

Weekly Aviation Headline News

WORLD NEWS

Swissport and Cathay Pacific sign cargo contract at Frankfurt Airport

Swissport and Cathay Pacific Cargo have signed a 5-year contract for the handling of air cargo at Frankfurt Airport. The first shipment of the Hong Kong based carrier was processed at the new air cargo warehouse which Swissport opened just days prior. The new 5-year collaboration represents a significant increase of handling volumes for Swissport's activities at Frankfurt Airport. The contract represents 26,000 tonnes of cargo per year, flown with freighter aircraft.

Flydubai adds Tel Aviv services

Flydubai, the Dubai-based carrier, has announced the start of flights between Dubai and Tel Aviv from 26 November 2020. The carrier will operate 14 flights a week offering a double daily service between Dubai International (DXB) and Tel Aviv Ben Gurion (TLV). This announcement follows the air transport agreement that was recently signed by both countries as well as the start of passenger and cargo operations by other national carriers.

Comair reaches milestone in business rescue process

South African airline group Comair past two important milestones recently as the investors secured the required credit approval from various lenders of debt funding, as well as approval from various regulators necessary for their investment in Comair to proceed. Among the suspensive conditions in the Comair business rescue were the requirements to reach a collective agreement with trade unions representing 50% + 1 employees, and for the investors to secure credit approval from various commercial lenders for new debt funding and the deferral of repayments on existing debt.



Delta is strategically adding cargo capacity to Europe.

Photo: Delta

Keeping vital supply chains moving

Delta adds cargo capacity between U.S and Europe

U.S carrier Delta announced the launch of cargo-only flights between the United States, Europe and India from early November to meet increased demand for freighter capacity.

There are daily cargo-only flights between New York-JFK and Madrid that operate using a Boeing 767-400 aircraft providing shipment capacity for items such as fashion goods to the United States ahead of the holiday season.

In addition, there is a three-times weekly cargo-only flight between

New York-JFK and Dublin that is operated by an Airbus A330-300, as well as cargo-only flights operating between New York-JFK and Atlanta to Mumbai, via

“Given the travel constraints within Europe, we are strategically adding cargo capacity to support overall passenger and cargo growth.”

Shawn Cole, Delta's Vice President – Cargo

Frankfurt, using Airbus A330-200/300 aircraft. These aircraft are used to carry essential pharmaceuticals, vaccines, medical supplies and general cargo.

“Given the travel constraints within Europe, we are strategically adding cargo capacity in Spain, Ireland and Germany to support overall passenger and cargo growth,” said Shawn Cole, Delta's Vice President – Cargo. “There is high demand for pharmaceutical shipments from India because of the COVID-19 pandemic, and this cargo solution

ensures we can keep vital supply chains moving to the United States.”

Delta Cargo launched a

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cargo charter operation in March to provide safe and reliable transportation of goods around the globe by working primarily with Delta's established logistics partners. Delta dispatched idled aircraft on cargo runs to transport millions of pounds of supplies

quickly and safely. Delta has operated over 1,600 cargo charter flights since February and is now averaging more than 20 cargo-only flights globally each week, carrying medical and PPE equipment, pharmaceuticals, U.S. mail, home office supplies and food.

AIRCRAFT & ENGINE NEWS

MHI puts SpaceJet on ice as it looks to cut costs

Mitsubishi Heavy Industries (MHI) has announced that it is halting its SpaceJet program which would have seen Japan produce its first commercial aircraft for over 50 years. The result will see a 50% drop in staff numbers within its commercial aviation sector, while enabling the company to reduce annual costs by 120 billion yen (US\$1.15 billion). Staffing changes will include the reduction of 2,000 jobs overseas, 3,000 employees moved internally, and a further 1,000 employees moved to outside companies. "We will work to review where we stand, make improvements and assess possible program restart," MHI said in its business plan for its regional jet. MHI has posted a 62.5% decline in second-quarter operating profit to 12.7 billion yen, while it expects a 50 billion yen (\$478 million) operating profit, appreciably better than an earlier forecast of no profit. The Spacejet was originally scheduled to launch in 2013, but the project has been continually beset by design and technical problems, which has seen that schedule delayed six separate times. Japan's ANA holdings had ordered 23 of the SpaceJets, but like so many airlines it has seen profitability challenged by the COVID-19 pandemic and is now looking to reduce its fleet by 10% instead. There was good news for MHI though as it also announced that Japan had chosen the company to develop a new stealth fighter, which should be ready by the mid-2030s and which has a current budget of US\$40 billion.

NAC delivers one De Havilland Dash 8-400 to Cobham Aviation



Photo: De Havilland Dash 8-400 aircraft

Nordic Aviation Capital (NAC) has confirmed that it has delivered one De Havilland Dash 8-400, MSN 4231, to Cobham Aviation Services on lease. Cobham Aviation Services provides specialist aviation solutions to government, defense, and commercial customers. Its portfolio of services includes: aerial border surveillance and search-and-rescue operations spanning the country's exclusive economic zone and search-and-rescue region under contract with the Australian Government; closed charter (fly-in, fly-out) passenger and freight services to remote sites in support of mining, oil and gas projects; and outsourced freight services for Qantas.



