

Weekly Aviation Headline News

WORLD NEWS

Lufthansa reimbursed €2.5 million in ticket costs as of August 24th

In the current year, the airlines in the Lufthansa Group have so far reimbursed over €2.5 billion to a total of 5.6 million customers (as of August 24, 2020). In the last seven days alone, 140,000 refund applications have been processed and paid out. Customers can also flexibly adjust their travel plans. All fares of Lufthansa, SWISS, Austrian Airlines and Brussels Airlines can be rebooked as often as desired without charge. This applies worldwide for new bookings on short, medium and long-haul routes.

Emirates to resume Zambian operations

Emirates announced the resumption of passenger services to the Zambian capital Lusaka with two weekly flights to/from Dubai effective 4 September, which will boost the airline's global network to 79 cities. Flights to Lusaka will be operated with a Boeing 777-300ER. Starting from 4 September, Emirates will serve Lusaka on Fridays and Sundays. Emirates' flight EK 713 will depart from Dubai at 0820hrs, arriving in Lusaka at 1330hrs. The return flight, EK 714 departs Lusaka at 1530hrs, arriving in Dubai at 0025hrs the next day.

Vistara makes long haul debut service to London Heathrow

Indian carrier Vistara operated its first long-haul flight from Delhi to London Heathrow with its brand-new Boeing 787-9 Dreamliner. Vistara's CEO Leslie Thng, said; "Though not regular scheduled flights, we are excited about starting operations to our first long-haul destination. This, in many ways, marks the beginning of a new phase of growth in the global skies for Vistara. This also gives us the opportunity to introduce India's finest and only five-star airline to London."



Virgin is launching new services to Pakistan in December.

Photo: Virgin Atlantic

Virgin Atlantic connects with Pakistan

Adding new services to Lahore and Islamabad

UK carrier Virgin Atlantic will launch two brand new destinations to Pakistan. From December, the airline will fly four times a week from London Heathrow to Lahore, three times a week from Heathrow to Islamabad, and four times weekly from Manchester to Islamabad.

Trade in goods and services between the UK and Pakistan is worth some £3.3 billion a year, rising 4.7% year-on-year in 2019, with high volumes of goods such as textiles, apparel and machinery. The UK is the third biggest global market for Pakistani exporters after the US and China and their main trade lane in Europe.

Pakistan has the seventh largest diaspora in the world and the new services aim to respond to the large, fast-growing demand to visit friends and relatives (VFR) from customers in the UK and the

commented: "With travel restrictions remaining in place for many destinations around the world, we're continually evaluating our network, looking at customer demand and where there are

opportunities to launch new services. Pakistan is an extremely exciting opportunity for us – it boasts one of the largest foreign-born populations in both

the UK and the US and as people start to travel to visit loved ones, we're anticipating the demand to visit friends and relatives will increase post COVID-19. Both Lahore and Islamabad are popular year-round destinations and we

"Pakistan is an extremely exciting opportunity for us."

Juha Jarvinen, Chief Commercial Officer at Virgin Atlantic

US, as well as capturing demand for business travel and trade to the region as global economies gradually recover from the impact of the COVID-19 pandemic.

Juha Jarvinen, Chief Commercial Officer at Virgin Atlantic,

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look forward to welcoming travellers onboard as demand for leisure and business travel gradually increases to the region. The growth in trade between both countries also offers great potential for our cargo customers too."

Virgin Atlantic restarted passenger flying on

20th July after a three-month hiatus due to the COVID-19 pandemic and is currently operating flights to New York JFK, Los Angeles, Hong Kong, Shanghai, Barbados and Miami with further routes being added throughout September and October. In addition, Virgin Atlantic Cargo continues to offer cargo-only

flights to Atlanta, Brussels, Chicago, Delhi, Dublin, Johannesburg, Lagos, Milan, Mumbai and Tel Aviv.

AIRCRAFT & ENGINE NEWS

Airbus delivers first advanced law enforcement H125 helicopter to U.S. Customs and Border Protection

Airbus Helicopters (AHI) has delivered the first of 16 new H125 helicopters uniquely configured for U.S. Customs and Border Protection (CBP) Air and Marine Operations (AMO). AMO collaborated with AHI as part of a long-term fleet upgrade initiative. The first helicopter for the new configuration was tested and delivered from Airbus Helicopters' facility in Grand Prairie, Texas. The remaining aircraft are being built in Columbus, Miss, where a workforce made up of 40% U.S. veterans also produces the UH-72A Lakota for the U.S. Army and has delivered more than 450 single-engine H125 aircraft for the North American market. Following a rigorous analysis of its mission needs and next generation aerospace technology, AMO developed a set of requirements for the new helicopters, which Airbus put in place through nearly 30 Supplemental Type Certificates (STCs). The series of STCs are tied together through a primary all-encompassing STC that ensures all of the systems interact properly with one another and with the basic aircraft.



Airbus H125 helicopter in operation

Photo: Airbus Helicopters

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Finnair closes sale-and-leaseback agreement for one of its A350 aircraft



Finnair

Photo: AirTeamImages

Finnair has finalized a sale and leaseback arrangement for one of its A350 aircraft with Nomura Babcock & Brown (NBB), with BBAM Aircraft Management as an arranger and lease servicer. In the arrangement, Finnair sold the Airbus A350 aircraft delivered in February 2020 to NBB and leased the aircraft back for its own operation. The initial operating lease period is 12 years and the lease includes extension options. The arrangement has no major impact on Finnair's operating result for the third quarter of 2020. However, the immediate positive cash effect for Finnair is in excess of €100 million (US\$118 million). Finnair has ordered a total of 19 new A350-900 XWB aircraft from Airbus, of which 15 have now been delivered.

