May completion. The freighter conversions will be performed by the authorized AEI Conversion Center, Commercial Jet, in Miami.

Spirit AeroSystems signs agreement with Aerion to design AS2 forward fuselage

Supersonic aircraft company Aerion, has entered into a memorandum of agreement to expand the role of Spirit AeroSystems in the development of the AS2 business jet to include production of the forward fuselage. As part of the agreement, Spirit has committed to additional investment in the AS2 program and has increased engineering resources working on the design of the AS2's forward fuselage. Aerion and Spirit first began formal collaboration in early 2019, working on preliminary design of the AS2's forward, pressurized fuselage. Joining

the project in the early formative stages of the AS2, Spirit's technical expertise has significantly advanced the design evolution as Aerion moves the supersonic business jet toward production beginning in 2023. At full rate, it is expected that Spirit will build 36 forward fuselage assemblies per year. Aerion's pursuit of faster point-to-point travel begins with the launch of the new AS2 supersonic private jet. Designed to be inherently environmentally responsible from first flight, the AS2 is the first supersonic jet designed to be powered by 100 percent synthetic fuel and reach supersonic speeds without the need for an afterburner.

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SIA raises additional S\$750 million from secured financing

Singapore Airlines (SIA) has successfully raised an additional S\$750 million through long term loans secured on some of its Airbus A350-900 and Boeing 787-10 aircraft. With the completion of these transactions, SIA has now raised a total of S\$1.65 billion from secured financing since the start of financial year 2020/2021. The total liquidity raised during the same period now stands at approximately S\$11 billion. This comprises S\$8.8 billion from SIA's successful rights issue, S\$1.65 billion from secured financing, and more than S\$500 million from new committed lines of credit and a short-term unsecured loan from financial institutions. Separately, all existing committed lines of credit that were due to mature during the course of 2020 have been renewed until 2021 or later. Together with the new committed lines of credit, this ensures continued access to more than S\$2.1 billion in committed liquidity. For the period up to July 2021, the Company also retains the option to raise up to S\$6.2 billion in additional mandatory convertible bonds that would provide further liquidity if necessary. (US\$1.00 = SG\$1.38 at time of publication.).

American Express to make payment to IAG Loyalty of approximately £750 million

International Airlines Group (IAG) has extended its worldwide commercial partnership with American Express. Under the agreement American Express will make a payment to IAG Loyalty of approximately £750 million (US\$968 million), a significant part of which is a pre-purchase of Avios points that American Express will utilise in the U.K. and world-wide for its British Airways co-branded cards and Membership Rewards Programme. IAG Loyalty is a subsidiary of International Airlines Group that offers a wide range of services to IAG airlines and business-to-business clients. These include the Avios reward currency for the British Airways Executive Club, Iberia Plus, Aer Club and Vueling Club customer programmes and loyalty management tools.

Stabilization package of Belgian federal government and Lufthansa paves way for turnaround of Brussels Airlines

The Belgian Federal Government, Lufthansa, and Brussels Airlines have reached an agreement securing the future of Belgium's home carrier and herewith the long-term

CDB Aviation delivers three Airbus A320neos to new customer Frontier Airlines



The 100th A320 aircraft, Chinook the Gray Wolf

Photo: Frontier Airlines

CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing (CDB Leasing), has commenced the deliveries of three Airbus A320neos to a new customer, Denver-based low-fare carrier Frontier Airlines, as part of a sale-and-leaseback transaction. The LEAP-1A engine-powered aircraft, delivering from Airbus' A320 Family jetliner final assembly line in Mobile, Alabama, are bound for an immediate entry into passenger service on U.S. domestic routes. Both the lessor and airline teams took the opportunity to commemorate a milestone delivery as one of the aircraft, Chinook the Gray Wolf, became the 100th A320 member of Frontier's fleet, in addition to the other two aircraft named Cortez the Green Turtle and Parish & Daisy the Burrowing Owls.

Oriens Aviation places first enhanced Pilatus PC-12 NGX in the U.K.



