

# Weekly Aviation Headline News

## WORLD NEWS

### Mumbai Airport introduces mobile-enabled kiosks

Mumbai's Chhatrapati Shivaji Maharaj International Airport has introduced nearly 50 of SITA's mobile-enabled kiosks, becoming one of the first airports in India to deliver a completely contactless way for passengers to check-in for their flight. The technology allows passengers to use their mobile device to interact with kiosks. This significantly reduces the need to touch surfaces in the airport and meets the Ministry of Civil Aviation's (MoCA's) new passenger processing guidelines aimed at reducing the risk of spreading COVID-19 infections.

### Cargologic renews CHAMP cargo handling solution contract

Cargologic, the ground handling service provider in Switzerland, has extended its long-term partnership with CHAMP through a new ten-year agreement. Cargologic has been operating CHAMP's Cargospot Handling solution on an in-house licensed basis for over 13 years. Through the new agreement, the company will adopt CHAMP's Software-as-a-Service (SaaS) model, transitioning its current system to a fully managed service, hosted from CHAMP's state-of-the-art data centres.

### Air Astana introduces Almaty to Frankfurt services

Air Astana will introduce direct flights from Almaty to Frankfurt starting on 2nd October 2020. Initially twice a week, the frequencies increase to three a week from 26th October and will be operated using the new Airbus A321LR. "I'm delighted to announce the boost to services between Kazakhstan and Germany, which deliver maximum connectivity with partner airlines across Europe and North America," said Air Astana Vice-President Richard Ledger.



Q400s will operate Brisbane to Port Macquarie.

Photo: Qantas

## Qantas to boost regional connectivity

As Virgin Australia scales back

Qantas has announced it will help maintain critical transport links to key regional cities, following Virgin Australia's decision to exit several markets.

Subject to state borders opening, Qantas will launch new flights from Brisbane to Port Macquarie. The flights will be operated up to five times per week with the airline's Q400 turboprop aircraft, adding more than 700 seats on the route each week.

Qantas will also look to backfill capacity on other regional routes, with flights added in line with

demand and an easing of travel restrictions.

QantasLink CEO John Gissing said the new flights would help maintain travel options for regional

industry get back on its feet," said Mr Gissing.

"We also know how important air travel is for regional communities, for residents and business travellers. We're pleased to be able to support customers with ongoing connectivity where there is demand."

The new Brisbane-Port Macquarie flights are contingent on an opening of State borders. "We know there is significant pent up demand for domestic travel with Australians wanting to explore their own backyard," added Mr Gissing.

**"We have an important role to play in driving tourism and helping the industry get back on its feet."**

*QantasLink CEO John Gissing*

communities and drive much-needed tourism.

"As the national carrier, and the country's largest regional airline, we have an important role to play in driving tourism and helping the

*Continued on page 3*

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# Aviation Solutions for the Finance Sector

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“These extra flights are also another step towards our recovery and getting more of our people back to work.”

The schedule and fares for the new Brisbane-Port Macquarie service will be available when

the date for the border opening is announced.

The new regional flights come as Qantas steps up its calls for border openings based on medical risk assessments and a common definition of what constitutes a COVID hotspot.

The national carrier is now encouraging its employees – more than 20,000 of whom have stood down since April due to border closures – to sign a petition in support of “Safely Open Our Borders.”

## AIRCRAFT & ENGINE NEWS

### More safety problems found with 787 Dreamliner – 900 jets may need inspecting

Boeing has announced the likely delay in deliveries of its 787 Dreamliner after confirming that it has identified three production flaws. This could be a major problem for Boeing as it has pinned its hopes on the Dreamliner as a source of cash revenue to offset the financial crisis originally created by safety problems with the 737 MAX and which has been exacerbated by the knock-on effects of the COVID-19 pandemic. The massive drop in demand for air travel has seen many carriers either cancel or postpone deliveries of the MAX. This year alone, allowing for conversion of MAX orders to different models, has seen 445 cancellations so far. The problem with the Dreamliner identified in February involves the fabrication of the horizontal stabilizer where certain components were clamped with greater force than specified, resulting in shimming and improper gap verification. The Federal Aviation Administration (FAA) confirmed September 8, it “is investigating manufacturing flaws affecting certain Boeing 787 jetliners. The agency continues to engage with Boeing.” According to Reuters news agency, a person briefed on the matter said the horizontal stabilizer issue could require the inspection of up to 900 airplanes. Boeing is currently carrying out an analysis to establish if action was required on the in-service fleet. The FAA confirmed on Monday that it is investigating two additional manufacturing flaws, but it is unsure if new inspections will be merited. Boeing advised that some airplanes have shims that are not the proper size, while some have areas that do not meet skin flatness specifications, an issue that was identified back in August 2019. “Individually these issues, while not up to specifications, still meet limit load conditions. When combined in the same location however, they result in a condition that does not meet limit load requirements,” Boeing said.