Textron Aviation delivers King Air 350ER aircraft to Victoria Police

Textron Aviation has delivered a Beechcraft King Air 350ER aircraft to Australian aviation service company Skytraders, which will operate and maintain the aircraft on behalf of Victoria Police. The King Air 350ER will primarily support Victoria Police Air Wing (VPAW) and its team of Tactical Flight Officers, who lead airborne law enforcement, training, search and rescue, and extended offshore marine safety missions throughout the state of Victoria, Australia. The custom-configured mission package for Victoria Police includes advanced mission management system, ground moving target indicator object detection, Tactical Flight Officer workstations, tactical radios, satellite communications and a data downlink. The extended range King Air is also fitted with optional factory-installed Pratt and Whitney PT6A-67A engines. The Beechcraft King Air 350ER is designed and manufactured by Textron Aviation.



Beechcraft King Air 350ER

Photo: Textron Aviation

ecoDemonstrator program testing quieter, cleaner flights with Etihad

An Etihad Airways 787-10 Dreamliner decked out with special equipment that can enhance safety and reduce CO2 emissions and noise, has commenced flight testing this week for Boeing's ecoDemonstrator program. A series of flights will gather the most detailed information to date about aircraft acoustics from some 1,200 microphones attached to the outside of the 787 and positioned on the ground. The collaboration between NASA and Boeing will improve the agency's aircraft noise prediction capabilities, advance ways for pilots to reduce noise and inform future quiet aircraft designs. "At NASA, we've been researching the individual airplane noise sources, their interactions with the airframe and how they combine to the total aircraft noise," NASA technical lead Dr. Russell Thomas said. "This unique, carefully designed flight test provides the environment where all these effects are measured, which will be key to advancing our ability to design lower-noise aircraft."



An Etihad 787-10 Dreamliner is participating in Boeing's ecoDemonstrator program

Photo: Etihad Airways

Vertical Aerospace unveils designs for pioneering 'flying taxis'



Photo: Vertical Aerospace the 'flying taxi' VA-1X

Vertical Aerospace, the Bristol-based company pioneering affordable electric aviation, has announced plans for a revolutionary 'flying taxi', the VA-1X. Capable of carrying up to five people (four passengers and a pilot), the VA-1X is set to be the world's first certified winged all-electric Vertical Take-Off and Landing (eVTOL) aircraft, and is on course to start commercial flights in 2024. Build will begin shortly, with manufacturing taking place in the U.K. VA-1X will boast cruise speeds of 150 mph with a useable range of up to 100 miles, meaning passengers could travel from London to Brighton in approximately half an hour, compared to two hours driving, or an hour by train. The aircraft will bypass road congestion and will be certified to the same safety standards as commercial airlines. Its eVTOL technology ensures the VA-1X will be completely emission-free. Vertical Aerospace's ultimate aim is to make the VA-1X significantly cheaper than helicopter flights, removing one of the major barriers to environmentally friendly air travel. Prices for air taxi services are initially expected to be between a helicopter flight and a private car and will decrease as adoption grows. World-class companies are participating in the initiative. These include Honeywell, which is supplying flight controls and control laws, and has signed a letter of intent to provide a vehicle management system for the prototype. As demand for sustainable travel surges, eVTOL technology has gained rapid momentum, with the autonomous aircraft market predicted to reach US\$1.5 trillion by 2040 according to findings from Morgan Stanley Research. Since its creation in 2016 by OVO Founder, Stephen Fitzpatrick, Vertical Aerospace has quickly established itself as a leader in eVTOL technology. It is one of only seven companies in the world to have successfully flown multiple full-scale eVTOL prototypes, undertaking two trials with U.K. Civil Aviation Authority approval, and is the first company to introduce F1 technology to eVTOL aircraft.

MRO & PRODUCTION NEWS

Leonardo strengthens helicopter support services in South Africa

Leonardo is strengthening the level of support and maintenance services offered to its customer base in South Africa with a new service center following the recent acquisition of Precision Aviation Services (Pty). The service center is located at Wonderboom Airport – Pretoria and comprises 2275 m² of floor space, 450 m² of workshop and storage, and an equivalent amount of office space. The site had been operating as an Authorized Service Centre for Leonardo's helicopters in the country over the last 25 years and is the first Leonardo Excellent Service Centre in the continent. The facility includes maintenance hangars, a bonded warehouse, workshops and other services and provides maintenance, product support, and engineering services while reinforcing spares availability for a range of models including the AW119 single engine and AW109 light twin series, the AW Family including the AW139, AW169 and AW189, with the possibility to extend these capabilities to future products.

STS Aviation Services grows team and expands Airbus tooling

Aircraft maintenance, repair, and overhaul (MRO) provider STS Aviation Services will grow its C-check services team and expands its Airbus tooling as work ramps up inside of its base maintenance facility in Melbourne, Florida. "We are beginning to see more and more commercial aircraft come out of storage," said Mark Smith, President of STS Aviation Group. "When that happens, a C Check is often required before an aircraft can return to service. Right now, our team in Melbourne is turning C Checks over very quickly, and that spells immediate revenue for our commercial clients who are all eager to get their aircraft back in the sky as soon as possible." Over the past four weeks, STS Aviation Services has added 15 new members to its aircraft maintenance team in Melbourne, and that team just accepted a C-check A319, a project that is already putting its newly expanded Airbus tooling to good use.

GKN Fokker Services obtains CAAC supplemental type certificate for ADS-B Out on Boeing Next-Generation 737

Multiple customers of GKN Fokker Services have already ordered the Boeing Next-Generation 737 ADS-B Out modification enabling them to comply with the global ADS-B out mandates while securing early adopter advantages. The European Union Aviation Safety Agency (EASA) and the Federal Aviation Administration (FAA)

AIRCRAFT & ENGINE NEWS

Spectre Cargo Solutions delivers Boeing 737-700BDSF aircraft to Tianjin Air Cargo



Boeing 737-700BDSF aircraft for Tianjin Air Cargo

Photo: Spectre Cargo Solutions

Spectre Cargo Solutions, through its Irish entity NGF Overseas Aircraft, has delivered a Boeing 737-700BDSF aircraft to Tianjin Air Cargo (TJAC). The freighter is on a long-term operating lease with Tianjin Air Cargo. It is the first Boeing freighter of the type to be delivered to a Chinese operator. Tianjin Haite Aircraft Engineering (HAITE) performed the IAI 737-700BDSF modification for Spectre; the aircraft is the fourth 737-700BDSF received by the lessor. Before conversion, the aircraft had been operated by Xiamen Airlines since 1998. Together with TJAC's Spectre-leased 737-800BCF, this latest delivery brings TJAC's fleet to four Boeing freighters.