Photo: Pilatus-12 NGX

Oriens Aviation, the exclusive sales and service centre for Pilatus Aircraft in the British Isles, delivered the newest 'third-generation' Pilatus PC-12 NGX to a private customer based in north-west England on July 30, 2020. With its stylish executive six-to-eight-seat interior layout, the aircraft is ideal for business and leisure use. Three years in the making, the NGX was unveiled during last year's NBAA Show. It features a raft of enhancements over the PC-12 NG centered on an improved Pratt & Whitney PT6E-67XP engine, electronic propeller and, a full authority digital engine control (FADEC) system (a first in its size category). The cabin interior is modelled on the PC-24 Super Versatile Jet, in collaboration with BMW Designworks. With 10% more window area, the cabin is notably brighter and features more headroom, compared with the earlier PC-12 NG model. The executive version features fully reclining seats and improved lumbar comfort, while the NGX can also be outfitted with the latest in Wi-Fi connectivity. A low-speed propeller mode delivers considerably reduced cabin noise for enhanced cabin comfort. An Advanced Cockpit Environment houses Honeywell's Epic 2.0 avionics and a touchscreen avionics controller.

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development of the airline. The stabilization package of €290 million from the Belgian Federal government and the €170 million financial support of Lufthansa cover parts of the losses incurred by Brussels Airlines as a consequence of the COVID-19 crisis and at the same time secures tens of thousands of direct and indirect jobs that are linked to the activities of Brussels Airlines. The stabilization measures allow Brussels Airlines to overcome the present crisis and to continue operating its flights to generate sufficient funds to reimburse the loan. (€1.00 = US\$1.17 at time of publication.)

Trive Capital Partners with Field Aerospace through structured capital investment

Trive Capital (Trive), the Dallas-based private equity firm, has announced its recent partnership with Field Aerospace (Field). Field operates out of three facilities located in the U.S. and Canada, specializing in aircraft integration, engineering, modification, and support services for government, aerospace, and defense customers. The company has a 70+ year operating history in aircraft modification and parts manufacturing with a focus on special-mission aircraft including the DHC-8, Challenger, and Gulfstream platforms. As part of the transaction, Trive provided a structured capital solution to buy out minority shareholder and former Chairman, Dan Magarian, and to support future growth initiatives of the business. “The directors and shareholders of Field are delighted to welcome Trive” said Field President and CEO John Mactaggart. “When we purchased Field Aviation in 2012 and ASES in 2015, we planned further acquisitions to enhance the organic growth of Field. Trive not only adds welcome expertise to the leadership of the company but will bring a fresh perspective to company growth and open further acquisition opportunities. The remaining original shareholders see this as a logical step in the growth of Field.”

ANA posts net loss of 108.8 billion yen

ANA Holdings (ANAHD) has reported its financial results for the three months ended June 30, 2020. In the first quarter of fiscal year 2020 the global economy was characterized by widespread economic challenges due to the impact of COVID-19. Under these conditions, operating revenues decreased to 121.6 billion yen due to the severe impact across all segments, and net loss attributable to owners of the parent was 108.8 billion yen. Passenger

Boeing to end production of 747 by 2022



Boeing has decided to end production of the 747 aircraft by 2022

Photo: Boeing

The effects of the COVID-19 pandemic have continued to hit the world’s second-largest planemaker to the point where it is now further revising output schedules. Growing hostilities between the U.S. and China have now seen the latter shelve plans to purchase larger jets from the U.S., which has caused further problems for Boeing. The 777X launch has now been delayed for a further year, while the 747 is now scheduled to end production completely by 2022. Demand for the 777 and 787 Dreamliner have tumbled, to which David Calhoun, Boeing CEO told analysts: “Our industry and our company are weathering challenges like none we have ever experienced in our lifetimes.” 787 output is now being pared back to six units per month in 2020, a third reduction in output since it peaked at 14 units a month last year. Plans for the production of the 777 mini-jumbo and its sister aircraft, the 777X, will be cut to two units per month. Boeing is also exploring the possibility of consolidating the production lines for the 787 Dreamliner, which is currently split between Everett, Washington and North Charleston, North Carolina. This consequently casts a large shadow over the future of the Everett hub as the 787-10, the largest of the variants, can only be manufactured in South Carolina. Boeing does not anticipate commercial air travel returning to pre-pandemic levels until 2023, and further delays in obtaining renewed airworthiness certification for the 737 MAX means that the current stockpile of approximately 450 of the jets will take a year to clear once certification has been obtained. This will likely see Boeing move a production target of 31 of the jets a month into 2022.