## Orders and deliveries – Boeing and Airbus

### Airbus v Boeing: Orders and Deliveries

August 2020 YTD

Airbus			Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	42	13	737	-410	11
A320 Family	262	239	747	-1	1
A330	-5	7	767	9	19
A350	4	25	777	2	14
A380	0	0	787	22	42
<b>Total</b>	<b>303</b>	<b>284</b>	<b>Total</b>	<b>-378</b>	<b>87</b>

Source: Airbus

Source: Boeing

In August, Airbus delivered a total of 39 aircraft spread out between 35 A320 Family aircraft including the first A321neo to Gulf Air, two A330s including the first A330-900 to Portuguese carrier Orbest and two A350s. The company registered 1 new order for an ACJ320neo and no cancellations in August.

Boeing’s website indicates that the company generated orders for eight aircraft comprising 737 Max and 777Fs. 13 aircraft were delivered in the month including a 787-9 to Indian operator Vistara, 777Fs to Lufthansa Cargo and FedEx as well as 787s to United and ANA.

### TrueAero announces sale-and-leaseback for 13 Airbus A320-200 aircraft with JetBlue



JetBlue Airways

Photo: AirTeamImages

TrueAero has acquired, on behalf of its investors, 13 Airbus A320-200 aircraft from JetBlue on sale-and-leaseback. “We are delighted to establish this new partnership with JetBlue, demonstrating our ability to deliver adaptable solutions despite COVID-19’s disruption to the market,” said Stratton Borchers, President at TrueAero. TrueAero is a full-service aircraft asset manager and a materials and technical services provider.



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## AIRCRAFT & ENGINE NEWS

### Nakanihon Air orders new H215 helicopter

Nakanihon Air, one of Japan's largest helicopter operators, has ordered one H215 heavy helicopter to shore up its capabilities for utility and aerial work. Currently operating 45 Airbus helicopters, Nakanihon Air specializes in activities covering emergency medical services, electronic news gathering, as well as passenger and goods transportation in Japan. The air services company also runs an Airbus-approved maintenance centre for H135 helicopters, while major inspections of the operator's existing Super Puma fleet are performed at the manufacturer's Kobe maintenance facility.



Nakanihon Air's H215 helicopter

Photo: Airbus

### IAI introduces small helicopter UAVs "MultiFlyer", designed for non-military tasks



MultiFlyer

Photo: IAI

Israel Aerospace Industries (IAI) has introduced MultiFlyer, a UAV squadron of small, unmanned helicopters that can fulfill a large range of non-military tasks. MultiFlyer provides advanced monitoring capabilities for large areas and is based on commercial, off-the-shelf helicopter UAVs from Alpha Unmanned Systems integrated with components from IAI and several Israeli startup companies. The command and control system was designed by Simplex and the area scanning technologies are powered by Sightec. Use cases include disaster area monitoring, guiding rescue units in lifesaving missions, traffic control in mass events, securing sensitive facilities, police enforcement, and surveys of large agricultural or marine areas. MultiFlyer transforms what would otherwise be several isolated UAV missions into a cloud of information. It can be activated from a tablet or smartphone that serves as a single point of control of several synchronized missions including automated takeoff and landing, flight routes, mission management, and others. The system network connection is secured to allow usage by several simultaneous users. The MultiFlyer system can be used with different types of UAVs and drones as well as carry different types of payloads.

### TrueNoord acquires two Embraer E195s from Azul with leases attached

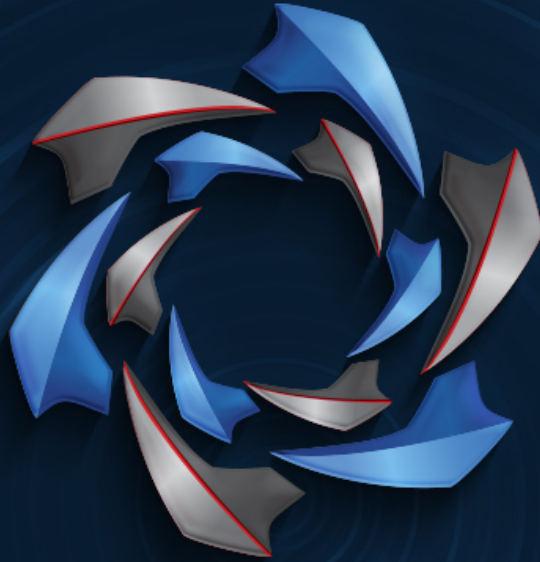
TrueNoord, the specialist regional aircraft lessor, continues its growth path with the addition of two Embraer E195 aircraft on lease to Portugália. Both aircraft, MSN19000407 and MSN19000429, were purchased with leases attached from Brazilian operator Azul. The project was financed by TrueNoord's revolving warehouse facility underwritten by Citibank, Société Générale and Royal Bank of Canada. Legal counsel for TrueNoord on the acquisition was CMS, with Milbank advising on the financing. With this acquisition, TrueNoord completes another significant milestone and reaches a fleet of 50 modern regional aircraft. Portugália Airlines is a Portuguese regional airline. It is a subsidiary of TAP Air Portugal and operates scheduled international and domestic services from its bases at Lisbon Airport and Porto Airport under the brand TAP Express.