CDB Aviation and Wizz Air sign agreement for sale and leaseback of four new A321neos



Photo: Wizz Air

CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing Co., announced the signing of a sale-and-leaseback agreement for a fleet of four new Airbus A321neo aircraft with the company's current customer, Hungarian low-cost carrier Wizz Air. Wizz Air, the largest Airbus customer of the A321neo variant, is expected to take deliveries of the four aircraft between the first and third quarters of 2021. Powered by Pratt & Whitney GTF engines and featuring the widest single-aisle cabin with 239 seats in a single-class configuration, the aircraft will bolster the airline's all-Airbus fleet serving short-haul operations.

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have issued the STC for ADS-B Out modification on Boeing Next-Generation 737s in 2018 and 2019. ADS-B Out (Automatic Dependent Surveillance – Broadcast) is a common system on-board many aircraft that automatically broadcasts relevant data from the aircraft towards air traffic management organizations. ADS-B Out data includes the identity of the aircraft, the GPS location and direction of flight. A new, so-called Version 2 (DO260B), ADS-B Out system will become mandatory in 2020 in USA, Europe, UAE and various other countries. The new ADS-B Out mandate involves an upgrade or replacement of the ATC Transponder and the GPS receiver. This will enable optimization of the airspace and minimize the use of ground radar stations. In the next decade, most of the airspace throughout the globe will be using ADS-B as the primary means of surveillance, replacing radar. This will include the oceanic environment (Satellite ADS-B). After obtaining EASA and FAA STCs for the Bombardier Q400 (ST04125NY) and the Airbus A320 Family (ST04157NY), GKN Fokker Services is expanding its ADS-B Out program to other aircraft types. These include the Boeing 737 Classic, 747, 757 and 767.

AAR partners with Corporation for Skilled Workforce and Lumina Foundation to reduce labor shortage

AAR has announced a new partnership with Corporation for Skilled Workforce (CSW) to grow and diversify the talent pool of aviation maintenance technicians and reduce future labor shortages. The initiative, powered by a grant from Lumina Foundation, will also raise awareness of lucrative aircraft repair jobs and career pathways in aviation. Through October 2021, AAR and CSW will engage community colleges and technical training providers in strategic locations to develop competency-based programs, curriculum and stackable credentials that meet FAA Airframe and Powerplant (A&P) requirements. Next month, AAR is launching a pilot program to mentor and develop a cohort of up to 20 women in aviation maintenance at its aircraft repair facility in Miami. The initiative also will expand Skillbridge programs to provide job opportunities for military veterans and active duty personnel who are transitioning to civilian aviation maintenance careers. The average age of an aviation maintenance technician is 54. The project expands AAR's work under its EAGLE Career Pathways Program at seven colleges and technical training centers in the U.S. to mitigate mass retirements in the industry by diversifying the talent pool.

AIRCRAFT & ENGINE NEWS

EASA to begin flight tests on September 7 for the updated Boeing 737 MAX

The European Union Aviation Safety Agency (EASA) has announced that it is to begin flight tests on the updated Boeing 737 MAX in Vancouver, Canada, on September 7. The move comes two months after both Boeing and the Federal Aviation Administration (FAA) had completed



Photo: Boeing 737 MAX

certification flight tests. According to the EASA, "While Boeing still has some final actions to close off, EASA judges the overall maturity of the re-design process is now sufficient to proceed to flight tests." The European agency has worked closely with Boeing and the FAA, but progress in getting the troubled aircraft back in the sky has been hampered by the COVID-19 pandemic which has hampered travel between the U.S. and Europe. In the meantime, Pilots from both Boeing and Canada's transportation watchdog, Transport Canada, began flight tests on the 737 MAX this Wednesday. Once flight tests are complete, Canadian, European, and Brazilian regulators, operating under the banner of the Joint Evaluation Board, will carry out simulator exercises to assess any proposed changes to pilot training. If all goes well and no further glitches either in the plane's structure or upgraded software are found, the FAA will subsequently issue an order which will rescind the grounding of the jet. With deliveries unlikely to recommence before the beginning of the fourth quarter, there is a possibility that the 737 MAX will not be back in commercial service before 2021.

Texel Air takes delivery of first Boeing 737-700 FlexCombi™



The Boeing 737-700 FlexCombi™ arrives at Bahrain International Airport

Photo: Texel Air

Texel Air, an established private airline and MRO based in the Kingdom of Bahrain, reported the arrival of the latest addition to its fleet, the Boeing 737-700 FlexCombi™, a first of a kind aircraft conversion developed to provide the most versatile third party cargo charter solution available in the market today. The aircraft, which will be based in the Kingdom of Bahrain, is unique in its ability to be configured in seven different ways for multiple purposes in a remarkably fast 48-hour time frame. The FlexCombi™ can switch seamlessly to operate humanitarian, government, express integrator and commercial flights from major airports to smaller remote runways with configuration flexibility achieved without compromise in cargo volumes and customized-mission capability. In addition to cargo, the aircraft is able to transport up to 24 people as well as offering the option for medical evacuation flights, using two speciality medical beds installed on the aircraft. The FlexCombi™ was developed in partnership with PEMCO World Air Services (Tampa U.S.A.), who effectively translated the concept into an approved FAA STC.