S7 Technics to start producing tactile stickers in braille for aircraft interiors

S7 Technics specialists are the first in Russia who have released sets of stickers in braille, which will be used to equip the cabins of aircraft of Russian airlines. In accordance with the Order of the Russian Ministry of Transport No. 290 dated 02.08.2018, which sets out the requirements of the Federal Agency for Air Transport of the

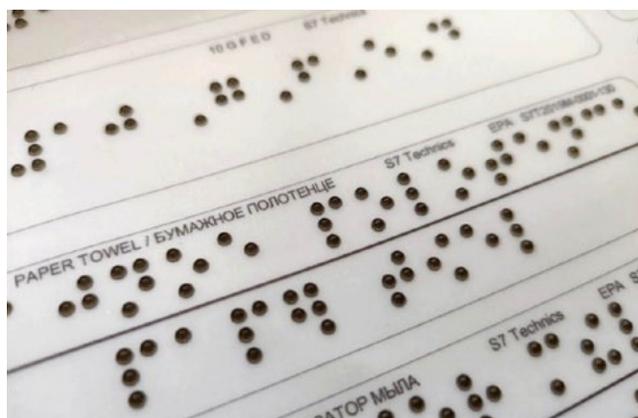


Photo: S7 starts producing tactile stickers in braille for aircraft interiors

Russian Federation (Rosaviatsia) for aircraft purchased on the basis of contracts concluded after January 1, 2020 by operators carrying out commercial passenger transportation. According to these requirements, the rows of passenger seats and the doors of toilet rooms in the cabin of aircraft must be marked with tactile markings. Most of the time in the sticker production cycle is spent on the development and preparation of engineering and technical documentation; this is done by the S7 Technics design bureau at Novosibirsk. The stickers are printed on a special film approved by the Boeing and Airbus aircraft manufacturers using a piezoelectric spray method. On average, there are about 160 stickers per aircraft.

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demand for both international and domestic flights declined significantly, due to worldwide government travel restrictions and the Declaration of the State of Emergency from the Japanese government. Against this backdrop, AHAHD has raised its efforts to minimize both variable and fixed expenses by scaling down operations and personnel costs. As a result, expenses for the Group were reduced by more than 200 billion yen from the previous year. While ANAHD aggressively worked to offset lost revenue by catering to the increased demand for international cargo transportation by arranging many non-scheduled flights and utilizing large freighter aircrafts, it was unable to offset the unprecedented impact of COVID-19 and ended with a large quarterly loss. (US\$1.00 = JPY105.14 at time of publication.)

Hawaiian Airlines launches offering of Enhanced Equipment Trust Certificates

Hawaiian Airlines, a wholly owned subsidiary of Hawaiian Holdings, has announced its offering of Enhanced Equipment Trust Certificates which will be used to obtain financing secured by eight Airbus aircraft. The offering is comprised of approximately US\$216,976,000 of Class A certificates, and approximately US\$45,010,000 of Class B certificates. Each class of certificates represents an interest in its respective pass through trust. The trusts will use the proceeds from the offering to acquire equipment notes that will be secured by eight Airbus aircraft. Hawaiian Holdings will fully and unconditionally guarantee the payment obligations of the Company under the equipment notes.

AerCap posts second-quarter net income of US\$246 million, cancels order for 15 Boeing 737 MAX aircraft

AerCap has posted second-quarter net income of US\$248 million compared with US\$331 million for the same period in 2019. Basic lease rents were US\$948 million for the second quarter of 2020, compared with US\$1,077 million for the same period in 2019. The decrease was primarily due to lease restructurings, transitions, and the impact of airline bankruptcies. Maintenance rents and other receipts were US\$224 million for the second quarter of 2020, compared with US\$109 million for the same period in 2019. The increase was primarily due to higher maintenance revenue recognized as a result of lease terminations during the second quarter of 2020. Net gain on sale of assets for the second quarter of 2020 was US\$10 million, relating to