TrueNoord acquires two Embraer E195s from Azul with leases attached to Portugália

Photo: TrueNoord





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## MRO & PRODUCTION NEWS

### Delta TechOps completes first P&W next-generation jet engine heavy maintenance visit

Delta TechOps' aviation maintenance technicians have completed the first comprehensive maintenance visit of a PW1100G-JM engine. This next-generation engine will power Delta's future A321neo aircraft and is part of Pratt & Whitney's GTF engine family, covering five aircraft platforms. This PW1100G-JM induction was a heavy maintenance visit where the engine was almost fully disassembled to perform targeted hardware upgrades. The full disassembly allowed for Delta TechOps teams to train, achieve certification to perform PW1100G-JM procedures, and start development of in-house repair capability as a P&W disassembly, assembly, and testing center.



Delta TechOps completed the first comprehensive maintenance visit of a PW1100G-JM engine *Photo: Delta*

### AeroLogic and LHT sign ten-year Total Component support contract for AeroLogic's Boeing 777F fleet



Boeing 777F-image AeroLogic

*Photo: Boeing*

AeroLogic, the joint freight carrier of DHL Express and Lufthansa Cargo, is continuing its partnership with Lufthansa Technik through a multi-year agreement covering extensive component services (Total Component Support – TCS®). This new contract governs supply for AeroLogic's entire current fleet of 16 Boeing 777F aircraft over a period of ten years. In conjunction with component supply, Lufthansa Technik is also providing AeroLogic with predictors via its digital platform AVIATAR to optimize both component supply and AeroLogic's operational planning. With this Total Component Support TCS® agreement, the carrier benefits from an individual supply concept that enables short and rapid transport paths. The services covered by the contract are customized to fulfill the requirements of AeroLogic, which operates two hubs in Leipzig and Frankfurt.

### AELS acquires A319 from Bellinger Aviation for disassembly

Complementing the airframes currently being dismantled, Aircraft End-of-Life Solutions (AELS) has acquired an Airbus A319 (MSN 1086), from Bellinger Aviation. The aircraft, formerly operated by Brussels Airlines, was flown to AELS' home-base at Twente Airport, the Netherlands and dismantling has meanwhile begun. USM components will become available from September onwards. Since 2006 AELS has been buying end-of-life Boeing and Airbus aircraft that the company disassembles at its own facility. AELS handles the entire supply chain for aircraft that reach end-of-life, from disassembly and dismantling, component management to material recycling.



AELS has acquired an Airbus A319 for disassembly

*Photo: AELS*

## MRO & PRODUCTION NEWS

### C&L Aviation Group completes first Bongiovi speaker-less sound system installation in Embraer 135

C&L Aviation Services (C&L) has successfully installed a Bongiovi speaker less cabin audio system into an Embraer 135 aircraft. The system, which uses Bongiovi's patented Digital Power Station (DPS) signal processing technology, coupled with transducers attached to the backside of aircraft interior panels, is the first such system installed into an Embraer 135 aircraft. The resulting sound is an immersive audio experience that produces a high-fidelity sound that remains consistent throughout the entire aircraft cabin. "C&L are experts in modifying and improving regional aircraft like [the] ERJ 135/145, making them the ideal choice for a project like this one," said Rob Hamelink, Managing Partner at Bongiovi Aviation. C&L has been a great partner of ours for several years and we look forward to working with them for many years to come."



Installing Bongiovi audio system

Photo: C&L Aviation Group

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## Spirit AeroSystems and Belcan International enter into strategic partnership



Photo: Belcan International and Spirit AeroSystems signed the MOU earlier this year in Prestwick to formalize the agreement. (Photo was taken pre-social distancing requirements.)

Spirit AeroSystems(Spirit) has announced that Belcan International will be onsite as a strategic partner in Spirit's Aerospace Innovation Centre (AIC) in Prestwick, Scotland. Belcan will work directly alongside Spirit engineers when the facility opens. The companies have signed a Memorandum of Understanding (MOU) to enter into a strategic partnership. Belcan, a global supplier of engineering, supply chain, technical recruiting and information technology services, will provide Spirit with broad-based engineering capabilities and specific skills, primarily focused on supporting Spirit's wing engineering activities in Prestwick. This includes multi-disciplinary engineering skills, program management and manufacturing engineering resources. The AIC is an 85,000 ft<sup>2</sup> center to house Spirit's engineering design and manufacturing expertise alongside advanced development and pre-production equipment in a collaborative environment with key partners.

## MRO & PRODUCTION NEWS

### Engineering training new niche for TAM

Partnering with well renowned U.K.-based Part 147-approved Angel Training Systems, Täby Air Maintenance, TAM, will now offer qualified on-site training at Örebro Airport for Saab 2000 aircraft, with the same service for the Saab 340 aircraft coming soon. This is a new niche for TAM, fully in line with the company's vision to be a full-service provider for operators of Saab regional airliners as well as ATR 72 aircraft, the latter included in the service portfolio this spring. Aiming to meet the needs for start-ups as well as more established airlines, expanding the range of services will enhance the company's ability to be a "one-stop-shop" for operators of the Saab and ATR 72 regional airliners. The B1 and B2 training course includes both a theoretical and practical part.