MRO & PRODUCTION NEWS

Jet Maintenance Solutions is seeing strong recovery in business aviation

During the peak of the COVID-19 pandemic, aviation's future seemed bleak. While airlines are still not operating at full capacity, European business aviation companies saw a strong rebound in the month of July 2020. In the statistical data released by EBAA, some European airports have reported an increase in departures of business jet aircraft. Palma de Mallorca, Spain, airport has seen a 17% increase in private aviation airplanes departing the airport compared to July 2019. With positive recovery signs, the business aviation industry is becoming a popular choice among people looking for a way to travel in comfort while minimizing the number of contact points experienced during regular passenger flight procedures. Additionally, the data shows that more than 8 countries recorded flight flows that surpassed the 1,000 flights per month figure during the month of July. The main countries leading business aviation's recovery include United Kingdom, France, Spain, Germany and Italy. With more than 2,000 monthly flights between the aforementioned states, business aviation is regaining its previous market share with hopes of reaching pre-COVID levels by the end of the year. "With strong signs of rebound around the globe in different operating environments, business aviation companies will most probably see a quicker recovery than commercial aviation. To support rising demand and the need for maintenance, our company is keeping the shops working at full capacity, offering our clients maintenance, repair and overhaul solutions, mandatory upgrades such as ADS-B installation services as well as service bulletins, which improve the safety and comfort of the flights. We are ready to support our business partners at any time 24/7", comments Vytis Zalimas, CEO at Jet Maintenance Solutions.

GA Telesis signs global tooling distribution agreement with Shockform Aeronautique

GA Telesis has signed an agreement with Quebec-based Shockform Aeronautique to become a worldwide distributor of its extensive product line of manual peening process equipment. This partnership immediately expands the offerings of GA Telesis' Tarmac Solutions Group to supply specialized tooling and Ground Support Equipment (GSE) for airline operators, MROs, corporate and government aircraft. GA Telesis' global customer network was a key attribute in its selection to distribute these products.

Recaro Aircraft Seating inks deal with Wizz Air for economy-class seats on 146 Airbus aircraft



Wizz Air will equip 146 Airbus aircraft with Recaro economy class seats SL3710
Photo: Recaro

Recaro Aircraft Seating has secured a deal with Wizz Air for 31,767 passenger seats. The SL3710 economy-class seat will be installed on 146 Airbus aircraft starting in 2021. This partnership is part of a larger deal with the Indigo Partners portfolio of airlines for nearly 100,000 passenger seats, which is the largest order of seats in the history of Recaro. Recaro worked closely with Wizz Air to develop a sustainable seat for the carrier, as the airline already has numerous sustainable initiatives

in place. Wizz Air has reduced its carbon footprint by utilizing efficient Airbus aircraft and prioritizing lightweight products for its cabins among all Airbus 320 family operators. The newest and lightest member of the Recaro economy-class seat lineup, the SL3710 economy-class seat weighs approximately eight kilograms. Its efficient design is comprised of durable and reliable parts, which makes it a cost-effective choice for airlines focused on minimizing fuel and maintenance costs.

Gulfstream's latest service center opens at Palm Beach International Airport



Photo: Gulfstream, Jet Aviation Palm Beach, FL

Gulfstream Aerospace (Gulfstream) has announced that its new company-owned service center in Palm Beach, Florida, is now open. The center is being shared with Jet Aviation, both of whom will have their own hangars but who will share office space. "Gulfstream has had a presence in Palm Beach for almost 20 years with the capability to accommodate all Gulfstream models," said Derek Zimmerman, president, Gulfstream Customer Support. "We are excited to open a state-of-the-art facility that will offer world-class service to a greater number of Gulfstream aircraft simultaneously. The Palm Beach service center is well-positioned to support customers in domestic and international markets, including South America." Of the 161,000 ft² facility, 104,000 ft² will be dedicated to Gulfstream operations, with Jetstream occupying the remaining 56,700 ft². Up to seven Gulfstream G650ERs or G650s can be accommodated within the dedicated Gulfstream space. According to Gulfstream, its Palm Beach facility offers a broad range of services, including major inspections; structural modifications and repairs; and major avionics installations and system upgrades. It is a certified U.S. Federal Aviation Administration and European Union Aviation Safety Agency repair station and has maintenance approvals from Argentina, Aruba, the Bahamas, Bermuda, Brazil, Burundi, Canada, the Cayman Islands, the Isle of Man, Mexico, Peru, San Marino and Venezuela.

MRO & PRODUCTION NEWS

Bombardier delivers first Global 7500 equipped with dual Head-up Display

Bombardier has delivered the first Global 7500 aircraft equipped with a dual Head-Up Display (HUD). This first-in-class capability provides additional safety and redundancy to the advanced and pilot-friendly cockpit. The sophisticated HUD on the Global 7500 aircraft is equipped with enhanced and synthetic vision systems for optimal situational awareness. The second HUD builds on these advantages, with benefits including increased contribution from the co-pilot during HUD-assisted operations, easier switching between pilot flying and pilot monitoring as well as valuable redundancy during low-visibility approaches.

FINANCIAL NEWS

EU Commission gives green light for Brussels Airlines stabilization package

On July 24, Brussels Airlines reached an agreement with the Belgian Federal Government and Lufthansa to secure the future of Belgium's home carrier and herewith the long-term development of the airline through a stabilization package. On August 17, the package was approved by the German Economic Stabilization Fund (WSF) and on August 21 the EU Commission also gave its approval. The stabilization package of €460 million – €290 million from the Belgian Federal government and €170 million from Lufthansa – covers, in part, the losses incurred by Brussels Airlines due to 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. Thanks to the package, the airline can finance its turnaround plan and herewith create a long-term and structurally profitable future. (€1.00 = US\$1.18 at time of publication.)