Sichuan Airlines takes delivery of one new A321neo on lease from AerCap

AerCap delivers new Airbus A321neo to Sichuan Airlines

AerCap has announced the delivery of a new Airbus A321-200neo aircraft, powered by Pratt and Whitney engines, to Chengdu-based Sichuan Airlines. The aircraft is on a long-term operating lease from AerCap's order book with Airbus. Sichuan Airlines' Chairman Li Haiying said, "This delivery clearly demonstrates the strong relationship between our two companies, and I would like to extend my gratitude to AerCap for enabling Sichuan to meet its growth targets, even during such global challenges."

Photo: AerCap

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GA Telesis to remarket and sale four 747-400 aircraft for China Airlines

GA Telesis has been awarded a mandate from China Airlines, to remarket and sell four Boeing 747-400 aircraft. The remarketing mandate will be executed by GA Telesis' Aircraft Transaction Group (ATG). The 747-400s (MSNs 33734, 33735, 33736 & 33737) are powered by General Electric CF6-80C2B1F engines and deliveries are expected in the first quarter of 2021. This campaign is the third major remarketing project that GA Telesis has undertaken for China Airlines.



China Airlines

Photo: AirTeamImages

REX's first Boeing 737 touches down in Sydney, Australia



REX's first Boeing 737 touches down in Sydney, Australia

Photo: REX

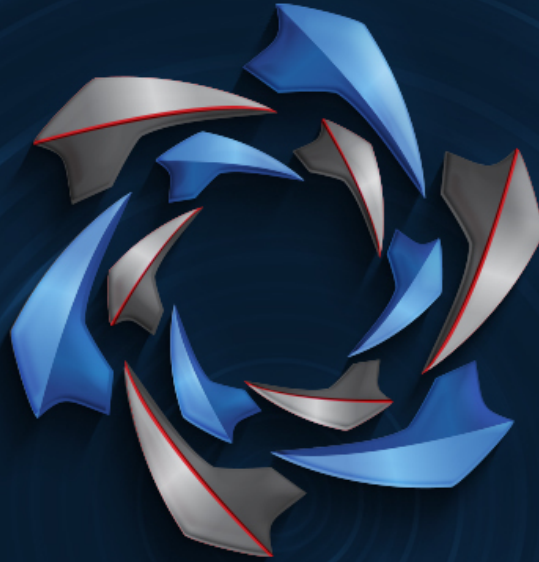
Rex Airlines has taken a huge step towards launching its domestic operations, with the delivery of its first Boeing 737-800 NG aircraft. The plane touched down in Sydney, Australia on November 5. It's the first of six 737s leased by Rex and will be used for training activities before the proving flight for the Civil Aviation and Safety Authority (CASA) on December 5, 2020. Rex will begin flying Melbourne-Sydney return services on March 1, next year and to Brisbane from Easter. Rex's Deputy Chairman, the Hon John Sharp AM, said: "If our services prove successful, we will inject up to ten aircraft into the domestic market by the end of 2021. From there, we intend to develop a full domestic airline network, linking all the capital cities over time." The livery for Rex's domestic airline fleet will be released by the end of the month.

Pilots seek further changes to 737 MAX operating procedure for runaway stabilizer

Boeing had set November 2 as the date by which it wished to receive feedback from pilots regarding the revamped MCAS system, including the new procedure for a runaway stabilizer. Pilot consensus has been that the requirement to remember an eight-part procedure was too complicated and that a simpler design was required. Two fatal crashes involving the 737 MAX were put down to a faulty MCAS system which received erroneous sensor data and subsequently the anti-stall system kept forcing the plane's nose downward, despite the efforts of pilots, on both occasions, to override the system. Relatives of those who were killed in the crash have objected to the latest pilot training for its new operating systems, classing it as "inadequate", and "insufficient to ensure that 737 MAX pilots are properly equipped to handle all MCAS-related emergencies and prepared to serve as the last line of defense against another tragedy." One of the physical changes to the jet has been the installation of a second sensor so that the MCAS system has two data feeds instead of the original one. The Southwest pilots' union has made it clear that its pilots are unhappy with the new runaway stabilizer procedure, making it clear that simplification was required, stating that: "error rates increase exponentially with a checklist containing eight memory steps including three conditional steps." According to Reuters News Agency, after testing the checklist in a MAX "simulator" the union "found it difficult to recall the steps in order, and furthermore find this checklist is 'clunky at best.'" The British Airline Pilots Association proposed changes including requiring all five MAX special flight training elements be conducted in a MAX full-flight simulator, instead of allowing some in a 737-NG simulator. The Allied Pilots Association recommend reducing intervals for recurrent training on runaway stabilizer from 36 months to 24 months.



Photo: Boeing 737 MAX



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MRO & PRODUCTION NEWS

Magnetic MRO signs new CAMO agreement with TrueNoord

Magnetic MRO, a Total Technical Care and Asset Management organization (CAMO), has signed a CAMO service agreement with regional aircraft leasing company TrueNoord. The agreement includes the re-delivery of two Mitsubishi Heavy Industries CRJ900 NextGen- (previously Bombardier CRJ900 NextGen series) type aircraft from a previous operator and all engineering services related to maintaining the aircraft in an airworthy and controlled environment. The general terms of agreement for CAMO services were signed at the end of September. Currently, both of the aircraft have been delivered to Tallinn and implementation into long-term storage is in the final stage. Before the ferry flight, the Magnetic MRO engineering department team visited the previous operator's facilities in Copenhagen Kastrup airport where they performed a detailed re-delivery inspection for exterior and interior including additional ground checks.