### West Star Aviation completes structural FOD-repair on Embraer Legacy 650E

West Star Aviation has completed a major structural repair to an Embraer Legacy 650E fuselage. The project also included a new exterior paint scheme. The FOD incident occurred as a result of metal objects being launched by a military helicopter landing next to the aircraft while in Peru. The aircraft was evaluated and subsequently ferried to West Star's full-service MRO facility in East Alton, IL (ALN) for repairs. West Star is an authorized Embraer base maintenance service and warranty provider for most models at its ALN, GJT, and CHA locations.

## FINANCIAL NEWS

### Singapore Airlines becomes latest carrier to shed staff over COVID-related financial woes



Photo: Singapore Airlines

Singapore Airlines has announced that it is to pare back staffing levels by approximately 20%, shedding 4,300 jobs as it struggles to deal with the drop in demand for air travel as a consequence of the COVID-19 pandemic. Taking into account voluntary departure schemes, standard attrition and a freeze on recruitment, the actual number of staff who will lose their jobs is expected to be nearer the 2,400 mark. However, the Far-Eastern carrier offered a note of optimism that passenger levels could well return to 50% of pre-pandemic levels by year end, even though it is currently operating at 8% capacity. One of the major reasons Singapore has been hit so hard by the pandemic is that it has no domestic schedule to shore up long-haul routes which are severely limited owing to the number of countries who have closed their borders. The job losses at Singapore Airlines are the first COVID-related cuts, the carrier having remained in operation thanks to its raising of S\$11 billion (US\$8 billion) of equity. Singapore Airlines Chief Executive Officer Goh Choon Phong said: "When the battle against Covid-19 began early this year, none of us could have predicted its devastating impact on the global aviation industry. From the outset, our priorities were to ensure our survival and save as many jobs as possible. Given that the road to recovery will be long and fraught with uncertainty, we have to unfortunately implement involuntary staff reduction measures. Having to let go of our valuable and dedicated people is the hardest and most agonizing decision that I have had to make in my 30 years with SIA. This is not a reflection of the strengths and capabilities of those who will be affected, but the result of an unprecedented global crisis that has engulfed the airline industry."

## FINANCIAL NEWS

### Norwegian pins hope on second round of funding as passenger numbers drop 91%

Norwegian Air Shuttle (Norwegian), Norway's flag-carrying airline, posted passenger numbers for August 2020 which reveal a 91% drop compared to the same period last year, 313,316 as opposed to 3.5 million, respectively, while the majority of its fleet remains grounded. Currently the airline has plans to operate between 25 and 30 of its planes, leaving the remaining 100 parked up, as a direct consequence of the fall in demand for air travel resulting from the COVID-19 pandemic. Back in May, creditors and lessors took control of the airline in order to instigate a rescue package which amounted to some 3 billion Norwegian crowns (US\$336 million) of state-guaranteed loans. By the end of the year Norwegian hopes to have completed a much-needed second round of financing that will see the carrier extend operations beyond April, when the current funding runs out, while further discussions are taking place with the Norwegian government with regard to additional support. Despite the number of flights currently being operated, passenger numbers have remained critically low owing to an average 62.1% of seats being filled on flights, as opposed to a pre-pandemic figure of 90%. Headquartered in Fornebu, Norwegian is Europe's fourth-largest low-cost carrier and operates Norwegian Air International, Norwegian Air Norway, Norwegian Air Sweden, Norwegian Air UK and Norwegian Long Haul as subsidiaries.

## MILITARY AND DEFENCE

### GE, TAE begin advanced engine work for U.S. Navy in Australia

GE Aviation and TAE Aerospace will support advanced engine work in Australia for the United States Navy's fleet of F414 engines. Under the GE Total Logistics Support program, the U.S. Navy's F414 engines will receive prime logistics support in Australia, with selected repairs to be carried out on engine components using the expertise of GE and its partner, Queensland-based TAE Aerospace. While the U.S. Navy traditionally conducts its depot repair work at facilities in the U.S. in partnership with GE, the success of GE and TAE in supporting the RAAF F414 fleet over the past decade encouraged consideration of a program based in Australia. Since 2011, program service and availability requirements were met or exceeded, as measured on a monthly basis. These repairs will be completed at TAE's dedicated facility in Brisbane. The first U.S. Navy components are scheduled to be completed in August.

### Emirates returns US\$ 1.4 billion to customers in refunds



Photo: Emirates

Emirates has returned over AED 5 billion (US\$ 1.4 billion) in COVID-19 related travel refunds to date, making strong and steady progress on its commitment to customers to complete pending refunds. More than 1.4 million refunds requests have been completed since March, representing 90% of the airline's backlog. This includes all requests received from customers around the world up until the end of June, save for a few cases which require further manual review. Since the pandemic hit, Emirates has invested additional resources to ramp up its processing capability. The airline also continues to work with industry partners to facilitate refunds for those who have booked their Emirates flights through travel agents, this includes enabling direct refunds processing via global booking systems (GDS).

