

# Weekly Aviation Headline News

## WORLD NEWS

### Ryanair to cut October capacity by 20%

Ryanair has announced that it would cut its October capacity by a further 20% (in addition to the 20% cut already announced in mid-August). Ryanair now expects its October capacity to fall from 50% to about 40% of its October 2019 levels, but expects to maintain a 70%+ load factor at this reduced schedule. Ryanair confirmed that these capacity reductions were necessary due to damage caused to forward bookings by continuous changes in EU Government travel restrictions and policies, many of which are introduced at short notice, which undermine consumers' willingness to make forward bookings.

### EU trade bodies call for an end to quarantine restrictions

Over 20 travel and tourism bodies as well as unions across Europe united in an unprecedented call for European Commission leadership to replace quarantine restrictions with an EU testing protocol for travel in a bid to save the livelihoods of more than 27 million Europeans who work in the sector. The call comes as the latest data from airport body ACI EUROPE shows a continued decline in passenger traffic at Europe's airports during the first two weeks of September – now standing at a loss of -73% down from sluggish 'peak recovery level' of -65% mid-August.

### Emirates to boost African network

Emirates' African network will expand to 15 destinations with the restart of Luanda, Angola from 1 October. The airline continues to restore its network gradually and safely, delivering on its health and safety promise as it responds to growth in passenger demand across the globe. Flights to Luanda will initially operate once a week on Thursdays.



The offerings will give Spirit a strong liquid balance sheet.

Photo: Airbus

## Spirit closes offering by its subsidiaries

And pulls out of CARES Act programme

U.S. ultra-low-cost carrier Spirit Airlines has announced the closing of a private offering of \$850 million in principal amount of 8.00% senior secured notes due 2025 offered by two newly formed Spirit subsidiaries. The notes are guaranteed by Spirit and secured by Spirit's customer loyalty programmes and brand intellectual property.

"We've spent the past six months confronting the COVID-19 crisis head on and taking major steps to ensure our financial viability. We owe that to our valued team members, guests and investors," Spirit President and CEO Ted Christie said. "Our low fares

and top-class reliability present a great value to consumers as travel demand builds and the economy recovers. We'll be at the forefront of that recovery."

**"We've spent the past six months confronting the COVID-19 crisis head on and taking major steps to ensure our financial viability."**

*Spirit President and CEO Ted Christie*

Spirit also announced it no longer intends to participate in the U.S. Treasury's secured loan programme under the CARES Act, given the successful completion of the company's secured note offering.

"Our national leaders did a tremendous job developing innovative and effective programmes to support the aviation industry, which is critical to the US economy. We're grateful to all the professionals at Treasury, DOT and their advisers," Christie said. "Ultimately, as a responsible company, we're all about self-help and

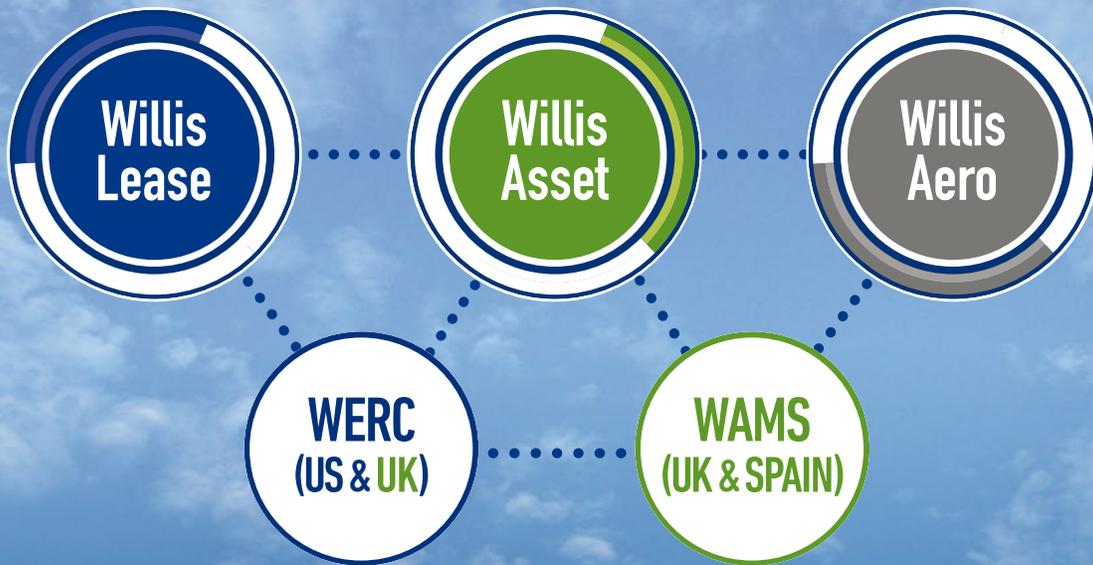
we decided it was our duty to avoid burdening the US taxpayer if we had access to viable alternatives in the private market."

Spirit also announced the

*Continued on page 3*



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...continued from page 1

completion of its “at-the-market” (ATM) offering of 9 million shares of its common stock, which raised approximately \$156 million in net proceeds.

“So many of our team members have been working behind the scenes to shore up Spirit’s financial position and secure the future for our guests and team members,” Spirit CFO Scott

Haralson said. “Completing these notes and ATM offerings gives us one of the strongest and most liquid balance sheets in our industry.”