Nordic Aviation Capital posts full-year results

Regional aircraft lessor Nordic Aviation Capital (NAC), has posted its financial results for the 12-month period ending June 30, 2020. 2019/2020 was an extremely challenging year for the business and while NAC posted its strongest ever first-half financial performance, it was followed by its most challenging last quarter to date on the back of the COVID-19 pandemic. NAC reported that the business performance result was close to double the result for the same period in 2018/19. The company priced a U.S. private placement of US\$859 million in February 2020. NAC recorded a 22% increase in placements

SIA Engineering Company acquires remaining shares in HMSS



Photo: SIA Engineering Company

SIA Engineering Company (SIAEC) has entered into an agreement to acquire the remaining 35% issued and paid-up share capital of HMSS, representing 9,625,000 ordinary shares in the capital of HMSS from Airbus Services Asia Pacific (ASAP), a Singapore incorporated wholly owned subsidiary of Airbus SAS. HMSS was incorporated in Singapore in October 2016 to provide airframe maintenance, cabin upgrade and modification services for the Airbus A380 and A350 aircraft in the Asia-Pacific region and beyond. HMSS has an issued and fully paid-up share capital of US\$27,500,000.00 consisting of 27,500,000 ordinary shares. Prior to the Transaction, HMSS was owned 65% by SIAEC and 35% by ASAP. Completion of the transaction has taken place on August 27, 2020, and HMSS is now a wholly owned subsidiary of SIAEC.

Norwegian reports first-half net loss of NOK 5.3 billion



Photo: Norwegian

Norwegian has reported its results for the first half year of 2020. The figures are as expected heavily impacted by the COVID-19 pandemic with a net loss of NOK 5.3 billion. During the first half of 2020, 5.31 million customers travelled with the company; a decrease of 71% compared to the same period last year. Norwegian successfully converted debt, gained access to state guaranteed loans of NOK 3 billion and conducted a public offering, in addition to implementing a series of cost-reduction measures. Still, Norwegian is facing challenging times ahead. Before COVID-19, Norwegian had guided the market of a profitable 2020 and the best summer ever. Strict government travel advice and the following drop in customer demand forced Norwegian to ground 140 aircraft and furlough or lay off approximately 8,000 employees. In the second quarter, Norwegian only operated 7-8 aircraft on domestic routes in Norway. Following a successful restructuring process, the company gained access to the Norwegian government's loan guarantee of NOK 3 billion and an additional NOK 0.3 billion from commercial banks. During the first six months of 2020, 5.3 million customers travelled with Norwegian, compared to 18.1 million during the same period previous year. Production (ASK) was down by 69% and passenger traffic (RPK) decreased by 72%. The load factor was 78.2%, a decrease of 6.5 percentage points compared to the first half of 2019. Both load factor and production are adjusted according to the government mandatory blocking of middle seats on domestic routes in Norway in the second quarter of 2020. (US\$1.00 = NOK8.79 at time of publication.)

FINANCIAL NEWS

and extensions compared to last year including the execution of 65 lease extensions with existing customers. The company increased lease revenue by 2% to US\$760 million and reported EBITDA of US\$686 million. NAC generated cash flow from operations of US\$377 million over the year and recorded US\$490 million in unrestricted cash, total assets of US\$8.1 billion and total debt of US\$5.7 billion. Due to the significant impact of COVID-19 on the business, material impairments of goodwill and other intangible assets led to a loss of US\$639 million for the year. At the financial year-end, many of NAC's customers had entered into short-term rental deferral agreements and/or were in arrears on their payment obligations. As a result, trade receivables and expected credit losses thereon have increased. Despite this, the cash collection rate on revenue during the financial year was 77%. The company's owned and managed fleet comprises 490 aircraft, with commitments for another 71 aircraft, taking the fleet to 561 aircraft.

Rolls-Royce's first-half results severely impacted by COVID-19

Rolls-Royce has released its first half 2020 (H1) results, with the global COVID-19 pandemic severely impacting its H1 performance and medium-term forecasts. The most pronounced effect was seen in Civil Aerospace with large engine deliveries and flying hours both down around 50% in H1 including a 75% reduction in engine flying hours in the second-quarter (Q2), however business jets and regional flying hours were more resilient. In Power Systems, which was less severely impacted than Civil Aerospace, industrial markets were suppressed, economic disruption and lower utilization impacted demand for services while government marine was stable. Defense remained resilient with no material impact on results from the pandemic and delivered strong profit growth. ITP Aero was impacted by the same adverse industry trends as Civil Aerospace. Underlying results: The £(3.2) bn underlying loss before tax primarily reflected the impact of COVID-19 on Civil Aerospace with lower aftermarket profit, underutilization of operations, lower spare engine sales as well as £1.2bn of COVID-19-related contract catch-ups and one-time charges resulting from a reduction in forecast flying hours, a reassessment of the timing and parking of aircraft and the viability of airlines. Lower expected US\$ receipts over the next seven years resulted in a £(1.46)bn underlying finance charge as the company took the necessary decision to reduce the size of its hedge book by US\$10.3bn. Reported results: Rolls-Royce's reported results were further impacted by £(1.1)bn impairment charges and write-offs, £(0.4)bn exceptional restructuring

Air New Zealand predicts additional 2021 loss after posting first loss in 18 years



Air New Zealand

Photo: AirTeamImages

After posting its first loss in nearly 20 years, Air New Zealand plans to draw down on a government-backed NZ\$900 million loan to help the carrier deal with the fallout from the COVID-19 pandemic. However, the loan will come at a cost, with an interest rate of between seven and nine percent, while the government will retain the right for repayment after six months or conversion of the loan into an equity stake. "It was always intended as a short-term funding arrangement," Chief Financial Officer Jeff McDowall told Reuters news agency in an interview. "It is not cheap because it is short term." With security for the loan provided in the form of aircraft, this will hog-tie Air New Zealand when it comes to options for commercial funding until the government loan is repaid. The antipodean carrier anticipates a further loss this fiscal year after reported an underlying pre-tax loss of NZ\$87 million in the 12 months ended June 30, compared with a NZ\$387 million profit for the previous year. Stronger-than-expected domestic demand and increased cargo flying has managed to help beat a NZ\$120 million loss that had been forecast back in June. However, the bottom-line figure blew out to a NZ\$454 million loss, driven by aircraft impairments and restructuring charges. Air New Zealand has cut around 30% of its workforce and grounded most of its long-haul fleet in order to reduce cash burn amid international travel restrictions. The domestic market recovered to 70% of normal levels in July when New Zealand managed to eliminate local transmission of the coronavirus. (US\$1.00 = NZ\$1.51 at time of publication.)