## INFORMATION TECHNOLOGY



In the new lab Honeywell customers can use a control stick to fly a digital version of their aircraft through a high-resolution model of a city  
Photo: Honeywell

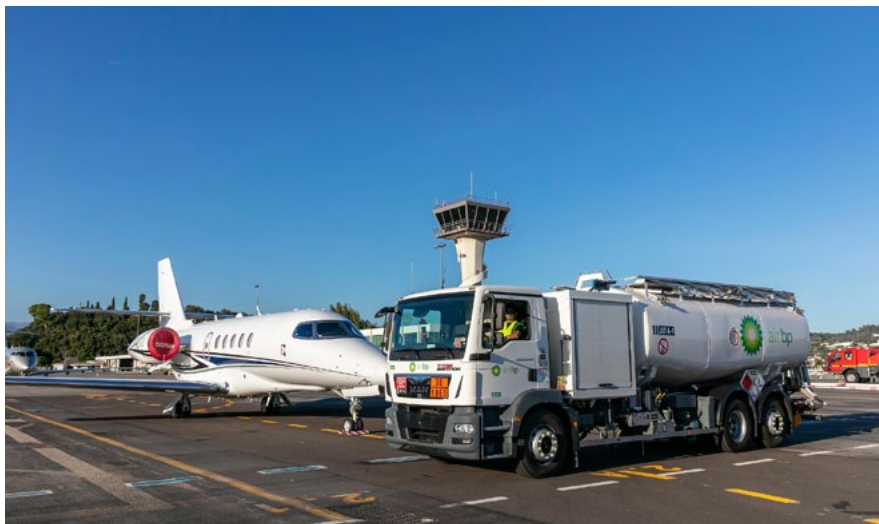
A new research and development lab built by **Honeywell** is demonstrating the company's technological capabilities in both hardware and software for the Unmanned Aerial Systems (UAS) and Urban Air Mobility (UAM) markets. The lab, which resembles a conceptual UAM vehicle flight deck with real hardware, is the first of its kind to demonstrate actual fly-by-wire controls and vehicle avionics integrated in a lab setting. It will be used to develop, test and demonstrate Honeywell's technology aimed at simplifying the operations of future vehicles. The concept of Simplified Vehicle Operations, or SVO, combines automation and human factor best practices with the goal of reducing the amount of knowledge an operator must have to safely fly an aircraft. The new lab is located at Honeywell's Deer Valley avionics facility in Phoenix, Arizona. Configured to look like the front end of an aircraft, the new lab has one seat situated in front of a primary display with three additional large wraparound displays to view the simulated outside environment around the aircraft. It has hardware typically seen in a traditional aircraft cockpit and Honeywell's Compact Fly-by-Wire System which acts as the brains of the operation, with flight routes and actual control laws built into the software, so the simulated vehicle will operate the same way it would in the real world. Customers can use a control stick to fly a digital version of their aircraft through a high-resolution model of a city. Honeywell computers and actuators mounted on nearby workbenches adapt in real time to pilot inputs, winds and thermals, and simulated hazards.



## OTHER NEWS

The **EU-China Bilateral Aviation Safety Agreement (BASA)** went into effect in the beginning of September, giving a boost to the regions' aviation manufacturers by simplifying the process of gaining product approvals from the **European Union Aviation Safety Agency (EASA)** and the **Civil Aviation Administration of China (CAAC)**, while also ensuring high safety and environment standards will continue to be met. The agreement is the result of several years of successful efforts by experts from the European Commission, EASA and the CAAC. "I am confident that, thanks to this bilateral agreement, the relations between Europe and China in aviation will be taken to the next level," said EASA Executive Director Patrick Ky. "This further strengthens EASA's commitment to work closely with international partners on building a safe and environmentally sustainable industry." The entry into force of the BASA was marked by EASA and CAAC holding the first joint Certification Oversight Board (COB) on September 3. During the meeting, the parties adopted the Technical Implementation Procedures (TIP) which will support the BASA and its Annex on Airworthiness. These administrative and technical procedures describe in detail how EASA and CAAC will conduct the validation and reciprocal acceptance of civil aeronautical product approvals. The entry into force of the BASA will require some previous arrangements to be revised and the two parties have agreed to make this transition as smooth as possible.

In August, **Finnair** carried 193,000 passengers, which is 85.8% less than in the corresponding period of 2019 but 32.9% more than in July 2020. The overall capacity (ASK) decreased in August by 84.1% year-on-year. Finnair operated 116 daily flights (cargo-only included) on average, which was 31.8% lower when compared to August 2019. The differences between capacity figures are explained by the shorter operated flights on average and by smaller operated aircraft compared to August 2019. Finnair's traffic decreased by 92.4%. The passenger load factor decreased by 45.1% points to 41.7%. The COVID-19 impact, including the strict travel restrictions imposed by Finland, still affected all passenger traffic figures and was visible especially in the North Atlantic figures as there were no related scheduled flights in August. The ASK decline in Asian traffic was 86.6%. The North Atlantic ASK decreased by 100.0%. In European traffic, the ASKs were down by 78.7%. The ASKs in domestic traffic decreased by 62.5%. Traffic decreased in Asian traffic by 96.4%, in North Atlantic traffic by 100.0%, in European traffic by 86.4% and in domestic traffic by 64.6%.