## AIRCRAFT & ENGINE NEWS

### Air New Zealand grounds Boeing 777 fleet until September 2021



Air New Zealand Boeing 777

Photo: AirTeamImages

Air New Zealand has grounded its Boeing 777 fleet until at least September 2021 due to the ongoing impact of COVID-19. In May the airline grounded the majority of its seven 777-300 aircraft until the end of the 2020 calendar year. At the same time the company also signaled it was unlikely to fly its eight 777-200 aircraft in the foreseeable future and began preparing to send these into long-term storage overseas. Four of Air New Zealand’s 777-300 aircraft will be stored in Victorville in the Californian desert, while the remaining three will stay in Auckland where they are able to be returned to service if required. The airline’s 777-200 aircraft will be sent to long-term storage facilities in both Roswell, New Mexico and Victorville, California from later this month. The North American locations were chosen for their arid climate and existing storage facilities which will ensure aircraft are kept in a condition that will enable them to be returned to service within six to eight weeks if required. Air New Zealand Chief Operating Officer Carrie Hurihanganui says the recovery of the airline’s international network post-COVID-19 is now looking to be slower than initially thought.

### Boeing and Etihad Airways conclude testing on 2020 ecoDemonstrator program

Boeing and Etihad Airways have concluded testing on the aerospace company’s 2020 ecoDemonstrator program last week with a cross-country flight using a 50/50 blend of sustainable and traditional jet fuel. Flying from Seattle to Boeing’s manufacturing site in South Carolina, Etihad’s newest 787-10 Dreamliner used the maximum sustainable fuel blend permitted for commercial aviation. The transcontinental flight also demonstrated a new way for pilots, air traffic controllers and airline operations centers to communicate simultaneously and optimize routing. Boeing’s ecoDemonstrator program takes promising technologies out of the lab and tests them in the air to accelerate innovation. This year’s program evaluated four projects to reduce emissions and noise and enhance the safety and health of passengers and crew. All of the 787-10 test flights used a blend of traditional jet fuel and sustainable fuel produced from inedible agricultural wastes to minimize emissions, with the final flight operating at the maximum 50/50 commercial blend. The fuel from World Energy and supplied to Boeing by EPIC Fuels has been certified by the Roundtable on Sustainable Biomaterials to reduce carbon emissions by more than 75% over the fuel’s life cycle.



Boeing, Etihad ecoDemonstrator fueling ©Etihad Airways

Photo: Etihad Airways



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## AIRCRAFT & ENGINE NEWS

### First ever purpose-built regional freighter takes flight

Regional aircraft manufacturer ATR has reported the successful first flight of its new purpose-built regional freighter aircraft. The flight took off at its Saint-Martin site and lasted two hours. During the flight, crew onboard performed several tests to measure the new aircraft's flight envelope and flight performance. The first aircraft will be delivered to FedEx Express, one of the world's largest cargo airlines and express transportation companies, which placed a firm order for 30 aircraft, plus 20 options, in November 2017. The brand-new straight-from-factory cargo aircraft will offer a number of unique advantages to operators. With a large cargo door included as part of the original design and the same wide cross section as all ATR aircraft, the freighter will be able to accommodate bulk cargo and industry-standard pallets and containers. The aircraft will also provide operators with the very latest avionics suite, which can be continuously upgraded.



First flight of ATR's new purpose-built regional freighter aircraft

Photo: ATR

### EASA completes Boeing 737 MAX test flights



EASA has completed its test flight of the Boeing 737 MAX in Vancouver, Canada

Photo: EASA

The European Union Aviation Safety Agency (EASA) has completed its test flights of the Boeing 737 MAX. These took place in Vancouver, Canada due to COVID-19 travel restrictions. As the next step in its evaluation of the aircraft for return to service, EASA is now analysing the data and other information gathered during the flights in preparation for the Joint Operations Evaluation Board (JOEB). The JOEB is scheduled to start this week in London, Gatwick in the United Kingdom. EASA has been working steadily, in close cooperation with the FAA and Boeing, to return the Boeing 737 MAX aircraft to service as soon as possible, but only if it is convinced that it is safe.

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**AIRCRAFT & ENGINE NEWS**

**“Culture of concealment” and “repeated and serious failures” led to 737 MAX crashes**

US congressional investigators have released a 239-page report on the 737-MAX crashes where it identifies both Boeing Co (Boeing) and the Federal Aviation Administration (FAA) for “repeated and serious failures”, together with a culture of “concealment” instigated by Boeing to withhold important information from the FAA. The report identified Boeing’s sense of urgency to launch the 737MAX to compete with the Airbus A320. “Our report lays out disturbing revelations about how Boeing – under pressure to compete with Airbus and deliver profits for Wall Street – escaped scrutiny from the FAA, withheld critical information from pilots and ultimately put planes into service that killed 346 innocent people,” said Chairman Representative Peter DeFazio, an Oregon Democrat. “What’s particularly infuriating is how Boeing and FAA both gambled with public safety in the critical time period between the two crashes.” The report said Boeing made “faulty design and performance assumptions” especially surrounding a key safety system called MCAS, which was linked to both the Lion Air and Ethiopian Airlines crashes. The report criticized Boeing for withholding “crucial information from the FAA, its customers, and 737 MAX pilots” including “concealing the very existence of MCAS from 737 MAX pilots.” The FAA has now demanded several new safeguards to MCAS, including requiring it to receive data from two sensors, before allowing the MAX to return to service. The report cited instances where Boeing employees, granted permission to represent interests of the FAA, “failed to disclose important information to the FAA that could have enhanced the safety of the 737 MAX”. Boeing has been accused of removing MCAS from documentation referring to it as an upgrade to an existing system on other 737 models. The report said the FAA “failed to ensure the safety of the travelling public”. Lawmakers have proposed numerous reforms to restructure how the FAA oversees airplane certification. A Senate committee will take up a reform Bill on Wednesday. “This is a tragedy that never should have happened,” House Transportation Committee chairman Peter DeFazio told reporters. “We’re going to take steps in our legislation to see that it never happens again as we reform the system.”



