

Weekly Aviation Headline News

WORLD NEWS

Qatar Airways resumes more African destinations

Qatar Airways has announced the resumption of services to Jomo Kenyatta International Airport in Nairobi, Kenya with 14 weekly flights and to Kigali International Airport-Kigali, Rwanda with three weekly flights. With the addition of Kigali and Nairobi, the airline now operates 33 weekly flights to eight destinations in Africa including Addis Ababa, Dar es Salaam, Djibouti, Kilimanjaro, Zanzibar and Tunis.

Amerijet completes IATA's CEIV pharma recertification

Amerijet International Airlines has completed its IATA Centre of Excellence for Independent Validators (CEIV) Pharma recertification for the handling of temperature-controlled healthcare and life science products. The IATA appointed independent assessment focused on the quality assurance processes, operational and technical innovation, risk management, and the preservation of all relevant shipment data along the entire logistics chain.

Teesside regains London Heathrow route with Eastern Airways

From 14th September 2020, the Teesside International Airport – London Heathrow service will be reconnected using a 76-seat E-Jet Embraer 170 aircraft, following a gap of more than a decade. This latest news at Teesside is a further expansion of Eastern Airways' developing route network from the north east UK airport. Since restrictions have been eased following the Covid-19 pandemic lockdown, the airline has reintroduced Teesside flights to several other UK and European destinations.



United is cleaning pilot flight decks with UVC lighting technology.

Photo: United

United's clean sweep

New technology for flight deck cleaning

United Airlines is now cleaning pilot flight decks with Ultraviolet C (UVC) lighting technology on most aircraft at its hub airports to disinfect the flight deck interior and continue providing pilots with a sanitary work environment.

The airline is using handheld, AUVCo blades from the American Ultraviolet company to kill any viruses that may reside on sensitive switches and touch screen displays within the flight deck.

United has tested a variety of uses for UVC lighting as a disinfectant and consulted with its United CleanPlus partners at the Cleveland

Clinic to determine that the flight deck was the most effective use of the technology.

"Safety is our highest priority and we continue to research, test and

that are challenging to clean with traditional hand wipes and liquids, especially for someone who isn't a pilot. The UVC lighting gives us a faster, more effective disinfection of one of the most important areas of the aircraft."

United currently uses electrostatic spraying to disinfect its aircraft cabins, one of the most effective

"The UVC lighting gives us a faster, more effective disinfection of one of the most important areas of the aircraft."

Bryan Quigley, United's SVP of flight operations

roll out new technologies to keep our aircraft and terminals safe for both customers and crew," said Bryan Quigley, United's senior vice president of flight operations. "Flight decks have many working parts, screens and components

techniques to clean around harder to reach surfaces, particularly overhead bins and spaces within tray tables. United's use of UVC lighting in the flight deck – along with electrostatic spraying in the

Continued on page 3





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...continued from page 1

cabin – further reflects the airline’s approach of matching the right type of technology to the right settings.

This latest enhancement of using UVC lighting technology is another way United is working with its partners at the Cleveland Clinic to

guide its policies and procedures on safety and cleanliness.

AIRCRAFT & ENGINE NEWS

FAA proposes four key Boeing 737 MAX design changes through airworthiness directive

The US Federal Aviation Administration (FAA) has announced that it intends to issue an airworthiness directive for the troubled Boeing 737 MAX, which involves the updating of flight-control software, revised display-processing software to generate alerts, revising a number of flight-crew operating procedures, and changing the routing of certain wiring bundles. While significant, the announcement does not include the finalizing of flight-training procedures which are critical to the 737 MAX once again taking to the air. Boeing has confirmed that it is: “continuing to make steady progress towards the safe return to service, working closely with the FAA and other global regulators. While we still have a lot of work in front of us, this is an important milestone.” The FAA said in a separate 96-page report released at the beginning of this week, the FAA stated that it: “has preliminarily determined that Boeing’s proposed changes to the 737 MAX design, flight crew procedures and maintenance procedures effectively mitigate the airplane-related safety issues” in the two fatal crashes. The grounding of the 737 MAX has so far cost Boeing approximately

ARJ21 aircraft completes special flight test at highest civil airport



ARJ21 aircraft completes special flight test at highest civil airport in the world

Photo: COMAC

ARJ21 AC103 completed a maximum take-off/landing height expansion flight test at Daocheng Yading Airport (4,411 meters above sea level), the highest-altitude civil airport, and returned to Shanghai on July 30, 2020. After two weeks of flight testing, the take-off and landing capabilities of the ARJ21 aircraft in the environment of a high-plateau airport were fully verified, which marks that the operating range of ARJ21 aircraft can cover all high-plateau airports, laying a solid foundation for the opening of plateau routes in the future. Plateau airports refers to those airports with an elevation of greater than 1,500 meters above sea level. Those with an elevation of 1,500-2,438 meters are classed as general-plateau airports, and those with an elevation of 2,438 meters and above are high-plateau airports. Plateau airports have thin air, complex terrain and changeable weather, which place higher requirements on aircraft performance and operation supporting capability. With the special flight test at Daocheng Yading Airport, the maximum take-off/landing height has been further expanded, and the reliability and plateau performance of ARJ21 aircraft have been verified.