*Photo: Air bp renews contract at France's Cannes Mandelieu Airport*

**Air bp**, the international aviation fuel products and services supplier, has renewed its contract with **Cannes Mandelieu Airport (CQE/LFMD)** in France, following six years of successful collaboration. It will continue to be the sole supplier of Jet A-1 and Avgas at the airport. Cannes Mandelieu is the country's second most important general aviation hub and one of Air bp's 47 locations in France among its 390-strong European network of supplied sites. Air bp will work with Cannes Mandelieu Airport and the **Aéroports Côtes de Azur (ACA)** team to continue to provide safe and efficient operations. Plans include upgrading facilities with the relocation of fuel storage tanks, pending requisite approvals, to enable increased parking capacity and an improved customer experience.

**ASQS** (Advanced Safety and Quality Solutions), a leading provider of high-class aviation safety and quality management software solutions has announced the opening of a new office in Calgary, Canada. This will accelerate growth and strengthen the company's customer support and partnerships in North and Latin America. In addition to the corporate headquarters in Vienna, Austria, and a subsidiary in Thailand, the new office in Canada will enable the company to continue the expansion of its global network and significantly improve customer support services for partners and clients in North and Latin America. The Calgary office will open by the end of 2020 and will be represented by senior customer support agent, Christine Schramm, who will be in charge of building up an IQSMS customer support team on site.

**CAE** has released that **Cebu Pacific Air** (Cebu) has added pilot training for the ATR 72-600 to an exclusive 15-year training agreement with its joint venture, Philippine Academy for Aviation Training (PAAT). Under the terms of the agreement, CAE instructors will deliver initial and recurrent training to Cebu's pilots on a brand-new CAE-built ATR 72-600 full-flight simulator (FFS). The device has been deployed to the CAE Clark training center in the Philippines and is the first ATR 72-600 full-flight simulator to join CAE's

network in Asia. The ATR 72-600 FFS comes with the most recent standard from the Original Equipment Manufacturer (OEM) and includes the extended motion envelope allowing trainees to perform Upset Prevention Recovery Training (UPRT). The ATR 72-600 FFS complements the three Airbus A320 FFS that are already installed and servicing the market. As part of the partnership with Cebu, CAE trains the airline's pilots on the Airbus A320 and A330 platforms at CAE Kuala Lumpur and CAE Hong Kong. The new CAE ATR 72-600 full-flight simulator (FFS) deployed to the CAE Clark training center will support this new training agreement.

U.S. airlines carried 73% fewer scheduled service passengers in July 2020 than in July 2019, according to preliminary data filed with the **Bureau of Transportation Statistics (BTS)** by 18 airlines that carry more than 90% of its passengers. Despite the large annual drop from pre-pandemic numbers a year earlier, when compared to the previous month, U.S. airlines carried 30% more passengers in July 2020 than in June 2020. The 73% decline from July 2019 was the smallest annual decrease since March. The large airlines carried 21.4 million passengers in July 2020 (preliminary), up from 16.5 million passengers on all U.S. airlines in June 2020 and up from 3.0 million in April 2020, which was

## OTHER NEWS

the lowest monthly total in BTS records dating back to 1974. The previous low was 14.6 million passengers in February 1975.

In response for an alternative airport for urgent automotive and “just-in-time” logistics, **Gloucestershire Airport** in the U.K. has welcomed its first cargo operator. **Global Airlift Solutions** operated its PC12NG Cargo aircraft into the airport at the launch of the new service. Visiting cargo aircraft will be handled by Weston Aviation at their FBO facility and private ramp area, offering fast and professional handling enabling the cargo to be on the road within minutes of arrival. Nick Weston, CEO of Weston Aviation commented, “I have been involved in urgent automotive logistics and handling for 30 years and understand the fine balance between the on-time delivery of cargo and, where possible, cost savings. As soon as we opened our new FBO facility at Gloucestershire Airport in 2019, we saw the enormous potential for developing cargo handling for JIT operations. Being slightly more southerly than traditional automotive hubs such as Birmingham, with less flying and lower cost and just a 50-minute drive away, we would be offloaded and on the road before an aircraft arrives at Birmingham.”

**Icelandair** is set to become a new airline partner in easyJet’s unique connections service, **Worldwide by easyJet**. The partnership with Icelandair is expected to go live in the coming weeks including at its major European airports Paris Charles de Gaulle and Amsterdam Schiphol, with the service due to go live at other airports in the coming months. From then, easyJet customers will be able to seamlessly connect between easyJet flights across its European network and onwards on Icelandair flights to destinations across Icelandair’s extensive network in Europe and North America. This latest addition to the Worldwide by easyJet service follows confirmation last week that existing partner **Emirates** will commence connections through Worldwide by easyJet at Milan Malpensa airport, following its initial launch at London Gatwick. Worldwide by easyJet has been consistently growing, with more than 5,000 unique origins and destinations which have been booked in combination with partner airlines. Worldwide by easyJet is now live with 17 partners: **Air Transat, Aurigny, Blue air, Corsair, La Compagnie, Emirates, China Airlines, Cathay Pacific, Etihad, Loganair, Norwegian, Neos, Scoot, Singapore Airlines, Virgin Atlantic, WestJet** and now Icelandair.