Finnair defers three A350 deliveries as part of rebuild program



Finnair defers delivery of three Airbus A350-900 aircraft

Photo: AirTeamImages

Finnair has concluded an agreement with Airbus that the deliveries of the remaining three committed A350-900 aircraft will be postponed, as anticipated in connection with the announcement of the third-quarter results. The agreement is a part of Finnair's comprehensive measures to ensure that the company can emerge from the COVID-19 pandemic as a strong airline. The aircraft were originally scheduled for delivery from the second quarter of 2021 to the second quarter of 2022, and on average, the new delivery dates for the aircraft will be 24 months later than originally scheduled. As a result of the deferrals, Finnair's cash flow from investing activities will be approximately €200 million less in 2021. Finnair has ordered a total of 19 new A350-900 XWB aircraft from Airbus, of which 16 have now been delivered.

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FINANCIAL NEWS

SpiritAero Systems posts third-quarter net loss of US\$156 million

Spirit's third quarter of 2020 revenue was US\$806 million, down from the same period of 2019, primarily due to the significantly lower 737 MAX production resulting from the grounding of the program and the impacts of COVID-19. Deliveries decreased to 206 shipsets during the third quarter of 2020 compared to 437 shipsets in the same period of 2019, including Boeing 737 MAX deliveries of 15 shipsets compared to 154 shipsets in the same period of the prior year. Spirit's backlog at the end of the third quarter of 2020 was approximately US\$40 billion, with work packages on all commercial platforms in the Boeing and Airbus backlog. Operating loss for the third quarter of 2020 was US\$(177) million, down compared to operating income of US\$206 million in the same period of 2019. Included in the 2020 operating loss were excess capacity costs of US\$72.6 million, forward loss charges of US\$(128.4) million, primarily driven by the lower production rates announced by Boeing and Airbus on the 787 and A350 programs, and restructuring expenses of US\$19.5 million for cost-alignment and headcount reductions. In comparison, during the third quarter of 2019, Spirit recorded US\$(28.8) million of net forward loss charges. Spirit reported a third-quarter net loss of US\$(156) million and cash from operations of US\$(53) million, down from US\$255 million in the same quarter last year, primarily due to negative impacts of working capital requirements and significantly lower production deliveries, partially offset by favorable cash tax. On October 30, the company closed the acquisition of select Bombardier assets. Prior to the closing, on October 26, 2020, Spirit, Bombardier, Inc. and certain of their affiliates entered into an amendment to the purchase agreement that reduced the net proceeds purchase price payable to the sellers from US\$500 million to US\$275 million.

Ryanair reports first-half loss of €197 million

Ryanair has reported a first-half 2020 loss of €197 million, compared to a profit of €1.15 billion in the first half of 2019. Revenue in the first half of 2020 fell by 78% to €1.18 billion as traffic fell 80% to 17.1 million. With almost zero first-quarter traffic, the vast majority of first-half revenue was earned in the second quarter. Ancillary revenue performed strongly as more guests chose priority boarding and

Airinmar selected by Volaris for warranty management services



Airinmar will provide warranty management services for Volaris

Photo: AAR

AAR subsidiary Airinmar, the global independent provider of component repair cycle management and aircraft warranty solutions, has signed a new three-year support services agreement with Volaris, Mexico's leading domestic airline. The agreement covers the provision of new aircraft warranty services to augment and support Volaris' internal management team and maximize the recovery of warranty entitlements. The services will cover airframe, engines and components and entail warranty detection, claim management and benefit recovery.

Iberia converts first A330 into freighter to adopt to market



Iberia's first Airbus A330-300 freighter conversion

Photo: Iberia

The first Airbus A330 aircraft that Iberia has converted into a freighter has arrived in Los Angeles from Madrid after four weekly cargo flights between the two cities had been scheduled for this month. In the early months of the COVID-19 pandemic, Iberia's flight operations were almost exclusively confined to repatriation flights and flights carrying emergency medical supplies. This experience prepared Iberia for adapting to the new market situation and seize upon this opportunity. IAG Cargo, the cargo division of International Airlines Group (IAG), will service these flights. At the start of the pandemic, IAG Cargo was quick to develop tailored solutions for its customers' cargo needs, including cargo-only flights using passenger aircraft and establishing a new charter team. With a wide network, IAG Cargo offers its services on more than 500 aircraft, to more than 350 destinations. This first Airbus A330/300 freighter conversion was already undergoing an inspection in Iberia's Madrid maintenance hangar in La Muñoz, where all Economy and Premium Economy seats, and crew rest stations, were removed, along with associated separation panels. Carpeting was reinstalled with lights indicating the 33 cargo positions. Cargo will be held in place with netting fastened to floor rails where the seats were previously anchored. This configuration yields additional carrying capacity of up to 105 m³ or 18,000 kg of cargo. The conversion of the cabin has been carried out by Iberia MRO, which boasts extensive experience in aircraft retrofit operations and altering cabin configurations. The cabin conversion has been approved by Spanish Air Safety Agency, AESA.

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reserved seating. During the first half-year substantial work has been undertaken to successfully improve Ryanair's long-term cost leadership. The group has agreed modest pay cuts with its people and their unions which helped minimize job losses. Lauda has been completely restructured, better terms were agreed with maintenance providers, lessors, other suppliers and many airport deals were renegotiated. Due to significantly reduced world traffic forecasts and ongoing aircraft delivery delays, the group recorded a €214 million ineffectiveness charge on fuel and currency hedges in the first half of 2020. Boeing expects a return to service for the 727 MAX-8 in the fourth quarter, allowing Ryanair to, hopefully, accept delivery of its first 737 MAX-200 in early 2021. The group expects to take delivery of approx. 30 737 MAXs before peak season of 2021. While the group received supplier reimbursements in the second quarter, compensation discussions will not be finalized or concluded with Boeing until the 737 MAX returns to service and revised delivery schedules can be finalized and agreed. (€1.00 = US\$1.17 at time of publication.)