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US\$19 billion, while the FAA's comprehensive review has lasted over 18 months, involving in excess of 40 full-time engineers, inspectors, pilots, and technical support staff who

have been involved in 60,000-plus hours of review, certification testing, and document evaluation. Much of the focus has been on the MCAS system and the FAA has recommended that Boeing carry out an Angle of Attack (AOA) sensor system test to check that the amendments to the system will ensure that

if two AOA sensors receive conflicting data, the flight crew will be able to recognise this and act accordingly, with particular respect to stabilizer movements. The FAA said the changes minimize "dependence on pilot action and the effect of any potential single failure."

Embraer announces the Phenom 300MED



Phenom 300MED

Photo: Embraer

Embraer has announced a Medevac solution for Phenom 300 series aircraft, the Phenom 300MED, which is also available for retrofit through a partnership with umlaut and Aerolite. Embraer and umlaut are jointly developing and certifying a new supplemental type certificate (STC) utilizing Aerolite equipment. The Phenom 300MED, which is now available for customer configuration, is representative of Embraer's modern and versatile product portfolio and the company's intent to deliver the ultimate experience in business aviation, now including the Medevac segment. Designed as an ideal solution for both civil and government applications, the Medevac solution will be installed exclusively by Embraer's Services & Support organization, ensuring the highest quality, reliability, and service experience, direct from the manufacturer. Together, Embraer and umlaut are developing a comprehensive set of configuration alternatives for the Phenom 300MED, which will feature either one or two stretchers, as well as the ability to carry an incubator and additional medical equipment. The aircraft will also feature hospital-grade trim and finishing. As a

purpose-built Medevac solution, created in collaboration with the leading companies in the industry, the Phenom 300MED is designed to be quickly and easily configured to meet the various needs of both healthcare providers and patients.

Virgin Galactic unveils Mach 3 aircraft design for high-speed travel

Virgin Galactic has unveiled the first-stage design scope for the build of its high-speed aircraft design, and the signing of a non-binding Memorandum of Understanding (MOU) with Rolls-Royce to collaborate in designing and developing engine propulsion technology for high-speed commercial aircraft. This follows the successful completion of its Mission Concept Review (MCR) program milestone and authorization from the Federal Aviation Administration's (FAA) Center for Emerging Concepts and Innovation to work with Virgin Galactic to outline a certification framework. This marks an exciting step forward in Virgin Galactic's development of a new generation of high-speed aircraft, in partnership with industry and government leaders, with a focus on customer experience and environmental sustainability. Rolls-Royce is a leader in the cutting-edge technologies that deliver clean, safe and competitive solutions to the planet's vital power needs. Rolls-Royce has a proven record of delivering high Mach propulsion, powering the only civil-certified commercial aircraft (Concorde) capable of supersonic flight. The Mission Concept Review, which included representatives from NASA, is an important program milestone at which the Virgin Galactic high-speed team confirmed that, based on the research and analysis work completed, its design concept can meet the high-level requirements and objectives of the mission. Previously, NASA signed a Space Act Agreement with Virgin Galactic to collaborate on high-speed technologies. The basic parameters of the initial high-speed aircraft design include a targeted Mach 3 certified delta-wing aircraft that would have capacity for 9 to 19 people at an altitude above 60,000 feet and would also be able to incorporate custom cabin layouts to address customer needs, including Business or First Class seating arrangements. The aircraft design also aims to help lead the way toward use of state-of-the-art sustainable aviation fuel. Baselining sustainable technologies and techniques into the aircraft design early on is expected to also act as a catalyst to adoption in the rest of the aviation community.



Photo: Virgin Galactic unveils Mach 3 aircraft design for high speed travel

MRO & PRODUCTION NEWS

Gulfstream opens customer support parts hub in Atlanta

Gulfstream Aerospace has opened a hub dedicated to worldwide aircraft parts distribution in Atlanta. Positioned within two miles of the Hartsfield-Jackson Atlanta International Airport, the warehouse's location will allow parts to be delivered around the world more quickly and efficiently. The new warehouse maintains approximately US\$23 million in parts inventory. Gulfstream's partner in this operation is Crane Worldwide Logistics, which provides the warehouse space and handles logistics services. The Gulfstream parts network includes the main Customer Support Distribution Center in Savannah with additional distribution centers in Van Nuys, California; Teterboro, New Jersey; Amsterdam; Basel, Switzerland; Hong Kong; and Singapore. Gulfstream's global parts inventory totals more than US\$1.3 billion.

Israel Aerospace Industries completes replacement of Pickle Fork frame fittings for B737-800 aircraft

As part of a routine C-Check for a Boeing 737-800 aircraft, conducted at BEDEK MRO facility (part of IAI Aviation Group), an AD-mandated inspection was performed to detect cracks in the Pickle Fork frame fittings, which extend from the main deck to the aircraft landing gear bay. During the inspection, a crack was discovered on the lower section of the left Pickle Fork at station 663.75. Due to this finding, the IAI team was required to remove and replace the Pickle Fork fittings on both sides of the aircraft for the first time, at IAI, on a Boeing 737 NG. The replacement procedure is complex and requires extensive engineering work (no formal instructions have been published by Boeing) and involves the joint effort of a very highly skilled sheet metal team, and B1 & B2 engineers. The work was successfully accomplished in full coordination with the Boeing Company.