AVIAA enhances supplier portfolio with New World Aviation

AVIAA, the global group purchasing organization for business aviation, has announced the broadening of its maintenance services available to members through a new strategic partnership with New World Aviation based in Allentown, Pennsylvania. Conveniently located at the Lehigh Valley International Airport just outside of the busy New York City / Teterboro / Philadelphia corridor and established in 1998, privately owned, New World Aviation has evolved into an elite provider of aircraft charter, maintenance, and management services in the Northeast United States. An FAA Part 145 Certified Repair Station, its MRO expertise focuses on Gulfstream, Bombardier Challenger and Learjet, Dassault Falcon and Hawker business jet models. New World Aviation joins AVIAA's global network of MRO partners which also includes ACC Columbia Jet Service (Germany), Volare Aviation (U.K.) and Constant Aviation (U.S.A) with whom AVIAA recently expanded its relationship to include Mobile AOG Services to assist their members across the U.S. To support the growing network of supply partners for its entire portfolio, AVIAA has appointed Scott White as Vice President-Supplier Relations. White brings more than ten-years of experience as a director of global sales at Universal Weather and Aviation.



New World Aviation MRO Photo: AVIAA

VALLAIR signs MoU with CHAMP Cargosystems to develop first cargo management system for Airbus A321 freighter



Photo: Vallair is the launch customer for the A321 freighter conversion (A321F)

Vallair, the mature aircraft and asset specialist, and launch customer for the A321 freighter conversion (A321F), has signed an MoU with CHAMP Cargosystems to develop the first cargo management system for its prototype freighter conversion. Based in Luxembourg, CHAMP is one of the leading suppliers of integrated IT solutions for the air cargo industry. Vallair has been engaged in cargo conversions since 2015 and is the launching lessor of the Airbus A321 freighter. The partnership between Vallair and CHAMP will be a collaboration and pooling of resources to provide CHAMP's Weight and Balance system for the new Airbus A321Fs and to establish a reliable e-freight system which can be utilised in conjunction with all of Vallair's future A321F conversions. Being able to offer CHAMP data and information on both the A321P2F and the A321PCF freighters will allow Vallair to contribute to a comprehensive cargo management system which is bespoke to these freighter variants. This package will then be offered as a cost-effective, load-efficient solution to its customers in conjunction with digitalised tracking of all cargo.

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nine aircraft sold for US\$188 million, compared with US\$78 million for the same period in 2019, relating to 22 aircraft sold for US\$502 million. The decrease was primarily due to the lower volume and composition of asset sales. Other income for the second quarter of 2020 was US\$15 million, compared with US\$17 million for the same period in 2019. In July 2020, AerCap has reached an agreement with Boeing to restructure its order book for Boeing 737 MAX aircraft, including the cancellation of 15 of its Boeing 737 MAX aircraft on order. Following this cancellation, the company has 80 Boeing 737 MAX aircraft on order. As of June 30, 2020, AerCap's portfolio consisted of 1,357 aircraft that were owned, on order or managed. The average age of its owned fleet as of June 30, 2020 was 6.4 years (2.7 years for new technology aircraft, 11.7 years for current technology aircraft) and the average remaining contracted lease term was 7.3 years.

Airbus reports half-year results

Airbus has reported consolidated financial results for the half year ended June 30, 2020. Net commercial aircraft orders totaled 298 (H1 2019: 88 aircraft), including eight aircraft in Q2, with the order backlog comprising 7,584 commercial aircraft as of June 30, 2020. Airbus Helicopters booked 75 net orders (H1 2019: 123 units), including three H145s, one Super Puma and one H160 during the second quarter alone. Airbus Defence and Space's order intake increased to €5.6 billion. Consolidated revenues decreased to €18.9 billion (H1 2019: €30.9 billion), driven by the difficult market environment impacting the commercial aircraft business with around 50% fewer deliveries year-on-year. This was partly offset by more favorable foreign exchange rates. A total of 196 commercial aircraft were delivered (H1 2019: 389 aircraft), comprising 11 A220s, 157 A320 Family, five A330s and 23 A350s. Airbus Helicopters reported stable revenues, reflecting lower deliveries of 104 units (H1 2019: 143 units) partially compensated by higher services. Revenues at Airbus Defence and Space were impacted by lower volume and mix, in particular at Space Systems, as well as delays in some programs caused by the COVID-19 situation. Consolidated EBIT Adjusted totaled €-945 million (H1 2019: €2,529 million). Airbus' EBIT Adjusted of €-1,307 million (H1 2019: €2,193 million) mainly reflected the reduced commercial aircraft deliveries and lower cost efficiency. Steps have been taken to adapt the cost structure to the new levels of production, the benefits of which are materializing as the plan is executed. Also included in the EBIT Adjusted