**Ryanair** is closing its base in Düsseldorf. This was announced by the management on September



Amsterdam Schiphol Airport

Photo: AirTeamImages

With the threat of a second wave of the COVID-19 pandemic, European carriers are still trying to deal with the disastrous effects of the continued downturn in passenger demand. As a consequence, airport slot coordinators have agreed with airports and airlines to further suspend the ‘use it or lose it’ rule for the whole of the 2020-2021 winter season. According to the **International Air Travel Association (IATA)**, to facilitate a prompt decision by the **European Commission, ACI EUROPE, Airlines for Europe (A4E), Airlines International Representation in Europe (AIRE)**, the **International Air Transport Association (IATA)** and the **European Association of Slot Coordinators (EUACA)** have agreed on specific conditions to ensure a timely return of slots not planned for use this winter. This represents a significant achievement given the extraordinary circumstances airports and airlines find themselves in. However, the rules for how extension of the waiver will be implemented have yet to be determined with regard to the winter season. “Decisions must be made now to enable the timely return of slots for the winter season once the waiver is granted. This will give airports and airlines certainty in planning their schedules and operations and ensure that passengers know what to expect in the tough months ahead. Further delays will paralyze the winter planning process and add millions in costs for all parties,” said Olivier Jankovec, Director General, ACI EUROPE. “Only a full-season slots waiver will ensure that the flying of empty planes is avoided and enable flights to be operated in the most sustainable way possible. Airlines and airports in Europe stand ready to apply the agreed conditions as soon as the full-season waiver is granted and call on the European Commission to endorse this agreement and authorize the waiver immediately,” said Rafael Schwartzman, IATA Regional Vice President for Europe.

10, according to Handelsblatt. Seven jets will be withdrawn, while 200 employees are affected. Ryanair management says the closure is a direct result of Düsseldorf Airport’s refusal to reduce its extremely high charges due to the Covid-19 crisis and a recent demand by handling company Acciona for an immediate price increase of 30%. The airline has demanded drastic discounts for the payment of its airport fees, according to Düsseldorf Airport. “We were not able to comply with this request because these are not freely negotiable prices, but fees set by the authorities which are applied by all airlines operating in Düsseldorf”.

**JetBlue** will launch 24 new routes later this year aimed at immediately generating cash and capturing traffic on a variety of new, nonstop

routes, many never flown before by the airline. Each route plays to JetBlue’s strengths in the airline’s focus cities, in Florida, in Latin American and the Caribbean, or on cross-country or transcontinental flying. Every market has been uniquely identified as one in which JetBlue anticipates increasing demand for leisure travel. All new flights take off in November and December. JetBlue will reactivate some temporarily parked aircraft to support the new routes. Alongside the rest of the JetBlue network, these new markets will be regularly evaluated. The airline will remain flexible, allowing market demand to determine how long a particular route continues to operate. This announcement is the latest in a series of strategic moves JetBlue has made to accelerate its recovery and generate cash in the current travel environment.



## INDUSTRY PEOPLE



Jessica Tyler

• **Jessica Tyler** has been promoted to President of American Airlines Cargo and Vice President of Airport Excellence. Tyler is the first female president in the 75-year history of American's Cargo division. In this role, she leads the teams responsible for the success of the airline's cargo business and delivering operational and customer service excellence both for airports and cargo. She reports to **Jim Butler**, Senior Vice President of Airport Operations and Cargo. Tyler previously served as managing director of Strategy and Development for American Airlines Cargo. Tyler has replaced **Rick Elieson**, who was named Vice President of Loyalty, overseeing the AAdvantage® loyalty program. Additionally, **Thomas Rajan** was promoted to Vice President of Compensation and Benefits in August. In this role, Rajan oversees the design, execution and operations of all compensation, benefits, and team member health and well-being programs to complement the airline's strategic business direction. He reports to **Elise Eberwein**, Executive Vice President of People and Global Engagement.

• Safran has named **Olivier Andriès** as Executive Vice President, effective September 10, 2020. He is a member of the Group's Executive Committee. As initially announced, Andriès will succeed **Philippe Petitcolin** as Chief Executive Officer of Safran on January 1, 2021. **Jean-Paul Alary** has been appointed Chief Executive Officer of Safran Aircraft Engines, effective September 10, 2020. He succeeds Andriès and is a member of the Group's Executive Committee. **Cédric Goubet** has been named Chief Executive Officer of Safran Landing Systems, effective September 10, 2020. He succeeds Alary and is a member of the Group's Executive Committee. **Vincent Caro** has been named Chief Executive Officer of Safran Nacelles, effective September 10, 2020. He succeeds Goubet and becomes a member of the Group's Executive Committee.