DC Aviation Group upgrades Global 5000 with Gogo Elite Smart Cabin System

The DC Aviation Group has completed the successful upgrade of a Global 5000 with the Gogo Elite Smart Cabin System (SCS Elite). The aircraft was also equipped with an Inmarsat SwiftBroadband High Data Rate Service and a new satellite communication system. With the upgrade of a Global 5000 with the Gogo Elite Smart Cabin System (SCS Elite), an Inmarsat SwiftBroadband High Data Rate Service and a new satellite communication system, the DC Aviation Group has been able to successfully

Airinmar to perform warranty and value engineering services for Air Methods



Air Methods, one of the largest civilian helicopter operators, and Airinmar have signed a new services agreement
Photo: AAR

AAR subsidiary Airinmar, the global independent provider of component repair cycle management and aircraft warranty solutions, has signed a new services agreement with civilian helicopter operator Air Methods. The company's services will include the identification, claim, recovery and reporting of rotorcraft/aircraft component warranty. Airinmar will compliment Air Methods' existing processes and apply

its proven procedures, support systems and skilled technical staff. With this partnership, Air Methods will also benefit from its value engineering of costs associated with the repair process, including price quotes from suppliers and service vendors. Based on the data analyses and findings, Airinmar identifies cost reductions, as well as process improvements.

More than 200 young people starting vocational training at Lufthansa Technik

Despite the current biggest crisis in the company's history, Lufthansa Technik continues to consistently focus on the vocational training of highly qualified employees as a measure to secure the future. This month, some 240 young people will therefore begin their apprenticeships in the company



Of the 200 new apprentices at LHT, 14% are women

Photo: LHT

in nine different training courses and six dual study programs. "Even though we have no employment for many of our staff at the moment, we continue to train," said Antonio Schulthess, Chief Executive Human Resources, Engines & Aircraft Systems at Lufthansa Technik AG. "Because one thing is clear: we will emerge from this crisis again and must be prepared in the best possible way for the demographic change in our workforce." Out of the total of 240 new apprenticeships and places to study, 192 are directly attributable to Lufthansa Technik, the remainder to companies in the Lufthansa Technik Group or joint ventures. In total, more than 750 young people are currently undergoing training or studying in the Lufthansa Technik Group on their way to a career in aircraft engineering, industry, or logistics. The proportion of women in 2020 is a good 14%. Compared with the previous year, this figure represents a slight increase, but it is still too low. Lufthansa Technik will therefore continue its efforts to attract women, in particular, to technical professions. The inclusion of people with physical disabilities also remains a declared goal of the company: this year in Hamburg, two hearing-impaired people will start their training as tool mechanics. Originally, Lufthansa Technik had planned a higher number of new apprentices for this year. However, the outbreak of the pandemic as well as the resulting massive decline in global air traffic and the workload in many parts of the company made it necessary to adjust the number of trainees accordingly.

MRO & PRODUCTION NEWS

complete a major maintenance contract on schedule. With the highly integrated intelligent cabin system, passengers can control the cabin environment with a single interface. The Inmarsat SwiftBroadband High Data Rate (HDR) system offers significantly improved data transmission rates. The satellite communication system could also be seamlessly adapted to today's standards.

AEM Limited achieves JOSCAR accreditation

AEM Limited has achieved JOSCAR accreditation. JOSCAR (the Joint Supply Chain Accreditation Register) is a collaborative tool used by the aerospace, defense and security industry to act as a single repository for pre-qualification and compliance information. Using JOSCAR can determine if a supplier is "fit for business". AEM Limited, an independent European overhaul and repair facility, has been in the business for over 60 years. The company has built a solid reputation in the aerospace industry, providing a broad range of services to international and regional airlines, helicopter operators, air frame manufacturers and military organizations.

FINANCIAL NEWS

MTU Aero Engines reports decline in revenue and earnings

In the first six months of 2020, MTU Aero Engines AG generated revenue of €2,048.8 million compared to €2,243.0 million in the first half of 2019. Operating profit was €224.2 million, compared to €365.2 million in the prior-year period. The EBIT margin was 10.9% in the first six months of 2020 (1-6/2019: 16.3%). Net income declined from €261.0 million to €161.3 million. "The figures reflect the first effects of the coronavirus pandemic," said Reiner Winkler, CEO of MTU Aero Engines AG. "A better estimate of the quantitative impact of the coronavirus crisis is now also possible. On Friday, we therefore issued new guidance for 2020." MTU now expects to generate revenue of around €4.0 billion to €4.4 billion in 2020. In percentage terms, the company anticipates an organic decline in the mid-to-high twenties in the commercial series production business and in the high twenties in the spare parts business. In the commercial maintenance business, an organic revenue reduction in the low-to-mid-single-digit-percentage range is expected. Revenue in the military engine business should grow

Lufthansa Group reports net loss of €3.6 billion for first half of 2020



Photo: Lufthansa

The collapse in demand for air travel due to the COVID-19 pandemic led to an 80% drop in revenue for the Lufthansa Group in the second quarter to €1.9 billion (previous year: €9.6 billion). Most of the revenue (€1.5 billion) was generated by Lufthansa Cargo and Lufthansa Technik. The Lufthansa Group Adjusted EBIT in the quarter under review amounted to minus €1.7 billion (previous year: €754 million), despite extensive cost reductions. Operating expenses were reduced by 59%, primarily through the introduction of short-time working for large parts of the workforce and the cancellation of non-essential expenditures. The consolidated net income of Lufthansa Group for the months April to June amounted to minus €1.5 billion (previous year: €226 million). The logistics division benefited from stable demand. The loss of cargo capacity in passenger aircraft led to a significant increase in yields. Lufthansa Cargo's Adjusted EBIT thus rose to €299 million (previous year: minus €9 million). In the entire first half of 2020, Lufthansa Group revenue fell by 52% to €8.3 billion (previous year: €17.4 billion). Adjusted EBIT amounted to minus €2.9 billion (previous year: €418 million) and EBIT to minus €3.5 billion (previous year: €417 million). The difference between the two figures is mainly due to depreciation on aircraft and aircraft usage rights amounting to €300 million, goodwill impairments totaling €157 million and the impairment of joint venture holdings in the MRO segment totaling €62 million. In addition, the negative market value development of fuel cost hedging contracts had a negative impact of €782 million on the financial result in the first six months of the year. Compared with the first quarter, this effect decreased by €205 million. The Lufthansa Group net result for the first half of the year thus amounted to minus €3.6 billion (previous year: minus €116 million). (€1.00 = US\$1.18 at time of publication.)