American Airlines

is upgrading its clean commitment by adding the electrostatic spraying solution SurfaceWise®2 from **Allied BioScience** to its multitiered cleaning and safety program in the coming months. The SurfaceWise®2 solution is the first-ever long-lasting product to help



Photo: American Airlines is upgrading its clean commitment with SurfaceWise2

fight the spread of the novel coronavirus that is approved by the **U.S. Environmental Protection Agency (EPA)**. "The American Airlines clean commitment is our promise that we're taking bold measures and using the latest products and technology to help ensure our customers' well-being when they travel with us," said David Seymour, American's Chief Operating Officer. "Thanks to rigorous evaluations conducted by the experienced professionals at the EPA, the American Airlines team and Allied BioScience, our multitiered program will become even stronger at safeguarding our customers and team members from viruses such as coronavirus and the flu." In the coming months, American will begin using SurfaceWise®2 for electrostatic spraying on surfaces inside its aircraft with plans to use the product throughout its entire fleet, including those in its American Eagle regional partners. Other elements of the airline's multitiered clean commitment include enhanced aircraft cleaning performed before every mainline flight and an even deeper overnight cleaning.

FINANCIAL NEWS

charges and adverse FX fluctuations leading to a £(2.6)bn negative movement on the mark-to-market of the hedge book, partly offset by £0.5bn improvements in the expected in-service costs of Trent 1000 durability issues, which were all a consequence of COVID-19. (£1.00 = US\$1.32 at time of publication.)

Qantas posts massive AU\$1.964 billion annual loss as virus now hits domestic Australian travel

Qantas has posted a full-year net loss of AU\$1.964 billion for the financial year ended June 30. One of its largest ever losses, this one has been driven by impairment charges and restructuring costs intended to shore up the company during the pandemic. Alan Joyce, Qantas CE, confirmed that the carrier was operating among the worst conditions ever encountered and that there needs to be a national framework established for domestic flights. He was in full agreement with the necessity for the shut down of the State of Victoria, but failed to see the benefit of shutting down travel between states such as Western Australia and South Australia where there are no reports of community spread of the COVID-19 coronavirus. "We're not saying, 'open the borders' blankly," Joyce made clear, "We're saying, 'Let's have the rules to say what would you have to see in order for those borders to be open.'" Qantas is operating at 20% of its normal domestic schedule for August, though if all state borders reopened this could increase to 75%. Indicating that he felt international travel will not return with any confidence until a vaccine is found, likely not until mid-to-late 2021, Joyce added that: "We were on track for another profit above AU\$1 billion when this crisis struck." Qantas took approximately AU\$2.8 billion worth of one-off charges, which included a write-down of AU\$1.4 billion on its Airbus SE A380 fleet, which is currently lying idle in the Mojave Desert. The carrier's AU\$124 million underlying pre-tax profit in the 12 months ended June 30, was well above the AU\$6.5 million average profit expected by analysts. (US\$1.00 = AU\$1.39 at time of publication.)

Road ahead cleared for Bain Capital recapitalization of Virgin Australia

Singapore's Broad Peak and Hong Kong's Tor Investment Management, who between them hold approximately AU\$300 of Virgin Australia's AU\$2 billion of unsecured bonds, have withdrawn plans for recapitalization of the struggling airline, leaving Bain Capital with an unobstructed path for its own recapitalization plans. The withdrawal comes after a court



Qantas

Photo: AirTeamImages

As part of its COVID recovery plan, the **Qantas Group** has informed its people and relevant unions of initiatives affecting its ground handling operations at airports across Australia. **Qantas** and **Jetstar** directly employ people in various ground operations roles – which includes baggage handling and aircraft cleaning – at 11 large airports around the country. They also use specialist ground handlers at airports at 55 other airports they fly to across Australia. The COVID crisis has driven the need to examine how these services can be delivered more efficiently. Therefore, Qantas is proposing to outsource its ground handling operations at the ten Australian airports where the work is done inhouse. As part of this, a review will assess both external ground handlers and an in-house bid in search of making this function more efficient. Should the decision be taken to outsource the work, it could impact up to 2,000 employees, including some management roles. Qantas is proposing to outsource its bus services for customers and employees in and around Sydney Airport. A similar, but separate, review will also be conducted on this proposal. Should the decision be taken to outsource the work it could impact 50 employees. Jetstar Airways has decided to outsource ground handling at the six remaining Australian airports where the work is done in-house, impacting 370 jobs, subject to union consultation. This latest announcement follows an AU\$2.7 billion (US\$2.0 billion) statutory loss for the Group in FY20 and an AU\$4 billion drop in revenue in the second half due to the COVID-19 crisis and associated border restrictions. Further significant losses are projected in FY21 and an at least AU\$10 billion drop in revenue due to the ongoing impact of COVID. Job losses of at least 6,000 have already been announced as part of rightsizing and restructuring the business in response to border closures and more permanent structural changes to the aviation industry. (Possible job losses of up to 2,500 as a result of this announcement would be in addition to the 6,000 figure.) Planned capital investment is also being significantly reduced, including the deferral of aircraft orders.