AJW Group renews seven-year complete supply chain solution contract with easyJet



Photo: easyJet

AJW Group has been selected by easyJet as its supply chain management provider, following a successful partnership since 2015. AJW will continue to be responsible for the 24/7 planning and delivery of the airline's demand and supply requirements from inventory management across easyJet's extensive network; full component repair and overhaul services as well as the provision, storage and distribution of all rotatable, consumable and expendable material. A key operational enhancement will be the introduction of an EU-hub in Malpensa, Italy, which will serve to further enhance operational efficiency across Europe. The EU-hub will supplement the current UK-hub to maximize up-time, availability, and dispatch reliability.

The new seven-year contract introduces innovative solutions that will provide step-change improvements for the airline. AJW is developing and investing in process re-engineering and automation tools to drive superior performance, cost reduction and operational excellence across the board. AJW Technique, the Group's Maintenance Repair and Overhaul facility will continue to play a significant role in the new contract as it repairs and overhauls easyJet components.

CAAC approves HAECO Xiamen's Airbus A320 part-out capability



HAECO Xiamen's A320 part-out capability has been officially approved by CAAC

Photo: HAECO Xiamen

HAECO Xiamen, a member of the HAECO Group, has released that its Airbus A320 part-out capability has been formally approved by the Civil Aviation Administration of China (CAAC). The company is the only MRO in Eastern China to have obtained this approval, following its first A320 part-out project for Yan Wu Group, disassembling four aircraft for the Chinese mainland operator. In recent years, the aviation industry has seen a growing number of aircraft retirement. Disassembling retired planes in order to re-use parts and recycle materials enables operators to optimize the residual value of the aircraft, whilst minimizing environmental and safety risks.

FINANCIAL NEWS

is €-0.9 billion of COVID-19-related charges. Commercial aircraft are now being produced at rates in accordance with the new production plan announced in April 2020, in response to the COVID-19 situation. The current market situation has led to a slight adjustment in the A350 rate from six to five aircraft a month for now. On the A220, the Final Assembly Line (FAL) in Mirabel, Canada, is expected to progressively return to pre-COVID levels at rate four while the new FAL in Mobile, U.S., opened as planned in May. At the end of June, around 145 commercial aircraft could not be delivered due to COVID-19. Airbus Helicopters' EBIT Adjusted increased to €152 million (H1 2019: €125 million), reflecting a favorable mix, mainly in military, and higher services partially offset by the lower deliveries. The five-bladed H145 and H160 helicopters were recently certified by the European Union Aviation Safety Agency. Consolidated EBIT (reported) was €-1,559 million (H1 2019: €2,093 million), including Adjustments totaling a net €-614 million. (€1.00 = US\$1.19 at time of publication.)

IAG Cargo reports 33% increase in second-quarter 2020 revenues

IAG Cargo has reported its second-quarter 2020 results (Q2 2020), reporting commercial revenues of €369 million over the period from April 1 to June 30, 2020, an increase of 33.1% on the same period in 2019 at constant currency. Overall yields for the quarter were up 224.7% to the same time last year at constant currency, reflecting the extra costs of cargo-only flying and dedicated charters and a significantly changed flying program. Sold tons were down 51.2%. "Q2 was, of course, dominated by the Covid-19 pandemic. As passenger aircraft were grounded across the world, our teams adapted to ensure IAG Cargo continued to play a crucial role in supporting global trade and the movement of essential goods in these extraordinary times," commented Lynne Embleton, CEO IAG Cargo. "We rapidly developed one of the most comprehensive networks of scheduled cargo-only flights available; a network of over 340 scheduled flights per week built around our customers' needs and tailored to the most important cargo flows. We have reconfigured aircraft to maximise cargo capacity, removing seats and using overhead lockers. These were important capacity solutions, albeit ones that brought additional operational complexity and cost. In addition to our scheduled cargo-only services, our newly established charter team has worked closely with commercial entities and governments to develop bespoke capacity solutions. During this second quarter we