Bombardier eyes layoffs as it misses quarterly targets

The Canadian plane and train maker has announced that it has missed its quarterly operating profit forecast and, as a consequence, is now eyeing staff layoffs to reduce running costs. Like so many aviation-related businesses, Bombardier has been heavily hit by the widespread effects of the COVID-19 pandemic. Currently Bombardier is streamlining its business with the sell-off of its rail division to France's Alstom and in future will be concentrating solely on the manufacture of luxury business and private jets such as its Global and Challenger series. "In the weeks to come we will decide all the initiatives we need to do to reduce our cost base," Bombardier CEO Éric Martel told reporters, adding that "It's sure there will be layoffs that will come with this." Having delivered eight of its Global 7500 jets in the last quarter, the company anticipates this number will rise to 12 for the final quarter of the year, which it hopes will see it operating at break-even level for the second half of the year. Corporate jet deliveries dropped to 24 units compared to 31 for the same period in 2019, but business revenue rose 10%, mainly thanks to the Global 7500 making up one third of aircraft deliveries. Bombardier's margins and earnings before interest, taxes,

flypop receives investment from U.K. government's Future Fund



flypop, the U.K.'s only international long-haul low-cost airline, plans to launch in 2021

Photo: flypop

flypop has announced a significant investment from the U.K. government's Future Fund. flypop, the U.K.'s only international long-haul, low-cost airline plans to launch in 2021 with scheduled flights to India. It will cater not only to the U.K.'s Indian/South Asian diaspora (and their visiting friends and relatives) but will also serve those keen to explore the Indian sub-continent and region with very-low-priced flights. "The funding from the U.K. government's Future Fund will play a key role in putting flypop in a position to start flights, initially between the U.K. and India, something which will contribute significantly to the economic growth and closer cultural links between these two Commonwealth partners and eventually with all of South Asia," said Nino Singh Judge, Founder and CEO of flypop. flypop, now completing its final funding round, will begin negotiating low cost airport deals in both the U.K. and India. In addition, it will continue discussions with aircraft manufacturers to secure the best deals which will enable the company to offer the lowest possible fares to the public.

Atlas Air Worldwide posts third-quarter 2020 net income of US\$74.1 million



Photo: Atlas Air Worldwide

Atlas Air Worldwide Holdings has posted third-quarter 2020 net income of US\$74.1 million compared with net income of US\$60.0 million in the third quarter of 2019. On an adjusted basis, EBITDA totaled US\$196.3 million in the third quarter this year compared with US\$95.6 million in the third quarter of 2019. Adjusted net income in the third quarter of 2020 totaled US\$82.7 million, compared with US\$9.5 million in the third quarter of 2019. "The positive momentum of our business continued in the third quarter, despite a more complex, costly, and challenging operating environment caused by the COVID-19 pandemic," said Chief Executive Officer John W. Dietrich. "Our performance is the result of our entire team pulling together to increase utilization of our aircraft and execute on strong market demand and higher yields.

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depreciation and amortization (EBITDA) took a hit on higher initial production costs for the Global 7500 jets and lower deliveries. Bombardier reported adjusted EBITDA of US\$176 million for the third quarter as opposed to US\$255 for Q3 2019.

MILITARY AND DEFENCE

Boeing receives new order for third and fourth KC-46 from Japan Ministry of Defense

The U.S. Air Force has exercised the option for the Japan Air Self-Defense Force's (JASDF) third and fourth Boeing KC-46 tanker through the Foreign Military Sale (FMS) process. Boeing's KC-46 will be a force multiplier in the U.S.-Japanese defense alliance. It can refuel U.S., allied and coalition military aircraft compatible with international aerial refueling procedures, any time, on any mission, and can carry passengers, cargo and patients whenever and wherever needed. Boeing was awarded the initial FMS contract for Japan's first KC-46 aircraft and logistics services in December 2017 following the Japan Ministry of Defense's KC-X aerial refueling competition. A contract for a second KC-46 was awarded to Boeing in December 2018. Boeing assembles KC-46A aircraft for both the U.S. Air Force and the JASDF on its 767 production line in Everett. Japan's first KC-46 is scheduled for delivery in 2021.

Collins Aerospace to upgrade U.S. Air Force F-15 fleet with ACES 5® ejection seats

Collins Aerospace Systems has been awarded a sole-source US\$700 million firm-fixed-price, indefinite-delivery/indefinite-quantity contract for the delta qualification, production and fielding of a next-generation ejection seat for various Air Force aircraft. Work will be performed in Colorado Springs, Colorado, and is expected to be completed Oct. 22, 2030. The first delivery order focuses on outfitting the USAF fleet of Boeing F-15s with the ACES 5 ejection seat.

ACES 5 is Collins Aerospace's next-generation ejection seat and features enhanced head, neck, arm and leg flail prevention, in addition to a load-compensating catapult based on the occupant's weight. ACES 5 reduces overall ejection-related major injuries to less than 5 percent and ejection-related spinal injuries to less than 1 percent. Collins Aerospace ACES 5 seat provides MIL-HDBK-516C safety while meeting Government requirements to include a qualification schedule planned within Air Force program objectives and equal or lower life cycle costs. Most recently, the seat was selected for the U.S. Air Force's T-7A Red Hawk trainer.