*Photo: Boeing 737 MAX*

**MRO & PRODUCTION NEWS**

**DC Aviation signs general agreement with AeroVisto Group**



Contract signing of DC Aviation and AeroVisto Group

*Photo: DC Aviation*

DC Aviation has signed a general agreement with AeroVisto Group, which specializes in the field of certified interior refurbishment and technology solutions for business and commercial aircraft. AeroVisto will supply all aircraft interior services required by DC Aviation. The works will include cabin refurbishment, repairs, cabin modifications and upgrades with latest cabin technologies. Juergen Sehne, Vice President Maintenance & CAMO, DC Aviation said: “Our aim is to enable top-quality work on the interior of our managed fleet and to aircraft of third-party customers. We are very pleased that with this agreement we are able to offer our clients the whole range of interior refurbishment and renovation services. With AeroVisto we have a very experienced and flexible partner at our side with large technical know-how and the highest level of craftsmanship. The cooperation with AeroVisto underscores the high-quality standard we apply to our business jets.” In the course of the year DC Aviation and AeroVisto have already successfully worked together on a number of projects.

**MRO & PRODUCTION NEWS**

**FAI Technik completes Ku-band prototype installation on Challenger 850**

FAI Technik, the maintenance division of Germany's FAI Aviation Group, has installed its first Collins ultra-high-speed Ku-band inflight connectivity system on a Bombardier Challenger 850 aircraft on behalf of a corporate client. FAI Technik, which specializes in base maintenance and modifications for Bombardier aircraft, worked together with EASA-Part 21 organization S4A from Spain to obtain an EASA-STC for this modification. In 2018, FAI Technik was appointed an authorized Collins dealer enabling it to sell, install and maintain Collins' avionics and cabin electronics equipment from its headquarters at Albrecht Dürer International Airport in Nuremberg.

**North American Aerospace Industries announces merger with Aircraft Interior Recycling Association**

North American Aerospace Industries (NAAI, Kinston, North Carolina, U.S.A.), a provider of sustainable end-to-end aircraft recycling, has merged with Aircraft Interior Recycling Association (AIRA, Sheffield, South Yorkshire, United Kingdom), a total aircraft interior support company. While the news is formidable for both organizations, it also offers new opportunities for airlines, aircraft owners and OEMs to generate new revenue streams, gain savings, reduce their carbon footprints, and help address critical social needs; all of which have become more important in today's post-pandemic period. Through its merged organizations, NAAI and AIRA will help their customers gain the maximum return on their aircraft investment by recycling interior components often neglected due to the complexities involved in identifying composite materials. With AIRA's unmatched expertise in this area, the companies will be able to help their customers capitalize on these materials by returning them to the supply chain for use in producing other products. According to Sven Daniel Koechler, PhD, President and CEO of NAAI, the revenue opportunities can be enormous, but equally important, these materials can be put to good use to help provide clothing, housing and even manufacturing job opportunities for those in need across the world. NAAI is building one

**AvAir acquires Aerolíneas Argentinas complete surplus inventory**



AvAir has purchased the complete surplus inventory of Aerolíneas Argentinas

Photo: AirTeamImages

AvAir, the inventory solutions provider for the aviation aftermarket, has purchased the complete surplus inventory of Aerolíneas Argentinas, Argentina's largest airline and the country's flag carrier. The inventory consists of 45,000 line items of rotatable and consumable material from Aerolíneas Argentinas' retired fleets. "The coronavirus pandemic disrupted the airline industry and has given us an opportunity to provide companies liquidity when they need it most," said Mike Bianco, CEO of AvAir. "This acquisition is our largest yet and will allow us to continue to deliver excellent service to our more than 2,700 customers around the world." With this transaction, AvAir has added a wide range of Boeing and Airbus aircraft material to its inventory.

of the world's largest hangar systems in North Carolina. The three-part hangar system will house a 357,00 ft<sup>2</sup> dismantling shop; 151,800 ft<sup>2</sup> MRO facility; and 102,000 ft<sup>2</sup> paint shop for narrow- and wide-body aircraft. Its proprietary processes will enable the company to recycle multiple aircrafts simultaneously for a much faster recycling process. The NAAI facilities will also encompass an 80,800 ft<sup>2</sup> space designated for storage and offices. The facility's construction schedule was interrupted by the pandemic and subsequent business lockdowns in the United States, however, Koechler is projecting that the facility will be operational by late 2021.