Pratt & Whitney and JetBlue sign long-term service agreement for 230 V2500® engines



JetBlue and P&W sign 13-year EngineWise® agreement for V2500® engines

Photo: P&W

JetBlue Airways and Pratt & Whitney have signed a 13-year EngineWise® fixed-price agreement for 230 V2500® engines that power the airline's A320ceo family-fleet. JetBlue operates a fleet of 193 Airbus A320ceo Family aircraft powered by the V2500 engine. The airline has also ordered 85 GTF-powered Airbus A320neo Family aircraft, of which ten have already been delivered. In addition, JetBlue has 70 GTF-powered Airbus A220 aircraft on order, with deliveries scheduled to begin later this year. The V2500 engine is offered through IAE, a multinational aero engine consortium whose shareholders comprise Pratt & Whitney, Pratt & Whitney Aero Engines International GmbH, Japanese Aero Engines Corporation and MTU Aero Engines.

Ryanair share price suffers sharp drop after it releases pessimistic traffic outlook



Photo: Ryanair

Shares in Ryanair tumbled 8% as a consequence of Europe's largest low-cost carrier announcing that it has reviewed its annual passenger target downwards by 25%, despite the figures for the lockdown quarter of April-June coming through at better-than-expected levels. Having cut 99% of its capacity as a consequence of the COVID-19 pandemic, the carrier posted a post-tax loss of €185 million

(US\$216.54 million) for the April-June quarter, the company's first financial quarter for 2021-22. Projections now show the carrier anticipates to fly 60 million passengers by March 31 2021, as opposed to a previously estimated 80 million, both figures massively down from the 149 million passengers it flew last year. "Our full-year guidance of 60 million passengers is tentative at this point in time and it could go lower," Group Chief Executive Michael O'Leary announced in a video presentation. "A second wave of COVID-19 cases across Europe in late autumn ... is our biggest fear right now," he added. In addition to hub closures at Frankfurt, Dusseldorf and Berlin, unless cuts are agreed by staff, Spain and Italy hubs will also close. The latest changes to British quarantine regulations in relation to passengers returning from Spain has further hit Ryanair. Revenue was down 95% in the first quarter, while costs were down by 85%, but it anticipates flying 60% of its normal schedule in August and 70% in September, while operating at 70% capacity for the months of August and September, according to O'Leary.

FINANCIAL NEWS

operated 615 charters, including 416 critical supply operations for the British, Irish and Spanish authorities. To date we have helped governments and private customers transport over 11,000 tonnes of PPE and medical supplies on these charters. We also saw additional PPE tonnage transported across our scheduled flights.”

MILITARY AND DEFENCE

AAR awarded MRO contract with Royal Netherlands Air Force to service F-16 jet fuel starter

AAR has been awarded a three-year contract by the Royal Netherlands Air Force (RNLAf) to perform maintenance, repair and overhaul on F-16 jet fuel starters. AAR will service the jet fuel starters in its component repair facility in Amsterdam, where AAR has been supporting European Participating Air Forces (EPAf) for over 30 years as a prime provider or subcontractor for



Photo: Lufthansa

The Lufthansa Group continues to ramp up its services to the United States, resuming flights to its key, global gateways. On Monday, July 27, the Group’s flagship carrier, Lufthansa, resumes service to New York’s JFK airport, operating five weekly flights to and from the airline’s largest hub in Frankfurt, Germany. Lufthansa is continuing to meet the demand of its loyal customers throughout the United States and is now connecting the metropolitan New York region to its growing network of international destinations that are slowly easing travel restrictions. The resumed route will operate out of New York’s JFK on Mondays, Wednesdays, Fridays, Saturdays and Sundays, using an Airbus A330-300 with a three-class configuration of Business, Premium Economy and Economy classes. Initially, flights will operate five times per week from July 27 through August 30. Beginning August 31 until October 24, the end of the summer schedule, the flights increase to one daily flight each week.