DAE reports financial results for nine months ended September 30, 2020



Photo: Dubai Aerospace Enterprise (DAE)

Dubai Aerospace Enterprise (DAE) has reported its financial results for the nine months ended September 30, 2020. The company reported total revenue of US\$984.1 million, compared to US\$1,085.1 million for the same period in 2019. Net income totaled US\$167.3 million, compared to US\$260.5 million the previous year. During the third quarter of 2020, DAE signed agreements to acquire 31 aircraft with a total value of approximately US\$1.1 billion, of which approximately US\$0.2 billion was booked in the third quarter of 2020 and the remainder will be booked in the fourth quarter of 2020 and in 2021. DAE ended the period with available liquidity of US\$2.1 billion after repaying a US\$430 million bond in August. Furthermore, the company ended the quarter with strong capital levels – its Net Debt-to-Equity ratio was below 2.5x.

The cargo division of **International Airlines Group** has partnered with IATA's air cargo rates distribution platform, **IATA Net Rates**, to offer an additional platform which customers can use to do business with IAG Cargo. As the industry continues to progress digitally, IAG Cargo has significantly invested in developing its APIs, offering instant access to rates and availability, facilitating real-time bookings to any of IAG Cargo's hundreds of destinations. This partnership extends that commitment to its customers and through IATA Net Rates, IAG Cargo will be able to grow its reach further. Recently launched for the South Africa market and shortly rolling out globally, IATA Net Rates' 'all-in-one'

platform offers freight forwarders the latest information on rates, tariffs and rules that can be integrated directly into customer systems, accelerating the distribution of rates to market whilst simplifying and reducing the cost of rate-handling procedures. For freight forwarders, this streamlined process and on-demand access to the latest data means huge potential gains in accuracy and productivity.



IAG Cargo partners with IATA's Net Rates platform

Photo: IAG Cargo

INFORMATION TECHNOLOGY

Xenex® Disinfection Services (Xenex) has awarded a US\$20 million contract to **Astronics** to assist in the manufacturing of Xenex's unique LightStrike Germ-Zapping Robots. Xenex's patented pulsed xenon ultraviolet (UV) light disinfection technology is proven to achieve a 99.99% level of disinfection against SARS-CoV-2, the virus that causes COVID-19, in two minutes. Michael Kuehn, president of Astronics' Connectivity Systems and Certification operation (CSC), said, "We have had the honor of knowing Xenex for over a decade and were in an ideal situation to support the rapid expansion of its cost-effective, reliable and durable disinfecting robots. Our manufacturing expertise and capacity have put us in a position to support Xenex's efforts to ramp up their business in the face of the COVID-19 pandemic." LightStrike robots emit bursts of high-energy UV light to quickly destroy harmful viruses, bacteria, and spores, including severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2), the virus that causes COVID-19. The high intensity UV light spans the entire germicidal spectrum (200-315 nm), deactivating the pathogens at the wavelengths where they are most vulnerable. Over 40 published peer reviewed studies support the efficacy of the LightStrike technology, and unlike continuous single spectrum UV light generated by mercury bulbs, the pulsed UV light produced by LightStrike does not damage expensive materials present in hospitals, hotels and other environments.

OTHER NEWS

Research undertaken by **ForwardKeys**, the travel analytics company, reveals that the announcement, on October 15, that Hong Kong and Singapore have reached an in-principle agreement to establish a bilateral Air Travel Bubble (ATB), which would allow leisure travel between them to restart in November, triggered an immediate release of pent-up demand. In the week that followed, flight searches for travel from Singapore to Hong Kong, which had been flat since the beginning of the COVID-19 crisis, soared to 50% of 2019 levels, while bookings jumped to 30%. The main focus of travelers' interest is the Christmas holiday period, with the peak dates for flight searches to Hong Kong covering the weeks of December 10, 17, and 24. When it comes to tickets, travel has been booked throughout December, with December 18 – 25 being the peak travel dates. Unsurprisingly, the vast majority of people, over 80%, will be travelling for leisure or to visit friends and relatives. Deeper analysis by



Photo: easyJet kicks off the opening of BER – Berlin Brandenburg Airport "Willy Brandt"

As the largest airline based in Berlin-Brandenburg, **easyJet** has opened a new chapter with the opening of **Berlin Brandenburg Airport "Willy Brandt"**. An easyJet aircraft, special flight EJU 3110, was the first to land, on time at 2pm on October 31, at the new airport. The Airbus 320neo was ceremonially welcomed with a water salute and by representatives from politics, industry, and the media. On November 1, easyJet again achieved a first, as its flight to Gatwick started commercial operations at BER. easyJet also announced a new cooperation between easyJet and Deutsche Bahn as part of the "Worldwide by easyJet" program. The tie-up will ensure convenient transfers between flights and trains in the future. The airline's unique connection will soon be available and easyJet customers will be able to seamlessly connect to Deutsche Bahn trains, initially via Berlin, by combining plane and train tickets into one single booking. They will thus benefit from security in the event of missed connections and smooth transfers. Plans to extend the cooperation to other destinations are underway. The easyJet Worldwide program enables customers to connect easyJet flights with other flights across its own network as well as with flights operated by partner airlines. The network of more than 5,000 departure and destination points booked in combination with partner airlines is growing continuously.



