



18th Aircraft Repossession
Friday 22nd September 2023
Dublin, Ireland

Silver Sponsors





AGENDA

Moderator: Alan Phelan, Director of Engine Trading, Aircraft Finance Germany

9.00 Registration & Networking Coffee

9.30 Opening Remarks

Panagiotis Panagopoulos, CEO & Founder, Aeropodium

9.40 Preparing for a repossession from a flight operations perspective

Matthew Gee, Chief Operating Officer, Six West

10.10 Practical aspects of aircraft repossessions and arrests

Dr. Jan Michael Bosak, Head of Legal, ALAFCO Aviation Lease and Finance

10.40 3 repossession scenarios and alternate strategies

Peter Walter, Director - Technical & Asset Management, IBA Group

11.10 Networking Coffee Break

11.40 Planning a repossession

Mark Byrne, Director, Martyn Fiddler Aviation

Tony Payne, Partner & Head of Aviation, DLA Piper

12.10 Engine repossession

Joachim Kabamba, President, Kabamba Aerospace

12.40 How to avoid repossession pitfalls in drafting leasing contracts

Richard Mumford, Partner, Clyde & Co

13.10 Networking Lunch Break

14.30 Aircraft repossession and de-registration issues

Patrick Honnebier, Of Counsel, Rep Law and Professor International Aviation Financing and Leasing Laws

15.00 Redelivery condition claims following a repossession, "Cost of Cure" or "Diminution in Value?"

Luke Decker, Associate, Quinn Emanuel Urquhart & Sullivan

15.30 Non-traditional aircraft part out and consignment; Does it offer a real alternative post aircraft re-possession?

David Baily, CEO and Owner, SellUe

16.00 Concluding Remarks & End of Conference



SPEAKERS

Dr. Jan Michael Bosak, Head of Legal, ALAFCO Aviation Lease and Finance

Jan Bosak is the Head of Legal of the Irish platform of ALAFCO. Until recently he was the Senior Counsel of Clover Aircraft Leasing Company Limited (formerly known as Ping An Aircraft Leasing Company Limited). As General Counsel and Chief Compliance Officer of Elix Aviation Capital Limited he supported the growth of the start-up company Elix to a scalable platform with a portfolio of 76 aircraft and a head count of 40 employees. Before that he was Director Legal at AWAS and Associate at Clifford Chance. Jan is a guest lecturer at Ghent University (Belgium), Maastricht University (The Netherlands) and Dublin City University Business School (Ireland) who has published extensively in academic and popular papers. He holds a PhD, a Master of Comparative Law and a Master of Business Law and Taxation from the universities of Frankfurt, Adelaide and Mannheim. In spite of his academic achievement, he is a commercially-minded lawyer with a can do attitude. He has worked on 32 aircraft arrests and repossessions (including hostile repossessions in Russia, Macau, Armenia and Romania).

Mark Byrne, Director, Martyn Fiddler Aviation

Mark Byrne is a director and shareholder of Martyn Fiddler Aviation. Mark studied law at the University of Westminster and received his MBA from Manchester Business School. Mark worked internationally before moving back to the Isle of Man in 1987 and joining the ICM Group.

Mark's lifelong interest in aviation led him to initiate the acquisition of Martyn Fiddler Associates in 2005 and to inspire the ICM Group to provide structuring solutions for business aircraft. Continuing from this success Mark worked with Isle of Man customs and international advisors to establish VAT efficient structuring solutions which would comply with domestic and international regulations.

Having already built a substantial reputation within the aviation industry, Mark conceived the Isle of Man Aviation Conference in 2010 with the inaugural conference being held in 2011. This is now established on the business aviation annual conference circuit with delegates travelling from around the world to attend.

Mark continues to spearhead new business concepts and strategies while ensuring Martyn Fiddler Aviation stays true to its roots and values. Relationships have always been the key to the success of the Martyn Fiddler Aviation team and Mark makes sure the team continue to stay connected to this philosophy.

Luke Decker, Associate, Quinn Emanuel Urquhart & Sullivan

Luke Decker is an Associate in Quinn Emanuel's London office. His practice focuses on all aspects of international arbitration, complex commercial litigation, and civil fraud. He is particularly experienced in disputes arising out of or in connection with distressed and special situation investments across a broad range of sectors and asset classes, including aircraft. Luke has acted for aircraft lessors, owners, and manufacturers, as well as investment firms and funds in various aviation related disputes, including repossession. His aircraft repossession experience includes applications for relief pending final determination under the Cape Town Convention and trials at first instance before the High Court of England and Wales and other fora abroad. In having qualified in architecture prior to reading law, Luke is uniquely equipped to act in, advise on, and adjudicate cases of particular technical complexity.



Matthew Gee, Chief Operating Officer, Six West

As Chief Operating Officer and company director at Six West, Matthew is a central member of Six West's leadership team, contributing significantly to the company's strategic and operational development. In addition to this, he oversees the flight operations department.