slightly. MTU is forecasting an adjusted EBIT margin of between 9% and 10% for 2020. Adjusted net income should develop in line with EBIT. Furthermore, MTU has set itself the goal of closing the year with a positive free cash flow. Revenue from the commercial maintenance business was stable at €1,272.3 million in the first six months (2019: €1,287.3 million). The main revenue driver was the V2500 for the classic A320 family, followed

by the PW1000G-JM for the Airbus A320neo, where MTU registered an increase in shop visits in connection with the retrofit program. In the commercial engine business, revenue fell from €773.0 million to €630.6 million. The main revenue drivers were the V2500, the PW1100G-JM and the GENx, which is used in the Boeing 787 and 747-8 models. In the military engine business, the three-week suspension of operations in April was the

FINANCIAL NEWS

main reason for the drop in revenue to €183.2 million (2019: €216.0 million). The main source of revenue was the EJ200 Eurofighter engine. The order backlog at the end of the first six months remained high at €18.4 billion (December 31, 2019: €19.8 billion). The majority of these orders relate to the V2500 and the Geared Turbofan™ engines of the PW1000G family, in particular the PW1100G-JM for the Airbus A320neo. (€1.00 = US\$1.18 at time of publication.)

Astronics reports second-quarter net loss of US\$23.6 million

Astronics Corporation has reported financial results for the three- and six-month periods ended June 27, 2020. Financial results reflect the divestiture of the Test Systems' semiconductor business on February 13, 2019, and the acquisitions of Freedom Communications Technologies, acquired in July 2019, and the primary operating subsidiaries of Diagnosys Test Systems Limited, acquired in October 2019. Second-quarter revenue was US\$123.7 million with a net loss of US\$23.6 million. Contributing to the loss was a US\$12.6 million write-down of goodwill, which resulted from a reduced outlook in the Aerospace segment, specifically within the PECO reporting unit, and US\$4.9 million in restructuring-related severance charges. Adjusted EBITDA in the second quarter was US\$9.2 million, or 7.4% of sales. Cash flow from operations was a positive US\$18.3 million.

International Consolidated Airlines Group proposes capital increase of up to €2.75 billion

International Consolidated Airlines Group has announced its proposal to undertake a capital increase with pre-emptive subscription rights to raise gross proceeds of up to €2.75 billion. Qatar Airways Group, IAG's largest shareholder (25.1% holding), has confirmed its support for the proposed capital increase and irrevocably undertaken to subscribe for its pro rata entitlement. The remainder of the proposed capital increase is fully underwritten on a standby basis. The Proposed Capital Increase will strengthen IAG's balance sheet by reducing financial leverage and increasing IAG's overall liquidity position. IAG has also accessed additional pools of liquidity including the £750 million extension of its worldwide commercial partnership with American Express and secured further aircraft financing. IAG believes the proposed capital

Bombardier Aviation reports revenue of US\$1.2 billion in second-quarter 2020



Bombardier has delivered 20 business jets during the quarter, including five Global 7500s *Photo: Bombardier*

Bombardier's Aviation-segment has reported revenues of US\$1.2 billion during the second quarter, reflecting a lower level of production activity and deliveries as the corporation suspended business aircraft operations in Canada and key aerostructures operations in Mexico and Belfast due to the COVID-19 pandemic. Starting in the last weeks of April and through the month of May, operations gradually resumed with new safety measures in place, allowing Aviation to deliver 20 business aircraft during the quarter, including five Global 7500s. Bombardier's worldwide customer service operations have continued to operate largely uninterrupted throughout the pandemic. Service centers have shown resilience maintaining a high level of activity at maintenance facilities, partially offset by lower revenues related to the decrease in customer flight utilization. Adjusted EBITDA and adjusted EBIT margins of 4.5% and (1.6%), respectively, reflect lower volumes during the quarter as result of disruptions from the global COVID-19 pandemic, combined with low contribution of early Global 7500 units. Reported EBIT of US\$442 million during the quarter reflects the US\$496 million accounting gain on the disposal of the CRJ Series aircraft program to Mitsubishi Heavy Industries, Ltd. As operations recover in the second half of the year, aircraft deliveries are set to accelerate relative to the first half of the year, towards a seasonal peak in the fourth quarter, supported by Aviation's US\$12.9 billion backlog.

increase, together with its quick response to the COVID-19 crisis, should enable the Group to emerge from the current pandemic in a strong position, with more resilience, greater flexibility and the ability to make the right operational and strategic decisions for the long term benefit of all its stakeholders. (1.00 = US\$1.17 at time of publication.)