David Power



Paul Naylor

• Aergo Capital (Aergo) is expanding its aviation platform by significantly developing its Structured Products capabilities. These enhanced customer services will be provided by senior strategic new hires complementing existing expertise. Aergo's bold expansion highlights its confidence in the future of aviation, despite the ongoing impact of COVID-19 on the industry and further positions the company to take advantage of opportunities going forward. Additional or enhanced client services include capital and financial structuring; joint ventures using its platform strength and lease management capabilities; remarketing assets; acquisition; disposal; technical advisory; and restructuring services. Joining the Aergo team are **David Power** as Executive Chairman (Structured Products) and Board Director Aergo Holdings and **Paul Naylor** as Chief Commercial Officer (Structured Products), each of whom have over 30 years of relevant experience. The Structured Products team will be enhanced by the appointment of **Martin Browne** as Chief Operating Officer, **Jasmine Chan** joins as Operations Manager, and the addition of several new team members, both internally and externally.



Ed Dandridge

• Boeing has named **Ed Dandridge** as Boeing Co's Senior Vice President and Chief Communications Officer, effective September 28. Dandridge succeeds **Greg Smith**, who has served as interim Chief Communications Officer since July in addition to his role as Executive Vice President of Enterprise Operations and Chief Financial Officer. Dandridge will report to Boeing President and CEO **David Calhoun** and will serve on the company's Executive Council. In this

role, Dandridge will oversee all aspects of Boeing's communications, including business unit communications, corporate communications, media relations, public affairs, leadership communications, employee engagement and corporate branding, as well as channel and content marketing.



Luis Gallego

• International Airlines Group (IAG) has confirmed that **Luis Gallego**, the former chairman of Iberia, one of the Group's carriers, has officially taken over from Willie Walsh as Chief Executive, effective Tuesday September 8, immediately after the Group's Annual General Meeting. He was previously chairman and chief executive of Iberia.

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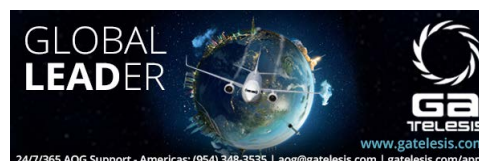
# THE AIRCRAFT AND ENGINE MARKETPLACE

## 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	CFM56-5B4/3	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	Doric	Trent 772-60/19	1407	2013	Q1/2021	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	871	2007	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	472	2002	Now	ACMI	Stephen Haire	shaire@aelfinc.com	+1 3127721613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	700	2005	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 3127721613
A330-223	Presidio Aircraft Leasing	PW4168A	970	2008	Now	Dry / ACMI	Stephen Haire	shaire@aelfinc.com	+1 3127721613
A330-300 (6x)	ALTAVAIR	Trent 772-60/19	various	09-11	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-300	BBAM	Trent 772B-60	1562	2014	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 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
<b>AE3007 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(3) AE3007A1P	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 786-623-3936
<b>CF34 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
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
<b>CF6 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) CF6-80C2B7F	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@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	Castletlake	Stuart MacGregor	Stuart.macgregor@castletlake.com	+44 207 190 6138
(2) CF6-80E1A3	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
(1) CF6-80C2B1F (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaviation.com	+1 786 785 0787
<b>CFM Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(2) CFM56-5B (all thrust levels)	Now - Sale / Lease	Contrail Aviation	Kevin Milligan	kevin@contrail.com	+1 949-933-0797
(2) CFM56-7B (all thrust levels)					
(1) CFM56-5C4	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
(1) CFM56-5B4/P (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaviation.com	+1 786 785 0787
(1) CFM56-5B3/P	Now - Lease				
(1) CFM56-5B5/P	Now - Lease				
(1) CFM56-5B8/P	Now - Lease				
(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	RRPF Marketing	RRPFMarketing@rolls-royce.com	+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 Weijer	eweijer@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				
<b>JT8D and JT9D Engines</b>		<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>
(1) JT8D-219	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
<b>GE90 Engines</b>		<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>
(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
<b>LEAP Engines</b>		<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>
(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				
<b>PW 4000 Engines</b>		<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>
(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@ftaiair.com	+1 786 785 0787
<b>PW Small Engines</b>		<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>
(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				

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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	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610
<b>RB211 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) RB211-535E4	Sep 20 - Sale / Lease	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
<b>Trent Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(2) Trent 772B-60	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+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				
<b>V2500 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(2) V2527-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+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@ftaiair.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@ftaiair.com	+1 786 785 0787
(2) V2527-A5	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204
(3) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2533-A5	Now - Sale / Lease	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@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	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Neutral CFM56-7B QEC Kit	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
Landing gear shipsets	GA Telesis	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
737-800, 777, A320, A330, CRJ900				
767-300ER 413K, 737-300 LANDING GEAR	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GTCP85-98DHF APU				
A320 Nose Landing Gear				
CFM56-3 LPT MODULE, REPAIRED				
CFM56-3 ENGINE STAND				
(1) GTCP36-150RJ, (2) GTCP36-100M, (1) RE220RJ, (1) PW126 RGB, (1) PW901A (1) APS1000-C12, (1) APS1000-C3	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	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) PW901A APU	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) APU T-62T-40C	Castlake	Stuart MacGregor	Stuart.macgregor@castlake.com	+44 207 190 6138
(1) GTCP131-9B	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	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	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	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) PW901A, (1) PW901C(1), PW125B RGB	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368

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