<p>757-200PCF 8,358ft³ Volume Up to 84,000lbs Payload</p>		<p>A321-200PCF 7,988ft³ Volume 59,680lbs Standard Payload</p>	
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MILITARY AND DEFENCE

repair management, component maintenance, supply chain and depot services.

German Heron TP UAV completes first successful flight in Israeli skies

In preparation for its delivery to the German Armed Forces, the German Heron TP UAV has completed its first flight in the skies of the State of Israel. The UAV was modified according to the needs and requirements of the German Ministry of Defense. It is the result of a joint program led by the UAV Executive Office in the Directorate of Defense Research and Development (DDR&D), of the Israel Ministry of Defense (IMoD), Israel Aerospace Industries (IAI), and Airbus DS Airborne Solutions, an Airbus Group company. The agreement between the respective ministries was signed in June 2018. The agreement outlines the leasing of a number of UAVs as well as maintenance and training services. As such, German Air Force personnel are training together with their Israeli counterparts in an IAF base in central Israel. The German Heron TP UAV is a medium-altitude, long-endurance, and multi-mission aircraft with a variety of payloads. It is based on the Israeli “Eitan” UAV, which is in operational use in the Israel Air Force. The German Heron TP UAV was modified in record time and incorporates advanced ‘blue-and-white’ [Israeli] technology.

INFORMATION TECHNOLOGY

Low-cost carrier **Pacific Airlines** and **Sabre**, the software and technology company that powers the global travel industry, have announced a strategic new agreement in a deal which further cements Sabre’s strength in the Vietnamese aviation market as well as its long-standing and valued relationship with Vietnam Airlines Group. Under the new deal, Pacific Airlines will adopt the Sabre Passenger Service System (PSS) as it moves forward with ambitious plans to play a key role, along with national carrier parent company Vietnam Airlines Group, in the recovery and future growth of APAC’s travel and tourism industry post Covid-19. Vietnam Airlines has been a Sabre PSS user for more than a decade and, with this new agreement, both airlines will benefit from a single, integrated passenger platform to enable improved operational efficiencies and a frictionless experience for travellers, as Pacific Airlines prepares to resume regular scheduled services with Sabre’s PSS. Combined teams expect to complete the transition quickly from the legacy third party system to the Sabre PSS.



UV Cabin System

Photo: Honeywell

Honeywell’s new UV Cabin System has been put into service as part of a pilot program by **JetBlue Airways**, marking the first time a U.S. airline has implemented this Honeywell technology. In clinical studies, ultraviolet light has been found to be capable of significantly reducing certain viruses and bacteria when properly applied at prescribed levels. The Honeywell UV Cabin System can traverse an aircraft cabin in less than 10 minutes, and JetBlue will be gauging the system’s place in its operation, while continuing other cleaning methods. Honeywell has delivered eight of the devices to JetBlue, and the devices are now being put into service as part of JetBlue’s “Safety from the Ground Up” program at two of the airline’s focus cities, John F. Kennedy International Airport in New York and Fort Lauderdale-Hollywood International Airport. These two locations kicked off a 90-day pilot program for JetBlue to evaluate the Honeywell solution.



Boeing 737 MAX 8 simulator

Photo: BAA Training

BAA Training is going forward with its expansion in Spain. The global aviation training provider is establishing a 5,300-m² training center near **Barcelona–El Prat Josep Tarradellas Airport**. The new facility will become a home to Boeing 737 NG, Airbus A320ceo/neo and a new type for the company – a Boeing 737 MAX 8 full-flight simulator. The COVID-19 crisis has prompted dramatic re-evaluation and re-adjustment of plans, especially the ones related to expansion. Nevertheless, BAA Training has managed to open a brand-new training center in China this June and is glad to announce that its new training center in Spain is set for launch in the first quarter of 2021.