Fraport revenue slumps by nearly 50% during the first half of 2020

The airport operator Fraport posted a sharp drop in revenue during the first half of 2020, with a clearly negative Group result. The

operating performance, which already slowed down in the first quarter of the year, weakened further during the second quarter, in line with expectations. Frankfurt Airport's passenger traffic plummeted by 94.4% year-on-year in the April-to-June 2020 period, while falling by a total of 63.8% during the entire first half. Also, at Fraport's Group airports worldwide, passenger traffic came to a virtual standstill in the second quarter. In the first half of 2020, Group revenue was down by 48.9% to €910.6 million year-on-year. Adjusting for revenue from construction relating to capacitive capital expenditure at Fraport's subsidiaries worldwide (based on IFRIC 12), Group revenue decreased by 47.6% to €720.4 million. Group

FINANCIAL NEWS

EBITDA declined by 95.6% to €22.6 million, while Group EBIT fell to minus €210.2 million (first half 2019: €279.1 million). With minus €308.9 million, the Group EBT also moved noticeably into negative territory (first half 2019: €214.8 million). The Group result (net profit) dropped to minus €231.4 million year-on-year (first half 2019: €164.9 million). With the exception of the Lima subsidiary, all of Fraport's international airport subsidiaries also made negative contributions to the Group's financial performance. Fraport responded to the COVID-19 crisis quickly by reducing costs and introducing short-time work. In the second quarter of 2020, more than 16,000 of the approximately 22,000 employees of the Fraport Group companies in Frankfurt were working short-time. On average, working hours were reduced by around 60% across the entire workforce. Dr. Stefan Schulte Fraport AG's executive board chairman said: "We responded quickly and comprehensively to the crisis and were thus able to lower costs with immediate effect. But this will not be enough in the medium term. Even in 2022/2023, we still expect passenger volumes at Frankfurt Airport to be around 15 to 20% below the high of 2019. We must therefore streamline and downsize our company to make it even more efficient." The plan is to shed around 3,000 to 4,000 of the approximately 22,000 jobs across Fraport's Group companies in Frankfurt. In addition to natural job turnover and largely forgoing new hires, various socially responsible measures are currently being negotiated between management and employee representatives. The extent to which compulsory redundancies will be required will depend primarily on the implementation of these measures. Fraport raised about €1.3 billion in additional financing in the first half of the year. In July, the Group issued a corporate bond, further increasing liquidity by some €800 million. This means that the company currently has nearly €3 billion in cash and committed credit lines. As a result, liquidity is secured until at least the end of 2021. (€1.00 = US\$1.18 at time of publication.)

Dubai Aerospace Enterprise posts financial results for first-half 2020

Dubai Aerospace Enterprise (DAE) has reported its financial results for the six months ended June 30, 2020. DAE reported total revenue of US\$672.6 million compared to US\$735.2 million in the first half of 2019 and net income of US\$121.7 million compared to US\$197.1 million in the previous year. The reported net income in the first half

INFORMATION TECHNOLOGY



Jin Air has selected Collins Aerospace Systems' full suite of ARINC aviation resource management systems and ARINC Integrator
Photo: Collins Aerospace

South Korea-based **Jin Air** has selected **Collins Aerospace Systems'** full suite of ARINC aviation resource management systems and ARINC Integrator — a software tool that integrates data across new and existing airline IT and operational environments to streamline operations. The combination brings together 50 systems on a single-optimized platform to maximize the flow and use of data to optimize airport operations. The aviation resource management system is a turnkey, cloud-based platform comprised of modules that help airlines manage aircraft, fuel and cabin crew expenses and enable around-the-clock global operations. The ARINC Integrator simplifies the complexities involved in managing various data sources by connecting applications not designed to work together into a fully integrated solution. The ARINC aviation resource management system is a collaboration with Laminaar Aviation Infotech, which designs and produces innovative solutions for the global aviation and airline markets.



Photo: Honeywell MRO

Honeywell is fully integrating aircraft record generations into its digital blockchain ledger. This provides Honeywell's customers with an easy way to search and retrieve scattered data through a simple user interface, creating a level of speed and efficiency. Quick and easy access to this data is critical for airlines because most use dozens of repair facilities, and the paperwork from each is not integrated. Additionally, airlines and operators commonly deal with lost, printed paperwork associated with a part. This paperwork, or "trace documents," are critical to maintaining the value of a part's worth. Honeywell's blockchain is a secure, decentralized database crowd-sourced by all its authorized users. Each user that Honeywell allows has a copy of the database and knows its contents in real time. Instead of storing only PDF documents or a reference to the digital aircraft record, Honeywell now stores the actual form data "on chain." This data is used to re-construct aircraft records, including records that prove the **U.S. Federal Aviation Administration** has certified that aircraft parts are safe to fly. These records can be accessed by customers, and in the case where paperwork is missing, customers can simply input the part number and serial number and the user interface will retrieve the data from the blockchain and "rebuild" the missing document.

FINANCIAL NEWS

was lower, attributable primarily to 23 fewer aircraft in the Owned Aircraft portfolio, fewer asset sales resulting in lower gains on sale of assets, reduced finance income, and higher provisions for trade receivables offset by lower interest expense. As of July 31, 2020, DAE has granted rent deferral requests from 34 airlines totaling aggregate rent of approximately 16% of annual reported revenue. The company is currently evaluating rent deferral requests from an additional 24 airlines totaling aggregate rent of approximately 13% of annual reported revenue. As of June 30, 2020, DAE had US\$2.8 billion of cash and available liquidity. During the first half of the year, the company re-purchased US\$187 million of its bonds and has US\$229 million of remaining repurchase authorization.