**SR Technics launches its Quick Turn Line**

On September 1, 2020, SR Technics launched its Quick Turn Line (QTL). Beyond covering quick

turn services (hospital shop repairs and post-lease inspections), the new line also covers engine change and loan tooling. In addition to significant savings and minimal turnaround times, customers benefit from the full engine shop capability and experience they have come to expect from SR Technics. With QTL services, customers can obtain faster unscheduled engine maintenance while optimizing their fleets' readiness, reducing operating costs and reliably avoiding heavy and time-consuming engine repairs. Engine repair services offered on the QTL include the CFM International CFM56- 5B, 5C and 7B, and the Pratt & Whitney PW4000-94 and PW4000-100. The independent set up enables a quick response throughout the entire event process, from offer to invoice. The QTL is largely independent in terms of manpower and equipment, and a single team manages each project from request for proposal to

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invoicing, providing dedicated support to each customer. Finally, the engineering experience of SR Technics' repair professionals draws on thousands of shop visits, which allows precise work scoping for targeted damage rectification. In the future, the QTL will continue to evolve with the support of a partner network and its capabilities, and the portfolio of engines covered by the QTL will continue to expand. Finally, the marketing and sales teams will work to adapt the expansion to market demand.

**GA Telesis signs commitment for second freighter conversion with AEI**

GA Telesis (GAT) has exercised an option for a second 737-800 passenger-to-freighter conversion with Aeronautical Engineers (AEI). This follows the recent announcement in July 2020 of GA Telesis' entrance into the Passenger-to-Freighter (P2F) market. The second 737-800 (MSN 28826) will begin P2F conversion in January 2021, with completion scheduled for early May 2021. The freighter conversions will again be performed by the authorized AEI Conversion Center, Commercial Jet, in Miami. In addition, GA Telesis is currently evaluating additional 737F conversion slots for 2021, as well as the Boeing 757F, 767F, 777F and the Airbus A321F and A330F.

**FINANCIAL NEWS**

**Air Transat posts third-quarter net loss of CA\$45.1 million**

Air Transat suspended all of its flights as of April 1, because of the COVID-19 pandemic and therefore had no more sales from that date, until the partial resumption of airline operations on July 23, 2020. As a result, these factors caused a steep fall in revenues. The corporation recognized revenues of CA\$9.5 million during the quarter, a decrease of CA\$689.4 million (98.6%) compared with 2019. Operations generated an operating loss of CA\$132.0 million compared with operating income of CA\$1.7 million in 2019, a deterioration of CA\$133.7 million. The decline in operating results was accentuated by the unfavorable settlement of fuel-related derivative contracts. Transat reported an adjusted operating loss of CA\$79.9 million compared with an adjusted operating income of CA\$62.1 million in 2019, a deterioration of CA\$142.0 million. Net loss attributable to shareholders amounted to CA\$45.1 million compared to CA\$1.5 million in 2019. Net loss attributable to shareholders for the quarter includes a \$67.7 million gain for changes in the fair value of fuel-

**Jet Aviation acquires Arlin's Aircraft Service FBO operation in Bozeman, Montana**

Jet Aviation has acquired Arlin's FBO operations located at Bozeman Yellowstone International Airport in Montana, U.S.A. Bozeman Airport serves the Yellowstone Club, Big Sky Resort and Yellowstone National Park. The acquisition continues Jet Aviation's strategic global FBO network expansion, particularly in the Western United States. The Bozeman FBO, which will operate as Jet Aviation Bozeman, has been providing ground handling services since 1979, including fueling, de-icing, hangarage and office space. With the acquisition, Jet Aviation acquires all assets of the FBO operation, in addition to its employees. "Arlin's FBO in Bozeman is a most welcome addition to our FBO network," said David Best, Senior Vice President and GM for Jet Aviation in the Americas. "As the gateway to Yellowstone National Park and in close proximity to the Yellowstone Club and Big Sky Resort, Bozeman is Montana's busiest airport and a key destination for our aircraft management and charter customers."



Bozeman FBO tarmac

Photo: Jet Aviation

**Colombia's Avianca Airlines blocked from receiving US\$370 million emergency loan**



Avianca

Photo: AirTeamImages

A three-judge Cundinamarca Administrative court has blocked a loan from the Colombian government to stricken Avianca Airlines (Avianca) in response to a citizen's lawsuit filed by Jonathan Ruiz Tobon. Avianca, which is currently in Chapter 11 bankruptcy proceedings in the U.S. Cundinamarca is a department and administrative suburb of Bogotá. Little is known about Tobon, who filed the lawsuit blocking the loan on the grounds it was a threat to public resources and as the current bankruptcy proceedings are taking place in a foreign court, this jeopardizes the likelihood of the loan being repaid. The lawsuit also looked to force the government to disclose proof that there was no conflict of interest where the loan was concerned. Avianca's Senior Vice President of Strategic Relations and Customer Experience, Maria Paula Duque, is the sister of Ivan Duque, Colombia's President. Beyond this, the lawsuit also requested documentation to demonstrate that due diligence had been correctly carried out. This is a point of controversy as the firm hired to conduct such a study was only hired the night before President Duque announced the intended loan. The lawsuit stated that as Avianca was already in trouble prior to the Coronavirus COVID-19 pandemic, the pandemic could not be used to justify the financing, especially as this would show favoritism towards Avianca when other airlines are also seeking financial help. The magistrates admitted the lawsuit, and granted the injunction against the loan to Avianca, while denying a motion to require the Ministry of Finance and Public Credit to report on objective analysis that led to the approval of the loan and did not include a justification of possible conflict of interest between President Duque and his sister.

**FINANCIAL NEWS**

related derivatives and other derivatives due to the significant recovery in fuel prices during the quarter, a \$28.5 million foreign exchange gain mainly related to the remeasurement of lease liabilities.