OTHER NEWS

Jet Maintenance Solutions (JET MS), a global provider of integrated aircraft maintenance, repair and overhaul solutions for business and regional aviation has become a member of the **European Business Aviation Association** (EBAA), the leading organization for operators of business aircraft in Europe. Since the foundation of Jet Maintenance Solutions in 2007, the company strives to provide its clients with exceptional service, quality and cost-effective solutions for their private and business jets. Having completed significant projects like providing 7800 landing inspection for the Bombardier CL604, designing and fitting interiors to the most luxurious jets found in the sky, Jet Maintenance Solutions has strengthened its position as a one-stop shop for high-quality, custom-tailored business and regional aircraft maintenance company.

INDUSTRY PEOPLE



Alan Buckley

- GECAS has appointed **Alan Buckley** to its senior executive team as Senior Vice President (SVP) and Regional Manager for Commercial, Europe & Canada. GECAS, a subsidiary of GE Capital, is the global leader in aviation

finance and leasing. Buckley has worked in the aviation industry for 18 years. Having begun his career with Shannon Aerospace as an Aeronautical engineer in 1997, he first joined GECAS in 2003 and has held a variety of senior positions in the company since then. Prior to his new appointment, Buckley was SVP of Aircraft Trading at GECAS and before that was SVP in Asset Management. He also previously held the role Managing Director for Global Programs at GE Capital Equipment Finance in Dallas, Texas.

- Panasonic Avionics Corporation (Panasonic) has announced the appointment of **Joe Bentley** as Chief Technology Officer. Bentley will be responsible for leading all aspects of the company's software and systems engineering teams, cloud, hardware, and



Joe Bentley

IT/security. He will serve as a key member of Panasonic's executive team and be directly responsible for an organization of over 800 employees spread across Panasonic's Lake Forest, California headquarters, as well as the Bay Area office and other global locations. Bentley was previously Senior Vice President, Engineering at Hulu where he led its 700-person engineering, program, and research organizations across three international offices.



Timothy Spihlman

- **Timothy Spihlman** has been appointed to the position of Chief Financial Officer for WestStar Aviation. Spihlman will oversee all aspects of the company's finance functions, including accounting, financial planning and analysis,

tax, and corporate strategy. He has over 25 years of financial and operational leadership experience in a variety of industries with a focus on long-term growth strategy for companies such as Vi-Jon and Solutia. As a business leader with significant experience as a Board Member, CEO, President, CFO and other financially related roles, he has provided C-Level leadership to private equity backed, publicly traded and venture capital backed organizations.



Stacy Morrissey

- American Airlines has appointed **Stacy Morrissey** as Vice President of Engineering and Quality. With extensive technical knowledge and leadership experience in various engineering, safety,

and quality assurance roles, Morrissey's skills will be integral in the continued growth of American's world-class technical operations team. She will report to **Kevin Brickner**, American's senior vice president of Technical Operations. In this role, Morrissey will oversee engineering, quality control, quality assurance, reliability, aircraft configuration management, maintenance programs and technical publications. She joined American 22 years ago as a fleet operations engineer, where she was responsible for engineering support of the Boeing 757, 767 and 777 fleets.



Phil Talbot

- IBA has appointed **Phil Talbot** as Chief Technology Officer (CTO). Talbot has over 20 years' experience in financial services and asset management technology with substantial expertise in business analytics, data research, AI, Big Data and cloud infrastructure. He will be responsible for managing the development of IBA's leading aviation intelligence platform, IBA.iQ, as well as overseeing IBA's IT and data systems. Talbot joins IBA from Strategic Insight, a market intelligence company headquartered in New York, where he was Global IT and Security Director with responsibility for IT infrastructure, business community, and security for all business units within the group.



AviTrader Publications Corp.

Suite 305, South Tower

5811 Cooney Road

Richmond, BC

Canada V6X 3M1

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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	Oct 2020 - Sale / Lease	Castllake	Stuart MacGregor	Stuart.macgregor@castlake.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
(2) CFM56-7B26 (full QEC)	Now - Lease				
(1) CFM56-7B24	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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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@dvbank.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) CFM56-5B2/P	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(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/Z7	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@aefinc.com	+1 312 772 1613
(1) PW4062-3	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiair.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	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) 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@ftaiaaviation.com	+1 786 785 0787
(1) V2527-A5	Now - Lease				
(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	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
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	k.ebach@lhaero.com	+49-6731-497-368

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