Total revenue declines 89% for Air Canada in Q2 – posts CA\$1.555 billion loss

Air Canada has reported unrestricted liquidity of CA\$9.120 billion at June 30, 2020, in line with Air Canada's expectations, compared to unrestricted liquidity of CA\$7.380 billion at December 31, 2019. Total revenues fell from US\$4.738 billion in the second quarter of 2019 to CA\$527 million in the second quarter this year, a decline of CA\$4.211 billion or 89 per cent. Cargo revenue increased 52 per cent to CA\$269 million. The airline reported second quarter 2020 negative EBITDA (excluding special items) or (earnings before interest, taxes, depreciation and amortization) of CA\$832 million compared to second quarter 2019 EBITDA of CA\$916 million. Air Canada reported an operating loss of CA\$1.555 billion in the second quarter of 2020 compared to operating income of CA\$422 million in the second quarter of 2019. "As with many other major airlines worldwide, Air Canada's second quarter results confirm the devastating and unprecedented effects of the COVID-19 pandemic and government-imposed travel and border restrictions and quarantine requirements. Canada's federal and inter-provincial restrictions have been among the most severe in the world, effectively shutting down most commercial aviation in our country, which, together with otherwise fragile demand, resulted in Air Canada carrying less than four per cent of the passengers carried during last year's second quarter. In the face of such an impossible operating environment, I am extremely proud of the outstanding efforts our team is making, doing everything possible to successfully navigate this crisis, leveraging our strong balance sheet and the many other assets we developed or acquired over the last decade," said Calin Rovinescu,

OTHER NEWS



Photo: Magnetic MRO Training

Magnetic MRO Training, an international EASA Part-147 approved type training organization, has received Part-147 Online Training Approval from ECAA and is already performing its first synchronous distance learning in Airbus A320 Type Training. Synchronous distance learning means that the theoretical part is done virtually; meanwhile, examination and practical training will be done on location at a Part-147 approved facility. As the COVID-19 pandemic has brought in many changes in the aviation industry, in response to the demand for synchronous distance learning has increased drastically. Such course types allow trainees to virtually participate in the theoretical training program and complete courses online, even when travel restrictions are in place.



TAP Air Portugal

Photo: AirTeamImages

Just in time for summer vacation in Bavaria, **TAP Air Portugal** is resuming its flights from Munich: the Portuguese airline will bring vacationers and business travelers twice a day from **Munich Airport to Lisbon**. The Portuguese capital belongs to the top 20 travel destinations in Europe for Germans and is the ideal starting point to get to know the country. TAP passengers will also benefit from the fact that the Humberto Delgado Airport functions as a hub and offers many attractive connections to North and South America, the Azores, and Africa. With its A330-900neo aircraft, the airline has one of the most modern and environmentally friendly long-haul fleets in Europe.

FINANCIAL NEWS

President and Chief Executive Officer of Air Canada. "Since mid-March, we have raised CA\$5.5 billion in new equity, debt and aircraft financings in the capital markets, providing us with over CA\$9 billion in liquidity, as of June 30, to help weather the COVID-19 crisis. In addition, we have taken decisive action to cut spending and preserve liquidity – including a major management and front-line workforce reduction, a CA\$1.3 billion reduction of our fixed costs and capital investments, the permanent retirement of 79 aircraft (representing more than 30 per cent of our combined mainline and Air Canada Rouge fleet), the indefinite suspension of certain domestic routes and station closures, and a reduction in our network seat capacity of 92 per cent in the quarter. These were some of the painful but necessary steps we have taken to stabilize our airline and preserve cash in these uncertain times. We will now look to the future using this unprecedented challenge as an equally unprecedented opportunity to rebuild a smaller but even more nimble airline, with a simplified and younger fleet and a lower cost structure coming out of the crisis.

Virgin Atlantic files for bankruptcy protection in the U.S.

A month after announcing that it had secured financing to ensure the airline's continuation for the next 18 months, Britain's Virgin Atlantic has filed for Chapter 15 bankruptcy protection in the U.S. The move is a strategic one employed by non-U.S. companies to restrict creditors from tying up assets or filing a lawsuit in the U.S. The move comes hot on the heels of Virgin Australia, another carrier in the Virgin Group, which went into administration in April with debts of US\$6.8bn and over 12,000 creditors. In addition to filing for bankruptcy protection in the southern district of New York, the debt-ridden carrier also filed proceedings in a London court where Virgin Atlantic obtained approval on Tuesday to convene meetings of affected creditors to vote on a restructuring plan on August 25. The situation is not as bleak as may seem for Virgin Atlantic as it has successfully negotiated a deal with stakeholders "for a consensual recapitalization" that will get debt off its balance sheet and "immediately position it for sustainable long-term growth". 51%-owned by the Virgin Group and 49%-owned by Delta Air Lines, the British carrier has seen flight reservations drop 89% when compared to the same period last year, while second-half 2020 demand has dropped to 25% of 2019 levels. In July the carrier confirmed it had agreed a

rescue deal with shareholders and creditors worth £1.2bn (US\$1.57bn) to secure its future beyond the coronavirus crisis.