**SR Technics announces management buy-out of Armac Systems**

As part of the restructuring measures aiming at mainly focusing on engine services, SR Technics has announced the management buyout of Armac Systems, the SR Technics subsidiary that has provided inventory optimization software and consulting services since its acquisition in 2014. Over the past decade, the powerful inventory planning, decision support and optimization capabilities of Armac's RIOsys software were developed and refined in close collaboration with SR Technics' Component Services. As integrated component services is now ramping down, there is no longer a critical need for the services that Armac Systems provides to be retained as an in-house capability. In this regard, the launching of Armac Systems as a separate entity is part of a new company-wide strategy of SR Technics to build a focused engine services portfolio that meets customer needs on a dynamic market. Micheál Armstrong and Mark Stacey, the heads of Armac Systems, have been strong supporters of the buyout, as has SR Technics Chief Executive Officer and Armac Systems board member Jean-Marc Lenz. With a platform that optimizes the supply chain right from demand forecasting through to provisioning and deployment, the company is well positioned to integrate with its customers current system landscape. Additionally, its proprietary software, RIOsys, will form a core component of the supply chain digital transformation complimenting new digital technologies such as predictive analytics and blockchain.

**Volga-Dnepr demonstrates stable performance results for first six months of 2020**

Volga-Dnepr Group, an international group of air cargo services, enters the second half of 2020 demonstrating stability and consistency. Total revenue across the three carriers of the Group – Volga-Dnepr Airlines, AirBridgeCargo Airlines and ATRAN Airlines, was more than 40% up which was achieved thanks to a quick response to market situations, the adaptation of a strategy towards a new reality and interim changes of the carriers' business models with a focus on charter programs. Amid an over 18% and 19% drop in the overall market tonnage and FTK (freight ton-kilometers), respectively, the group managed to hold on to a 5% and

**Delta bypasses federal loan option – pledges loyalty program to raise US\$9 billion**



Delta Air Lines

Photo: AirTeamImages

Atlanta-based Delta Air Lines (Delta) has announced it is to raise US\$9.0 billion, up from a previous estimate of US\$6.5 billion, through a series of bonds and loans which will be backed by its SkyMiles loyalty program. The carrier is currently burning through US\$27 million on a daily basis and the capital is being raised to help it weather the storm of the coronavirus pandemic, with estimates of a return to normal air travel not happening for several years. Having announced earlier this week that Delta would not be looking to take up a federal loan of US\$4.6 billion under the Coronavirus Aid, Relief and Economic Security (CARES) Act. However, it still intends to pursue a second round of federal payroll grants. In a similar move, Unite Airline has raised US\$5 billion against its MileagePlus loyalty program.

**Lima Airport signs US\$450 million financing for airside development**



Jorge Chávez International Airport, Lima

Photo: AirTeamImages

Lima Airport Partners (LAP), which has been part of the Fraport Group since 2001, has signed a US\$450 million financing agreement for its airside development program at Jorge Chávez International Airport in Lima, Peru. KfW IPEX-Bank, the Bank of Nova Scotia, Sumitomo Mitsui Banking Corporation, and Banco Bilbao Vizcaya Argentaria – are providing the loan. LAP's airside development is of strategic importance,

both for Lima Airport, and also for Peru and South America. Lima Airport is a major and popular hub airport for the South American market. The airside development comprises a new 65-meter-high air traffic control (ATC) tower, a new second 3,480-meter runway, 10 kilometers of taxiways, a 250 hectare advanced mid-field apron area for improved aircraft parking capacity, new operational facilities for fire and rescue services, as well as beacons and navigation aids, surveillance systems, and other systems. Construction of the ATC tower and airfield buildings began in July and is scheduled to be completed late 2021. Construction will soon start on the new runway which is scheduled to be operational by the end of 2022. Dr. Matthias Zieschang, Fraport AG's chief financial officer, explained the importance of the financing: "This excellent transaction is of paramount significance for the development of Lima Airport. Secured in a very challenging environment, this financing agreement sends out a strong and positive signal about Lima Airport Partners and the entire Fraport Group. Furthermore, the transaction underscores the strong interest and demand from capital markets for financing well-managed airports that have a long-term and positive perspective – such as Lima Airport Partners with its major South American hub airport."

**FINANCIAL NEWS**

10% decrease. FTK has shown a slight decline given that most of the flights were operated as charters and transported low-density PPE. For the first six months of 2020, the groups' share in FTK demonstrated a 5% increase YOY. The Group has also increased its tonnage across certain industries, mostly concentrating on COVID-19-related cargo transportations. Within the January-June period Volga-Dnepr's freighters delivered over 25,000 tons of PPE, medical beds and mattresses, artificial lung ventilation apparatuses, as well as oversized and heavy sterilization vehicles. With biosafety of services being of paramount importance, the Group has additionally invested in disinfection of the fleet and cargo onboard. The antivirus action plan and introduction of new regulations together with a new working schedule have enabled it to meet the current challenges, whereas allocated budget has guaranteed provisions of PPE and regular COVID-19 testing for operations staff, including cockpit personnel.