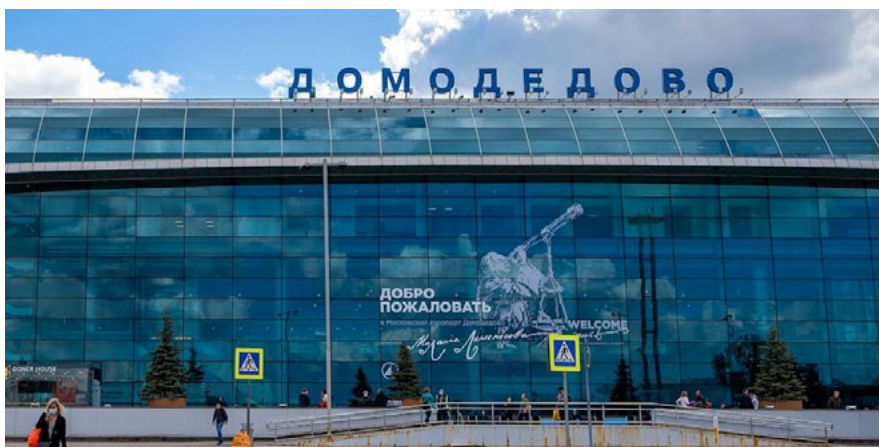


Photo: Moscow Domodedovo Airport

Moscow Domodedovo Airport has welcomed 1.7 million passengers in July 2020, a 137% month-on-month rise. Simferopol, Sochi, Saint Petersburg, Anapa and Kaliningrad were the most popular destinations. The airport served 716 thousand travelers on these routes, a 21% year-over-year increase. In July, the airlines added flights to domestic destinations from Domodedovo. **S7 Airlines** launched flights to Makhachkala, **Red Wings** started flying to Grozny five times a week. **Ural Airlines** flies to Vladikavkaz and Gorno-Altaysk seven-, and four-times a week respectively.

FINANCIAL NEWS

ruling last week which would make it impossible to complete the necessary due diligence and also a predominantly unconditional DACA proposal that would challenge that of Bain Capital at the September 4 creditors' meeting, according to the two bondholders. Currently, Virgin Australia is in voluntary administration, the Australian 'equivalent' to U.S. Chapter 11 bankruptcy protection deployed to enable company restructuring. Deloitte, the bankruptcy administrator, will be issuing a creditor's report on August 25 which will outline what return they might expect to receive if the Bain capital recapitalization is successful. "After the release of the administrator's report, we reserve our rights to take whatever action is necessary to protect our interests as creditors," the bondholders' spokesman said. According to Reuters news agency, the bondholders have said their DOCA would allow for the conversion of noteholders' and certain other unsecured creditors' debts into equity worth around 69 cents on the dollar, with an option for creditors to sell their shares for cash. (US\$1.00 = AU\$1.40 at time of publication.)

OTHER NEWS

American Airlines has announced that unless there is further governmental aid provided, when the current government stimulus runs out at the end of September, it will be forced to shed 19,000 of its March 140,000-strong workforce. By the end of October, taking into account voluntary exits and retirements, staffing levels at American Airlines will shrink to around 100,000, an overall drop of 40,000 jobs. 'In short, American's team will have at least 40,000 fewer people working October 1 than we had when we entered this pandemic,' Chief Executive Doug Parker and President Robert Isom said in a memo reported by Reuters news agency. Currently, American Airlines plans to operate at below 50% of its pre-pandemic capacity on domestic routes, and below 25% for international ones. The news comes just a week after the carrier announced it will stop flying to 15 U.S. cities at the end of September when federal requirements to serve those cities also ends, including Springfield, Illinois; Huntington, West Virginia; Del Rio, Texas. Meanwhile, Delta Air Lines (Delta) announced on Monday that it intends to furlough 1,941 pilots in October. "We are six months into this pandemic and only 25% of our revenues have been recovered. Unfortunately, we see few catalysts over the next six months to meaningful change this trajectory," Delta's head of flight operations John Laughter said in the memo, adding that the carrier was: "simply overstaffed."

Gatwick is planning for a significant restructure across its business designed to further reduce operating and staff costs in light of the dramatic impact COVID-19 has had on its passenger and air traffic numbers. The proposed organization redesign will reshape the company, so it is best placed to respond quickly to future growth. The new proposals could result in the region of 600 job roles being removed from across the business, which is approximately 24% of the current number of employees. The company will now enter into a formal consultation process with employees. For August, usually one of the airport's busiest months, passenger numbers are over 80% down when compared with the numbers of passengers Gatwick saw for this month in 2019. The company took rapid action to protect the airport back in March to preserve as many jobs as it could by reducing costs, managing cash outflows, and securing a £300 million (US\$400 million) bank loan. Current traffic and passenger volumes are such that Gatwick is currently operating from just its North Terminal., so the airport is operating at around 20% of its capacity compared to this time last year and it still has over 75% of its staff on the UK Government's Job Retention Scheme, which is due to end in October. Gatwick is the U.K.'s second-largest airport and flies a range of both short- and long-haul point-to-point services. The airport is a vital element of the U.K.'s national infrastructure and is also a major driver for both regional and national economies.

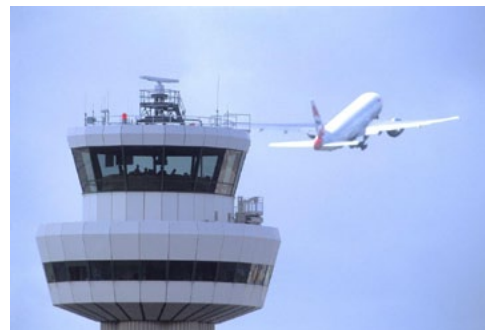


Photo: Gatwick Airport

Delta has tried to avoid furloughs though the offer of attractive retirement packages to those who have been with the carrier for over 25 years, as well as buyout and voluntary exit programs, but insufficient numbers have opted to take advantage of these offers.

INDUSTRY PEOPLE



Tino La Spina

• The Qantas Group has announced a reduction to its Group Management Committee as it continues to respond to the expanding COVID-19 crisis. CEO of Qantas International, **Tino La Spina**, will leave the Group in light of what is likely to be the extended grounding of this part of the airline. Responsibilities currently held by La Spina will transfer to CEO of Qantas Domestic, **Andrew David**. David's role will change as a result, adding functional responsibility for Qantas International in addition to his existing responsibility for Qantas Domestic and Qantas Freight, reporting to Group CEO **Alan Joyce**. **John Gissing** (Group Executive of Associated Airlines and Services) will continue to have responsibility for regional carrier, QantasLink. The changes will take effect from September 1, 2020.