Embraer announces revenue from commercial aviation sector has dropped 82%

The world's third-largest planemaker, Brazil's Embraer, has announced that in the second quarter of 2020, revenue from its commercial aircraft sector has fallen 82% to US\$109 million compared to last year. The company also reported a loss of US\$315 million for the last quarter. The drop in revenue has been blamed on the worldwide fallout from the COVID-19 pandemic which is having a devastating effect on air travel and, bar cargo, the commercial aviation sector as a whole. The announcement comes just three months after Boeing pulled the plug on its US\$4.2 billion plan to acquire the commercial aviation arm of Embraer, the most profitable part of its business. Boeing

cited the Brazilian company's failure to meet certain unnamed conditions as the reason for terminating the deal with no advance notice, although the world was, by then, already gripped by the pandemic and global aviation had shrunk to over 90% of its usual capacity. Embraer is encountering the same problems as both Boeing and Airbus with regard to demand and deliveries, confirming that 50% of its current aircraft orders have now been deferred to 2022. To mitigate the effects of the current drop in sales and deliveries, Embraer has launched a new sales campaign to try and boost aircraft deliveries in the shorter term. Embraer is encountering the same problems as both Boeing and Airbus with regard to demand and deliveries, confirming that 50% of its current aircraft orders have now been deferred to 2022. To mitigate the effects of the current drop in sales and deliveries, Embraer has launched a new sales campaign to try and boost aircraft deliveries in the shorter term.



Photo: Copenhagen Airport Kastrup

In order to secure its long-term competitive strength, **Copenhagen Airports** (CPH) will align its organization to the lower level of activity which the aviation industry is currently experiencing as a result of the coronavirus crisis and which is expected to continue for some time. As a result, CPH is contemplating cutting 650 full-time positions from the company's current approximate total of 2,600 employees. Over the coming weeks, discussions will be held with CPH's union representatives to determine the expected redundancies. Copenhagen Airport CEO Thomas Woldbye says this is the saddest decision he has had to make during his nine years with CPH, but that it is necessary in order to safeguard the airport's future operations and financial position. CPH has, in recent months, implemented a number of operational and investment cost cuts in order to align costs to the current level of activity. Cost cuts initiated for the current year amount to approximately DKK 950 million. To put this into perspective, CPH had revenue of DKK 4.3 billion in 2019. (US\$1.00 = DKK6.27 at time of publication.)

MILITARY AND DEFENCE

Boeing receives US\$265 million Chinook Helicopter order

Boeing has signed a US\$265 million contract for nine more MH-47G Block II Chinook helicopters that employees in its Philadelphia plant will assemble for the U.S. Army Special Operations Aviation Command (USASOAC). Boeing is now on contract for 24 of the next-generation Chinooks. The MH-47G Block II Chinook features an improved structure and weight reduction initiatives like new lighter-weight fuel pods that increase performance, efficiency, and commonality across the fleet. The new Chinooks will give the Army significantly more capability for extremely challenging missions.

OTHER NEWS

Sabre has renewed its long-term, worldwide distribution agreement with **Air New Zealand**. Under the renewed agreement, Sabre will continue to distribute global Air New Zealand content to hundreds of thousands of travel agents and thousands of corporations globally through its extensive travel marketplace. The agreement also includes an opt-in content program in New Zealand and Australia, which provides agencies with access to Air New Zealand's preferential content through the Sabre marketplace. Sabre is mission-critical to the world's travel ecosystem, playing a key role in facilitating the marketing and sale of airfares and other types of travel to travel agents, corporations, and online travel agencies across the world.

The **U.S. Federal Aviation Administration (FAA)** is proposing to fine **Boeing** US\$1.25 million for managers at its South Carolina plant exerting undue pressure on staff who were carrying out safety oversight on behalf of the FAA. It is alleged that certain managers put pressure on workers to perform inspections on an aircraft before it was eligible for inspection, that staff were harassed into speeding up inspections, workers were threatened with replacement and retaliatory measures taken against a unit manager who filed an undue pressure report. Subsequent to the two fatal Boeing 737 MAX crashes the FAA has come under criticism for deploying a common practice of delegating certain of its certification tasks to manufacturers of the aircraft and there have now been questions raised about the program. In two civil penalty notices issued to Boeing by the FAA it is further alleged that the planemaker Boeing failed to ensure administrators could effectively represent the FAA's interests and that a number of Boeing managers "exerted undue pressure or interfered" with people performing FAA tasks. In response, Boeing said the proposed fines "are a clear and strong reminder of our obligations" under the Organization Designation Authorization

program, or ODA. "Undue pressure of any type is inconsistent with our values and will not be tolerated," it added. According to Reuters news agency, Boeing employees tasked with handling certification work on behalf of the FAA – so-called ODA unit members – at Boeing's South Carolina factory were subjected to undue pressure or interference from at least four Boeing managers between September 2018 and May 2019. A 2016 Boeing survey released by a congressional panel found nearly 40% of 523 employees handling safety-certification work perceived "potential undue pressure" from managers, such as bullying or coercion. A group of international regulators which was reviewing 737 MAX certification also pinpointed evidence of "undue pressure".

INDUSTRY PEOPLE



Muhammad Albakri

• The International Air Transport Association (IATA) has announced that **Muhammad Albakri**, IATA's Regional Vice President for Africa and the Middle East (AME), will be appointed Senior Vice President for Customer, Financial and Digital Services (CFDS), based in Geneva, effective March 1, 2021. At that time **Aleks Popovich**, who currently holds the position, will retire. Albakri joined IATA in January 2017 after more than a decade in the leadership team of Saudi Arabian Airlines where he successfully fulfilled the roles of Chief Financial Officer, Chief Information Officer and Senior Vice President for Transformation. At IATA, Albakri has been an agent of change, transforming the Africa and Middle East regional team to better serve member needs and pioneering the work of IATA's Digital Transformation Advisory Council.