**INFORMATION TECHNOLOGY**

The **Air France-KLM** group and **Amadeus** have announced an innovative NDC (New Distribution Capability) distribution deal. The agreement means that Air France-KLM NDC offers can be made available for travel agents through the Amadeus Travel Platform and its NDC-enabled solutions. To access Air France-KLM content distributed via NDC, agents will need to sign bilateral agreements with Air France-KLM and Amadeus. Over the last few years, Air France-KLM has been working with Amadeus to connect its NDC services to the Amadeus Travel Platform. The prime booking flow of shop, order, pay has already been integrated, meaning pilot travel agents will be able to book via NDC through the platform in the fourth quarter of this year. The full integration with servicing capabilities is expected to complete in the first half of 2021. NDC is a travel industry-supported program (NDC Program) launched by IATA for the development and market adoption of a new, XML-based data transmission standard (NDC Standard).

**OTHER NEWS**

**oneworld®** member airlines have committed to net zero carbon emissions by 2050, becoming the first global airline alliance to unite behind a common target to achieve carbon neutrality. The alliance's 13 member airlines plan to achieve this target within the existing environmental framework previously agreed to by governments, including through the International **Civil**

**MILITARY AND DEFENCE**

**IAI's Heron UAV first to land at an international airport alongside commercial flights**



IAI Heron lands at Ben Gurion Airport

Photo: IAI

The Heron, a UAV developed and built by Israel Aerospace Industries (IAI), has landed at Ben Gurion International Airport, becoming the first UAV to land in an international airport alongside commercial flights occupying civilian air space. The UAV took off from Ein Shemer airfield, landed at Ben Gurion, and flew back to Ein Shemer. The entire takeoff, flight, and landing were operated from the Ein Shemer control station. This historic landing proves the maturity and safety of IAI's Long Runner operating system, which allows UAVs to take off and land automatically on long-haul routes (ranges of up to 1500 km and more) using satellite communications technology and a combination of accurate take-off and automatic landing capability. The Heron has an extensive operational record during the many years it's been in use by the Israeli, German, and other nations' air forces and is designed to carry out longer strategic and tactical missions. It can withstand severe weather conditions, carry multiple payloads (sensors), and transmit real-time information to the forces and decision-makers in the field. The Heron UAV can carry cargo up to 290 kg and can be used for a range of civilian purposes as well.

**INFORMATION TECHNOLOGY**



Photo: AeroMates shop floor

**AeroMates**, a Part-145-certified start-up company that specializes in maintenance, repair and overhaul of aircraft components including wheels (MRO), has decided to go for AMOS, the comprehensive, fully integrated MRO software solution. Since the two founders both have gained vast AMOS experience from their former careers, the decision was quickly taken in favor of AMOS. This valuable know-how has also allowed AeroMates to implement AMOS in an extremely quick and streamlined approach according to the special needs of a start-up with a limited number of users and a lean set-up. AeroMates is an MRO-shop located close to Cologne, Germany. The company offers maintenance, repair and overhaul of wheels and non-destructive testing (NDT) of aircraft components. AeroMates is Part-145 certified and a start-up company that only launched its business at the beginning of 2020.

**OTHER NEWS**

**Aviation Organisation (ICAO).** The airlines will develop their individual approaches to reach the target of net zero carbon emissions by 2050, through various initiatives such as efficiency measures, investments in sustainable aviation fuels and more fuel-efficient aircraft, reduction of waste and single-use plastics, and carbon offsets among other measures. Several oneworld member airlines are already actively prioritizing a range of environmental sustainability initiatives. **IAG** (the parent of member carriers **British Airways** and **Iberia**) was the first airline group worldwide to commit to net zero carbon emissions by 2050. **Japan Airlines** and **Qantas** have also targeted net zero carbon emissions by 2050, while **Finnair** aims to achieve carbon neutrality by 2045. Several other initiatives, including the use of more sustainable materials, investing in more fuel-efficient aircraft and the development of sustainable aviation fuels are already in progress at many member airlines. British Airways, for example, is part of an initiative to turn household and commercial waste into renewable jet fuel. **American Airlines** has undertaken an extensive fleet replacement initiative that has welcomed more than 500 new, more fuel-efficient aircraft into its fleet in place of less-efficient planes, and it has also begun adopting sustainable aviation fuel.

**NAV CANADA** has commenced a trial to provide Aerodrome Advisory Services (AAS) at **Fredericton International Airport** (CYFC) remotely from **Saint John, New Brunswick** (CYSJ) using Searidge Technologies' Enhanced Airport Vision Display (EAVD). The trial, which integrates the EAVD platform into NAV CANADA's operational display suite, aims to demonstrate how certified video technology can increase levels of safety, efficiency and flexibility in air traffic services and aircraft operations. Flight Service Specialists will benefit from increased situational awareness with a clear and real-time view of the airfield operating areas and surrounding airspace, which will support service enhancements such as the control of vehicles on the ground. This remote services trial builds upon past successes with Searidge Technologies, where installations in Red Deer, Kingston, Lethbridge, London, Vancouver and Winnipeg have leveraged camera technologies to enhance operations by providing air traffic services staff with the ability to see beyond line-of-sight obstacles. The trial, which is anticipated to run until the fall, has received Transport Canada approval and will assess safety and efficiency benefits of the new service enhancements enabled through aviation-grade video capability.