Moscow Domodedovo Airport renews ISAGO certification

Photo: Natalia Esina

Moscow Domodedovo Airport has successfully met the requirements of the IATA Safety Audit for Ground Operations program (ISAGO), renewing its certificate. For the latest certification, the ISAGO team assessed Domodedovo Airport in the categories of organization and management, load control, passenger and baggage handling, aircraft handling and loading, aircraft ground movement, cargo and mail handling. ISAGO is a system for assessing ground handling service providers for airlines. It relies on unified industry-proven principles.

OTHER NEWS

ForwardKeys suggests that tourism-dependent retailers based in Hong Kong are likely to be significantly happier than their counterparts in Singapore; because the immediate uplift in flight bookings from Singapore to Hong Kong is more than three-times higher than in the opposite direction. On March 23, Singapore and Hong Kong announced that their borders would be closed to all foreign travellers. Since then, it has been almost impossible to fly between the two places (or anywhere else) and hardly anybody has been searching or booking travel. Jameson Wong, APAC Director, ForwardKeys commented: "This bilateral Air Travel Bubble is a milestone arrangement as it will be the first moment international leisure travel is permitted again in our region. The immediate rush of bookings is significant because it proves that people want to travel and they will travel, as soon as the right safety protocols are put in place and government-imposed travel restrictions are lifted. Our findings will provide a much-needed breath of fresh air and hope to the multitude of businesses and individuals that rely on travelers for income. We can expect material gains in travel demand, certainly more than what we are tracking right now, when the policy is implemented and when the precise details of the Singapore-HK travel bubble are announced. I am confident that other countries in the region will see this as a case study to guide their own travel facilitation initiatives in the near future."

In October, **Finnair** carried 100,800 passengers, which was 92.0% fewer than in the corresponding period of 2019 and 12.8% fewer than in September 2020. The COVID-19 impact, including the exceptionally strict travel restrictions imposed by Finland, have still affected all passenger traffic figures. This was especially visible in the North Atlantic figures (no scheduled flights in October). The overall capacity (ASK) decreased in October by 88.5% year-on-year. Finnair operated 76 daily flights (cargo-only included) on average which was 21.1% of flights compared to October 2019. The differences between capacity figures are explained by the shorter operated flights on average and by smaller operated aircraft compared to October 2019. Finnair's traffic (RPKs) decreased by 95.6%. The passenger load factor (PLF) decreased by 50.7% points to 31.6%. The ASK decline in Asian traffic was 86.6%. The North Atlantic capacity decreased by 100.0%. In European traffic, the ASKs were down by 90.2%. The ASKs in domestic traffic decreased by 66.3%. RPKs decreased in Asian traffic by 96.9%, in North Atlantic traffic by 100.0%, in European traffic by 94.7%, and in domestic traffic by 71.4%.



Private jet operators see spike in demand in the U.K.

Photo: AirTeamImages Embraer Phenom 300

With The U.K. entering a second period of lockdown on November 5, to counteract the COVID-19 pandemic, the more wealthy have greatly increased their demands on private charter firms for flights to the location of second homes, with the Canary Islands coming top of the list. **Air Partners**, which caters for the royal family, and wealthy footballers, and is one of the leading charter companies in the country, has confirmed it is witnessing a significant rise in bookings. "Many of these flight inquiries are for individuals wishing to go to their second homes in Europe, with the Canary Islands, which are still warm at this time of year, being the most sought-after destination," Air Partners commented. "We do expect to continue to see some demand for private jet flights during the rest of the month for business travel, particularly as many commercial flights become grounded and unavailable." The uptick in demand is as a result of the ban on flights abroad except for essential work up until December 2. While commercial airlines have had to drastically cut back on operational flights, private charter companies have been less badly hit as the super-rich have hardly cut back on their travel habits, while those with moderate wealth have been turning to private jet hire as a means to travel more safely during the pandemic. The result has been an approximate 10% drop in private hire flight numbers between September 1 and October 15, compared to a 50% drop over the same period for commercial operators, when both are compared to the same period last year.



Photo: Air Canada Rouge

The departure of **Air Canada** flight AC1810 from Toronto to Cancun on November 2, marked the return of **Air Canada Rouge** to the skies. "Air Canada Rouge remains an important part of our overall strategy in rebuilding Air Canada's global network. As leisure traffic resumes, we will progressively add Air Canada Rouge to select North American leisure markets from Eastern Canada," said Mark Galardo, Vice President, Network Planning and Alliances at Air Canada. All flights are operated using the Air Canada CleanCare+ suite of biosafety measures. Customers can collect and redeem Aeroplan points through Canada's leading loyalty program when travelling and eligible customers have access to priority check-in, Maple Leaf Lounges, priority boarding and other benefits.

The **International Air Transport Association** (IATA) has announced that passenger demand in September remained highly depressed. Total demand (measured in revenue passenger kilometers or RPKs) was 72.8% below September 2019 levels (only slightly improved over the 75.2% year-to-year decline recorded in August). Capacity was down 63% compared to a year ago and load factor fell 21.8 percentage points to 60.1%. International passenger demand in September plunged 88.8% compared to September 2019, basically unchanged from the 88.5% decline recorded in August. Capacity plummeted 78.9%, and load factor withered 38.2 percentage points to 43.5%. Domestic demand in September was down 43.3% compared to the previous year, improved from a 50.7% decline in August. Compared to 2019, capacity fell 33.3% and the load factor dropped 12.4 percentage points to 69.9%.