Caroline Vandedrinc

• SR Technics has appointed **Caroline Vandedrinc** as Senior Vice President Sales with effect from September 1, 2020. She will report directly to **Jean-Marc Lenz**, Chief Executive Officer, and will be leading the new Sales organization. **Michael Sattler**, Chief Commercial Officer, will be leaving SR Technics at the end of August 2020. Vandedrinc has more than 25 years of

experience in aviation, during which she has held various senior commercial positions for international aviation companies. She joined SR Technics in 2016 as Vice President Americas and has played a key role in driving SR Technics' sales organization forward.

• GA Telesis has announced that former GE Managing Director of Services Sales, **Russell Shelton**, has joined the company as President of its Engine Strategy Group. Shelton will oversee the company's long-term engine MRO Strategy, coined Turbine Visio. This will also include the leadership of the company's Engine Services operation in Finland. Shelton recently retired from GE, where he led the services sales team's reconstitution to refocus on services growth. He created a global team while re-integrating the commercial leadership responsibilities from other organizations. This resulted in double-digit yearly revenue and margin growth from 2015 forward.

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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	ALTAVAIR	CFM 56-5B6/P		1999	Oct 2020	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A319-100	BBAM	CFM56-5B5/P	2129	2004	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5	2249	2004	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A319-100	BBAM	CFM56-5B5/P	1362	2000	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A319-100	BBAM	CFM56-5B5/P	2251	2004	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A320-200	BBAM	V2527-A5	2587	2005	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
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@aelfinc.com	+1 312 772 1613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	472	2002	Now	ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	700	2005	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-223	Presidio Aircraft Leasing	PW4168A	970	2008	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-300 (6x)	ALTAVAIR	Trent 772-60/19	various	09-11	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-300	BBAM	Trent 772B-60	1562	2014	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A330-300	BBAM	Trent 772B-60	1609	2015	Mar 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
A330-300	BBAM	PW4168A	403	2003	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
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
B737-700	BBAM	CFM56-7B22	38125	2011	Mar 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-700	BBAM	CFM56-7B22	38126	2011	Mar 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-700	BBAM	CFM56-7B22	38127	2011	Mar 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
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	ALTAVAIR	CFM56-7B26	28382	2000	Oct 2020	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
B737-800	BBAM	CFM56-7B22	34293	2005	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B27	34954	2008	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B20	32414	2002	Feb 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B20/3	35150	2009	Dec 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B24	34899	2006	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B26	28622	2000	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B26	28595	1999	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B27	40237	2010	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B27	40240	2010	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B27	40242	2010	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B27	29659	2010	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B26	34406	2005	Aug 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B26	33821	2005	Aug 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800	BBAM	CFM56-7B24	34903	2007	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800BCF	BBAM	CFM56-7B26	28608	1999	Aug 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-800BCF	BBAM	CFM56-7B26	29052	2000	Oct 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-900	BBAM	CFM56-7B26/3	34953	2007	Dec 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
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
(2) CF6-80E1	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbank.com	+44 207 256 4449
(1) CF6-80E1A4B	Oct 2020 - 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@ftaaviation.com	+1 786 785 0787
(1) CF6-80C2B5F (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@ftaaviation.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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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
(4) CFM56-7B26	Now - Sale / Lease	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
(2) CFM56-5B6/P	Now - Sale / Lease				
(2) CFM56-7B26	Now - Sale / Lease	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
(5) CFM56-5B5/P	Now - Sale / Lease				
(1) CFM56-5B	Now - Sale/Lease/Exch.	Gryphon Aviation Leasing	Peter Curbelo	peter@gryphonleasing.com	+1 786 468 6789
(2) CFM56-7B	Now - Sale/Lease/Exch.				
(2) CFM56-7B22	Now - 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) CFM56-7B26/27	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
(1) JT8D-219	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GE90 Engines		Sale / Lease	Company	Contact	Email
(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
(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
(2) PW4168A	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
(1) PW4062-3	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaaviation.com	+1 786 785 0787
PW Small Engines		Sale / Lease	Company	Contact	Email
(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				

Interested in remarketing of your aircraft or engines?

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

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

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@ftaiairline.com	+1 786 785 0787
(1) V2527-A5	Now - Lease				
(2) V2522-A5	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbank.com	+44 207 256 4449
(2) V2527-A5	Now - Lease				
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiairline.com	+1 786 785 0787
(2) V2527-A5	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204
(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) GTC331-500B	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, CRJ900					
767-300ER 413K, 737-300 LANDING GEAR	Now - Sale/Lease/Exch.	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GTC331-98DHF 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) GTC331-150RJ, (2) GTC331-100M,	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					
GTC331-9A (2), GTC331-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTC331-200, GTC331-250	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) GTC331-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com	+1 954-801-3592
(2) GTC331-9A, (1) GTC331-9B,		GA Telesis	John Wales	apu@gatelesis.com	+1-417-622-7215
(1) GTC331-200ER, (1) APS3200, (1) GTC331-500					
Engine stands: CF6-80C2, CFM56-5, CFM56-7, PW4000				stands@gatelesis.com	
GTC331-9A, GTC331-9B, GTC331-350C	Now - Sale/Lease/Exch.	Logix.Aero	Jean-Christian Morin	jcmorin@logix.aero	+33.6.4782.4262
GTC331-500B, GTC331-200/250, APS5000			Rich Lewsley	rlsley@logix.aero	+1 602 517 8210
APS3200, APS2300					
(1) APU GTC331-9A, (1) APU GTC331-9B	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

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