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Publisher

Peter Jorssen

Tel: +1 604 318 5207

Editor

Heike Tamm

editor@avitrader.com

Tel: +34 (0) 971 612 130

Advertising Inquiries

Tamar Jorssen

VP Sales & Business Development

tamar.jorssen@avitrader.com

Toll free: +1 (833) 258 8543

Mobile: +1 (778) 213 8543

For inquiries and comments,
please email:

editor@avitrader.com



THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	DVB Bank	CFM56-5B63	3586	2008	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	DVB Bank	V2522-A5	2375	2005	Q3/2020	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	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	CFM56-5B4/3	3767	2009	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	4552	2010	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	2395	2005	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	DVB Bank	CF6-80E	814	2007	Q4/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	GA Telesis	CF6-80E1A4	510	2002	Now	Sale	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A330-200 (2x)	ALTAVAIR	CF6-80E1A4B	various	2008	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-200 (16x)	ALTAVAIR	Trent 772-60/19	various	05-14	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	871	2007	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	472	2002	Now	ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 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	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
B737-700	BBAM	CFM56-7B20	32414	2002	Feb 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039
B737-700	BBAM	CFM56-7B20/3	35150	2009	Dec 2020	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	CFM56-7B26	28595	1999	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
B737-800SF	GA Telesis		32903	2002	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
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
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@dvbbank.com	+44 207 256 4449
(1) CF6-80E1A4B	Oct 2020 - Sale / Lease	Castllake	Stuart MacGregor	Stuart.macgregor@castllake.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@ftaiair.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@ftaiair.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 PIP	Now - Lease	Rolls-Royce & Partners Finance	Mr B Hughes		+44 7528975877
(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	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.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	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				
PW 4000 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) PW4168A	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
(1) PW4062-3	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaaviation.com	+1 786 785 0787
PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(3) PW121	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) PW123B/E	Now - Sale / Lease				
(3) PW127E/F/M	Now - Sale / Lease				
(1) PW150A	Now - Sale / Lease				
(1) PW123	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(3) PW150A	Now - Sale/Lease/Exch.				
(3) PW127M	Now - Sale/Lease/Exch.				
PW119B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	kebach@lhaero.com	+49-6731-497-368
PW119B	Now - Lease				
PW120A	Now - Lease				
PW121 (ATR)	Now - Lease				
PW124B	Now - Lease				
PW123B	Now - Lease				
PW125B	Now - Lease				
PW127F	Now - Lease				
PW150A	Now - Lease				
PW127M	Now - Lease				
PW150A RGB	Now - Lease				
(1) PW120A	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) PW120	Now - Sale/Lease/Exch.				
(1) PW123E	Now - Sale/Lease/Exch.				
(4) PW126	Now - Sale/Lease/Exch.				
(1) PW121	Now - Sale/Lease/Exch.				
(1) PW124B	Now - Sale/Lease/Exch.	Logix Aero	Jean-Christian Morin	jcMorin@logix.aero	+33.6.4782.4262
(2) PW127E/F	Now - Sale/Lease/Exch.		Remi Kry	rkrys@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?

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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
(2) Trent 772B-60	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Mr B Hughes		+44 7528975877
(1) Trent-556	Now - Sale/Lease/Exch.				
(1) Trent XWB-84k	Now - Lease				
(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) V2527-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Mr B Hughes		+44 7528975877
(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@ftaaviation.com	+1 786 785 0787
(1) V2527-A5	Now - Lease				
(2) V2522-A5	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
(2) V2527-A5	Now - Lease				
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaaviation.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) GTCP331-500B Trent 892B-17 Modules	Now - Sale / Exchange Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Neutral CFM56-7B QEC Kit	Now - Sale CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
Landing gear shipsets 737-800, 777, A320, A330, CRJ900	Now - Sale GA Telesis	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
767-300ER 413K, 737-300 LANDING GEAR GTCP85-98DHF APU A320 Nose Landing Gear CFM56-3 LPT MODULE, REPAIRED CFM56-3 ENGINE STAND	Now - Sale/Lease/Exch. Now - Sale/Lease/Exch. Now - Sale/Lease/Exch. Now - Sale/Lease/Exch. Now - Lease	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com 1-954-249-7935
(1) GTCP36-150RJ, (2) GTCP36-100M, (1) RE220RJ, (1) PW126 RGB, (1) PW901A (1) APS1000-C12, (1) APS1000-C3	Now - Sale/Lease/Exch. Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
GTCP131-9A (2), GTCP131-9B(2) GTCP331-200, GTCP331-250 APS500C14(3), APS1000C12(2), APS2000 APS2300, APS3200(2), APS5000(2) PW901A(4), PW901C(2) TSCP700-4E	Now - Lease Now - Lease Now - Lease Now - Lease Now - Sale / Lease Now - Sale	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com +33(0)235563515
(1) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com +44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net +1 561-771-4253
(1) APU T-62T-40C	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com +44 207 190 6138
(1) GTCP131-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com +1 954-801-3592
(2) GTCP131-9A, (1) GTCP131-9B, (1) GTCP331-200ER, (1) APS3200, (1) GTCP331-500 Engine stands: CF6-80C2, CFM56-3, CFM56-5, CFM56-7, PW4000	Now - Sale / Lease GA Telesis	John Wales	apu@gatelesis.com	+1-417-622-7215
GTCP131-9A, GTCP131-9B, GTCP331-350C GTCP331-500B, GTCP331-200/250, APS5000 APS3200, APS2300	Now - Sale/Lease/Exch. Logix.Aero	Jean-Christian Morin Rich Lewsley	jcmorin@logix.aero rlewsley@logix.aero	+33.6.4782.4262 +1 602 517 8210
(1) APU GTC131-9A, (1) APU GTC131-9B Engine stands now available	Now - Sale / Lease Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(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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