European carriers' September demand collapsed 82.5% versus a year ago, which was a setback compared to an 80.5% decline in August. Europe was the only region to see a deterioration in traffic compared to August, owing to renewed COVID-19 infections that led to a wave of border closings. Capacity contracted 70.7% and load factor fell by 35.1 percentage points to 51.8%.

Asia-Pacific airlines' September traffic sank 95.8% compared to the year-ago period, virtually unchanged from a 96.2% drop in August. The region continued to suffer from the steepest fall in traffic as flight restrictions have remained stringent with little re-opening of borders. Capacity plummeted 89.6% and load factor shrank 46.8 percentage points to 31.7%, the lowest among regions.

Middle Eastern airlines posted a 90.2% traffic decline for September, improved from a 92.3% demand drop in August. Capacity tumbled



Jose Maria Cordova airport, in Colombia
Photo: AirTeamImages

78.5%, and load factor sank 40.9 percentage points to 34.4%.

North American carriers saw a 91.3% traffic decline in September, a slight improvement from a 92.0% decline in August. Capacity topped 78.3%, and load factor dropped 49.8 percentage points to 33.4%.

Latin American airlines faced a 92.2% demand drop in September, compared to the same month last year, versus a 93.4% decline in August versus August 2019. Capacity dived 87.9% and load factor dropped 29.3 percentage points to 53.3%, highest among the regions.

African airlines' traffic sank 88.5% in September, barely budging from an 88.7% drop in August. Capacity contracted 74.7%, and load factor fell 39.4 percentage points to 32.6%, which was the second lowest among regions.

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INDUSTRY PEOPLE



Jaspal Jandu

• Helicopter lessor LCI, the aviation division of the Libra Group, has promoted **Jaspal Jandu** to Chief Executive Officer (CEO). Former CEO, **Michael Platt** becomes Vice Chairman, and **Praveen Vetrivel** is appointed Chief Financial Officer (CFO), with immediate effect.

Jandu, who became LCI's Chief Financial



Michael Platt

Officer in 2014 having joined in 2007, has played an instrumental role in developing the company's proven leasing platform and implementing its financial strategy. He has spearheaded the development of LCI's partnerships with many leading financial institutions and will now focus on shaping the company for the next phase of its evolution. LCI completed its exit from the fixed-wing market in early 2020 and is currently focusing on the

helicopter sector.

Platt, who joined LCI as Chief Executive Officer in 2012, has spent more than 30 years in aviation finance and leasing, and will now direct his attention to pursuing new market opportunities for LCI. He will continue to play an integral role in the company's development by helping to shape its future strategy in the rotary, fixed-wing, and other sectors. In addition, Platt will serve as a senior advisor to the board of the Libra Group.



Praveen Vetrivel

Praveen Vetrivel, who joined LCI in 2008 and who was appointed Vice President, Structured Finance in 2013, will now assume overall responsibility for financial strategy and treasury management.

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	Now	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	DVB Bank	V2522-A5	2375	2005	Now	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	FPG Amentum	V2527M-A5	3705	2008	Q2/2021	Sale / Lease	Eoin Kirby	eoin.kirby@fpg-amentum.aero	+353 86 027 3163
A319-100	ALTAVAIR	CFM 56-5B6/P		1999	Now	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
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	Now	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-200	DVB Bank	V2527-A5	2164	2004	Now	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
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	Now	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	2395	2005	Now	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	ORIX Aviation	Trent 772B-60	1306	2012	Now	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 86 335 0004
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 (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	Doric	CF6-80E1A4/B	883	2007	Q1/2021	Sale	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	Now	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	FPG Amentum	CFM56-7B27E	40259	2013	Q2/2021	Sale / Lease	Eoin Kirby	eoin.kirby@fpg-amentum.aero	+353 86 027 3163
B737-800	FPG Amentum	CFM56-7B26/3	35647	2009	Q2/2021	Sale / Lease	Eoin Kirby	eoin.kirby@fpg-amentum.aero	+353 86 027 3163
B737-800	FPG Amentum	CFM56-7B26/3	39162	2009	Q3/2021	Sale / Lease	Niall Hayden	niall.hayden@fpg-amentum.aero	+353 83 154 6475
B737-800	FPG Amentum	CFM56-7B26/3	39163	2009	Q4/2021	Sale / Lease	Niall Hayden	niall.hayden@fpg-amentum.aero	+353 83 154 6475
B737-800	GA Telesis	CFM56-7B26	30230	1999	Feb 2021	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
B737-800	DVB Bank	CFM56-7B27	30654	2003	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26E	40880	2012	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26	30294		Q4/2020	Sale	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	ORIX Aviation	CFM56-7B26E	38034	2012	Q4/2020	Sale / Lease	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	Now	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
B737-800SF	GA Telesis		28826	1999	Q2/2021	Sale / Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
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
ATR72-600	AELIS Group	PW127N	1172	2014	Now	Sale	Mirka Tomasovicova	contact@aelisgroup.com	+42 1911973118
ATR72-600	AELIS Group	PW127N	1196	2014	Now	Sale	Mirka Tomasovicova	contact@aelisgroup.com	+42 1911973118
ATR72-600	AELIS Group	PW127N	1199	2014	Now	Sale	Mirka Tomasovicova	contact@aelisgroup.com	+42 1911973118
ATR72-600	AELIS Group	PW127N	1231	2015	Now	Sale	Mirka Tomasovicova	contact@aelisgroup.com	+42 1911973118
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
(20) DHC-8-400	FPG Amentum	PW150A	multiple 2003-2011	Now	Sale / Lease	Rupert Leggett	rupert.leggett@fpg-amentum.aero		+353 86 041 9902
D0328 Jet	Regional One	PW306B	3185	2001	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	-1(305) 759-0670 Ext. 164
ERJ170-100LR	Regional One	CF34-8E5	17000123	2006	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	-1(305) 759-0670 Ext. 164
ERJ-145LR	Regional One	AE3007A1	145304	2001	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	-1(305) 759-0670 Ext. 164
ERJ-145LR	Regional One	AE3007A1	145331	2000	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	-1(305) 759-0670 Ext. 164