**Moscow Domodedovo Airport** served 4.7 million passengers in June-August 2020.



Honeywell and Aerion collaborate on flight deck for new AS2 Supersonic Jet

Photo: Honeywell

Supersonic aircraft company **Aerion** and **Honeywell Aerospace** are progressing through the joint definition phase for the Avionics and Connectivity suite of the new AS2 Supersonic Business Jet. "Honeywell Aerospace is the definitive leader in cutting-edge avionics technology, and we are delighted to continue our long-standing collaboration," says Aerion's CEO, Chairman & President, Tom Vice. "We appreciate the considerable investment in resource that Honeywell has made in our program, and we look forward to continued collaboration as we work with our global supply team to bring the AS2 into production." Upon completion of commercial and programmatic agreement, the avionics suite being developed for the AS2 will represent the next generation of avionics suites for business aircraft featuring Honeywell's next-generation, state-of-the-art flight deck, Honeywell's advanced connectivity solutions and Honeywell Forge platform. Aerion and Honeywell began their formal collaboration in 2018, working on preliminary design of the AS2's avionics systems. Joining the project in the formative stages, Honeywell's expertise is helping shape a new bespoke avionics system for the AS2.



Photo: Qatar Airways

**Qatar Airways** will operate four weekly flights to Accra, Ghana via Lagos from September 29, 2020, becoming the fourth new destination launched by the national carrier of the State of Qatar since the start of the pandemic. The Accra service will be operated by the airline's state-of-the-art Boeing 787 Dreamliner featuring 22 seats in Business Class and 232 seats in Economy Class. The airline's variety of modern fuel-efficient aircraft has meant it can continue flying by offering the right capacity in each market. Due to COVID-19's impact on travel demand, the airline has taken the decision to ground its fleet of Airbus A380s as it is not commercially or environmentally justifiable to operate such a large aircraft in the current market. The airline's fleet of 49 Airbus A350s and 30 Boeing 787s are the ideal choice for the most strategically important long-haul routes to Africa, the Americas, Europe and Asia-Pacific regions.

**OTHER NEWS**

Holiday-related traffic grew 7% year-on-year up to 1.8 million passengers, with Simferopol, Sochi, Saint Petersburg, Anapa and Kaliningrad being the most popular destinations. Sochi, Kaliningrad, Gelendzhik, Makhachkala and Rostov-on-Don were key growth drivers among domestic destinations. Passenger traffic on the mentioned routes reached 968,000 people, a 46% year-over-year rise. International air traffic is still being impacted by COVID-19. Just 220,000 international passengers went through the gates at Moscow Domodedovo Airport during the summer season.

**EasyJet's** Chief Executive, Johan Lundgren, has demanded European governments focus on developing coherent air travel policies as opposed to shielding national carriers as carriers struggle to deal with the effects of the COVID-19 pandemic. Lundgren was quite blunt in his criticism of varying restrictions and quarantine measures which he felt had contributed to the

slump in air travel because of "tremendous confusion." He added that "There needs to be a common approach when it comes to the things that have to do with testing (and) quarantine," Lundgren said during the event hosted by Brussels-based industry group **Airlines for Europe** (A4E). Pressure is currently mounting on some of the weaker airlines with the delay in recovery of passenger numbers which now threatens jobs and will likely see governments have to fund a further round of emergency funding. According to Reuters news agency, 4.2 million European flights and 140 billion euros (US\$166 billion) in revenue have already been lost to the crisis, with airlines condemning quarantines as a disproportionate response and a major travel deterrent. A coordinated global approach is key to restoring long-haul travel, said Sebastian Mikosz of the **International Air Transport Association** (IATA). "We are not at the stage of the recovery, we are still at the stage of the survival," he said. "If you have any form of quarantine [it's] absolutely equivalent to closing the market."

**INDUSTRY PEOPLE**



Marc Allen

• Boeing has named **B. Marc Allen** as Chief Strategy Officer and Senior Vice President, Strategy and Corporate Development, reporting to President and CEO **David Calhoun**. The company has also announced **Christopher Raymond** as the company's Chief Sustainability Officer, a newly created position reporting to Executive Vice President, Enterprise Operations and Chief Financial Officer **Greg Smith**. The appointments are effective October 1.



Christopher Raymond

EASA Part-147 approved training organization, **British School of Aviation** (BSA), has secured approval from the **U.K. Civil Aviation Authority** (CAA) to deliver face-to-face and online synchronous engineer type rating training for the Boeing 737 Classic, NG and MAX aircraft. Delivered by Boeing trained instructors from its facility at London Luton Airport, as well as online, BSA will provide delegates with the necessary theoretical training, group learning and revision sessions and examinations. The final practical element will be delivered on the relevant aircraft type, in accordance with COVID-19 health and safety protocols. In response to the restrictions on global



Photo: Shonu Bamrah, Chief Executive Officer, BSA

travel, BSA had already pivoted its training proposition to an online model, which launched in July with a Boeing 787 synchronous type rating course for B1/B2-qualified engineers. Commenting on its latest approval from the U.K. CAA, Shonu Bamrah, Chief Executive Officer, BSA, said that the training company was already investing in new training methodologies prior to the coronavirus outbreak, in order to reduce costs for the aviation industry: "Even before COVID-19, BSA was in advanced discussions with a number of international customers regarding the merits of online and virtual reality-based training, in response to the economic challenges faced by the industry. This process has been accelerated by the impact of the pandemic, so BSA's successful introduction of a synchronous online platform marks an important step forward in the development of innovative new approaches to delivering cost-efficient mandated training."



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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	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	DVB Bank	V2527-A5	3734	2009	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-200	DVB Bank	V2527-A5	2164	2004	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-200	GA Telesis	V2527-A5	475	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	487	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	489	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	500	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-200	GA Telesis	V2527-A5	503	1994	Q4/2020	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A320-214	DVB Bank	CFM56-584/3	3767	2009	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	4552	2010	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	2395	2005	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	DVB Bank	CF6-80E	814	2007	Q4/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	GA Telesis	CF6-80E1A4	510	2002	Now	Sale	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A330-200 (2x)	ALTAVAIR	CF6-80E1A4B	various	2008	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-200 (16x)	ALTAVAIR	Trent 772B-60/16	various	05-14	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-200	Doric	Trent 772B-60/16	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@aefinc.com	+1 312 772 1613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	472	2002	Now	ACMI	Stephen Haire	shaire@aefinc.com	+1 3127721613
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	700	2005	Now	Dry / ACMI	Stephen Haire	shaire@aefinc.com	+1 3127721613
A330-223	Presidio Aircraft Leasing	PW4168A	970	2008	Now	Dry / ACMI	Stephen Haire	shaire@aefinc.com	+1 3127721613
A330-300 (6x)	ALTAVAIR	Trent 772-60/19	various	09-11	Now	Sale / Lease	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
A330-300	BBAM	Trent 772B-60	1562	2014	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 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	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ORIX Aviation	CFM56-7B26	34153	2005	Q1/2021	Sale / Lease	Oisín 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	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(2) CF6-80E1A3	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
(1) CF6-80C2B1F (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiaaviation.com	+1 786 785 0787
<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@ftaiaaviation.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				
(2) CFM56-7B22	Now - Lease	DVB Bank	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
(multiple) CFM56-5B	Now - Sale / Lease	CFM Materials	Jimmy Hill	jimmy.hill@cfmmaterials.com	+1 469-628-3756
(multiple) CFM56-7B	Now - Sale / Lease				
(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>	<b>Phone</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>	<b>Phone</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>	<b>Phone</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>	<b>Phone</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@ftaaviation.com	+1 786 785 0787
<b>PW Small Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</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	k.ebach@haero.com	+49-6731-497-368
PW119B	Now - Lease				
PW120A	Now - Lease				
PW121 (ATR)	Now - Lease				
PW124B	Now - Lease				
PW123B	Now - Lease				
PW125B	Now - Lease				
PW127F	Now - Lease				
PW150A	Now - Lease				
PW127M	Now - Lease				
PW150A RGB	Now - Lease				
(1) PW120A	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) PW120	Now - Sale/Lease/Exch.				
(1) PW123E	Now - Sale/Lease/Exch.				
(4) PW126	Now - Sale/Lease/Exch.				
(1) PW121	Now - Sale/Lease/Exch.				
(1) PW124B	Now - Sale/Lease/Exch.	Logix.Aero	Jean-Christian Morin	jcmorin@logix.aero	+33.6.4782.4262
(2) PW127E/F	Now - Sale/Lease/Exch.		Remi Kryz	rkryz@logix.aero	+33.6.2079.1039
(4) PW127M	Now - Sale/Lease/Exch.				
(1) PW118	Now - Lease / Exchange				

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THE AIRCRAFT AND ENGINE MARKETPLACE

**Commercial Engines (cont.)**

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW118A	Now - Lease / Exchange	Logix.Aero	Jean-Christian Morin	jcmorin@logix.aero	+33.6.4782.4262
(1) PW119B	Now - Lease / Exchange		Remi Krysz	rkrysz@logix.aero	+33.6.2079.1039
(1) PW121	Now - Lease / Exchange				
(1) PW121A	Now - Lease / Exchange				
(1) PW125B	Now - Lease / Exchange				
(2) PW123	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610
RB211 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) RB211-535E4	Sep 20 - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(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				
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(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@ftaiviation.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@ftaiviation.com	+1 786 785 0787
(2) V2527-A5	Now - Sale / Lease	Magellan Aviation Group	Bill Polyji	bill.polyji@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	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.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	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
Neutral CFM56-7B QEC Kit	Now - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
Landing gear shipsets	Now - Sale	GA Telesis	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
737-800, 777, A320, A330, CRJ900					
767-300ER 413K, 737-300 LANDING GEAR	Now - Sale/Lease/Exch.	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GTCP85-98DHF APU	Now - Sale/Lease/Exch.				
A320 Nose Landing Gear	Now - Sale/Lease/Exch.				
CFM56-3 LPT MODULE, REPAIRED	Now - Sale/Lease/Exch.				
CFM56-3 ENGINE STAND	Now - Lease				
(1) GTCP36-150RJ, (2) GTCP36-100M,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A					
(1) APS1000-C12, (1) APS1000-C3					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) APU T-62T-40C	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) GTCP131-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com	+1 954-801-3592
(2) GTCP131-9A, (1) GTCP131-9B,		GA Telesis	John Wales	apu@gatelesis.com	+1-417-622-7215
(1) GTCP331-200ER, (1) APS3200, (1) GTCP331-500					
Engine stands: CF6-80C2, CFM56-3, CFM56-5, CFM56-7, PW4000			Stephen Toutt	stands@gatelesis.com	+1-954-676-3111
GTCP131-9A, GTCP131-9B, GTCP331-350C	Now - Sale/Lease/Exch.	Logix.Aero	Jean-Christian Morin	jcmorin@logix.aero	+33.6.4782.4262
GTCP331-500B, GTCP331-200/250, APS5000			Rich Lewsley	rlsley@logix.aero	+1 602 517 8210
APS3200, APS2300					
(1) APU GTC131-9A, (1) APU GTC131-9B	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available	Now - Lease				
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368

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