Commercial Engines

Multiple Types	Sale / Lease	Company	Contact	Email	Phone
Multiple Engines GE / CFM / RB211	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
AE3007 Engines	Sale / Lease	Company	Contact	Email	Phone
(3) AE3007A1P	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 786-623-3936
CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
CF34-8E5	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
CF34-10E	Now - Lease				
CF34-8C	Now - Lease				
CF34-3B1	Now - Sale				
CF34-3A	Now - Sale / Lease				
(2) CF34-8C5B1	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) CF34-3B1	Now - Sale / Lease				
(2) CF34-10E6	Now - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+1 954-478-7195
(1) CF34-3B1 (dual release tag)	Now - Sale	FL Technics	Modestas Valiusevicius	m.valiusevicius@fltechnics.com	+370 6 54 96179
(3) CF34-10E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-8E5A1	Now - Lease	Magellan Aviation Group	Bill Poly	bill.poly@magellangroup.net	+1 (704) 504 9204x202
(1) CF34-8C5A1	Now - Lease				
(2) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
CF34-8E(s)	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1 (513) 782-4272
CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF6-80C2B7F	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
(1) CF6-80E1A3	Now - Sale / Lease				
(1) CF6-80E1A4B	Now - Sale / Lease				
(2) 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
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(2) CFM56-5B (all thrust levels)	Now - Sale / Lease	Conrail Aviation	Kevin Milligan	kevin@conrail.com	+1 949-933-0797
(2) CFM56-7B (all thrust levels)					
(1) CFM56-5C4	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
(1) CFM56-5B4/P (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaiair.com	+1 786 785 0787
(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) CFM56-7B26/3	Now - Lease				
(1) CFM56-7B24/E	Now - Lease				
(1) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-5B2/P	Now - Sale / Lease	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) CFM56-5B4/P	Now - Sale / Lease				
(1) CFM56-7B22	Now - Sale / Lease	GA Telesis	Eddo 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				
JT8D and JT9D Engines	Sale / Lease	Company	Contact	Email	Phone
(1) JT8D-219	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GE90 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) GE90-115B	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) GE90-115BL1	Now - Sale/Lease/Exch.	ALTAVAIR	Clive Bowen	clive.bowen@altavair.com	+44 2075351602
(1) GE90-115BL (Propulsor)	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) LEAP-1A33	Now - Lease				
(1) LEAP-1A32	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) LEAP-1A26	Now - Lease				
PW 4000 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) PW4168A	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(3) PW121	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) PW123B/E	Now - Sale / Lease				
(3) PW127E/F/M	Now - Sale / Lease				
(1) PW150A	Now - Sale / Lease				
(1) PW123	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(3) PW150A	Now - Sale/Lease/Exch.				
(3) PW127M	Now - Sale/Lease/Exch.				
PW119B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
PW119B	Now - Lease				
PW120A	Now - Lease				
PW121 (ATR)	Now - Lease				
PW124B	Now - Lease				
PW123B	Now - Lease				
PW125B	Now - Lease				
PW127F	Now - Lease				
PW150A	Now - Lease				
PW127M	Now - Lease				
PW150A RGB	Now - Lease				
(1) PW120A	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) PW120	Now - Sale/Lease/Exch.				
(1) PW123E	Now - Sale/Lease/Exch.				
(4) PW126	Now - Sale/Lease/Exch.				
(1) PW121	Now - Sale/Lease/Exch.				

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(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@ftaiaaviation.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				
(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	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) GTC331-500B	Now - Sale / Exchange	Centaurus Services/MASB	Paul Bithavas	paul.bithavas@centaurus.services	+61 408 389 241
Trent 892B-17 Modules					
(2) GTC331-200ER, (2) GTC331-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTC331-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
Neutral CFM56-7B QEC Kit	Now - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
Landing gear shipsets	Now - Sale	GA Telesis	Danielle Rodon	landinggearsales@gatelesis.com	+1 954 865 9314
737-800, 777, A320, A330					
767-300ER 413K, 737-300 LANDING GEAR	Now - Sale/Lease/Exch.	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GTC85-98DHF 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) GTC336-150RJ, (2) GTC336-100M,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A					
(1) APS1000-C12, (1) APS1000-C3					
GTC331-9A (2), GTC331-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTC331-200, GTC331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) APU T-62T-40C	Now - Sale	Castlelake	Stuart MacGregor	Stuart.macgregor@castlelake.com	+44 207 190 6138
(1) GTC331-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com	+1 954-801-3592
(2) GTC331-9A, (1) GTC331-9B, (3) GTC331-350		GA Telesis	John Wales	apu@gatelesis.com	+1-417-622-7215
(1) GTC331-200ER, (1) APS3200, (2) GTC331-500					
Engine stands: CF6-80C2, CFM56-3, CFM56-5, CFM56-7, PW4000			Stephen Toutt	stands@gatelesis.com	+1-954-676-3111
(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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