Matthew joined Six West in 2017 as Director of Operations, bringing growth and success to the flight operations department. His commitment to exceptional client service and his keen eye for detail, ensure that our solutions are consistently delivered to high standards.

With over two decades of industry experience, Matthew has developed his knowledge and skills in increasingly progressive roles. Prior to Six West, Matthew led the flight solutions department of a large technical services operator in Ireland, providing services to lessors and airlines. Before this, he worked in the operations control department of one of Ireland's largest airlines, a regional airline and an aircraft leisure airline.

Matthew's love for aviation inspired him to take to the skies – he is a qualified pilot on a variety of single and multi-engine piston and turbine aircraft.

Patrick Honnebier, Of Counsel, Rep Law Aviation and Professor International Aviation Financing and Leasing Laws

Patrick Honnebier is one of the few aircraft finance lawyers having obtained the benefits of both worlds. While he is a long-standing academic, he also has vast practical expertise in realising international aviation finance and lease transactions. The combination of extensive scholarly legal knowledge and its direct application in practice makes him a well-rounded aircraft finance lawyer. As an Instructor for the course Aircraft Acquisition and Financing, he joined the International Air Transport Association (IATA) in May 2019. Besides, Honnebier is one of the founder-members of Rep Law Aviation and based in Amsterdam. He advises major manufacturers, banks, lessors and airlines in relation to international financing and leasing of aircraft, helicopters and engines. At the Master of Laws (LL.M.) in Air and Space Law program of the University of Mississippi (Ole Miss), School of Law, he is the responsible Professor of the Full Semester course International Aviation Financing and Leasing Laws. As a guest lecturer, he addresses the conflict of laws rules covering aircraft finance transactions at Groningen University, the Netherlands. For many years, he instructed the students in international aircraft financing law at the International Institute of Air and Space Law, Leiden University. At Utrecht University and the University of Aruba he lectured on corporate and commercial law. Honnebier attended the Diplomatic Conference for the realization of the Convention on International Interest in Mobile Equipment and the Aircraft Equipment Protocol (Cape Town Convention, 2001). He was the expert legal counsel of the Governments of Aruba, the former Netherlands Antilles and the Dutch Ministry of Foreign Affairs concerning the adoption by the Kingdom of the Netherlands of the Cape Town Convention on 1 September 2010. He advised the government of the Netherlands about the Dutch innovative implementation of the de-registration of aircraft (IDERA) provisions of the Cape Town Convention which enters into force on 1 April 2020. He is the author of numerous articles being published in all the leading air law journals. He was Editor of Journaal Luchtrecht/Netherlands Journal of Air Law until its demise. Frequently and worldwide, he is a speaker at international aviation finance and lease conferences.

Richard Mumford, Partner, Clyde & Co

Richard Mumford is a partner in the Aviation Finance team at Clyde & Co, London. He has 20 years of experience dealing with aviation disputes arising out of the financing, trading and leasing of aircraft. He has worked with clients on many repossession cases touching over 40 jurisdictions, typically dealing with complex situations in difficult areas of the world. Richard typically acts for aircraft lessors, owners and financiers, as well as airlines and a range of



suppliers including maintenance organisations and parts companies. Over the past two years, he has worked with a range of clients in dealing with the effects of the COVID pandemic, advising on major airline restructurings and insolvencies, debt and asset recovery advice and dealing with onerous contract issues. He also handles regulatory and fraud investigations on behalf of aviation clients. Richard is a former Chairman of the Air Charter Association and a fellow of the Royal Aeronautical Society.

Peter Walter, Director - Technical & Asset Management, IBA Group

Peter joined IBA in 2018 with a wealth of experience in banking and finance. Having specialised in aircraft finance and leasing over the last 16 years, he brings a financier and investor's perspective to IBA. Alongside his asset finance expertise, Peter has enjoyed roles as an airline executive and a senior executive in funds management and investment advisory.

The changing economic cycles over Peter's career have seen him providing banking & debt for acquisitions, asset purchases, growth financing, also debt syndications, as well as experience with loan & lease defaults, restructurings in difficult times; debt portfolio trading and fleet management and more recently aircraft leasing as both aircraft lessee and lessor, fleet management and aircraft trading.

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David Baily, CEO and Owner, SellUe

Aircraft and Engine Components have been at the core of David's life in Aviation, from TIG welding to Quality Inspection, to Customer Support, to Operations Director, General Manager, Group Sales & Bus. Dev. VP, and Managing Director across SIFCO Turbine Components, Chromalloy, Primus International, and Moog. From repairing to manufacturing, from PMA to OEM, from DER to Source approved, across engine parts, airframe parts, avionics and hydraulics, a certain level of experience has been built up.

With systems, structures, and processes always at the core of David's approach it is no surprise that David now has a company that incorporates all the above. Going back to college in 2016 and qualifying for a HDip in Coaching and Coaching Psychology, allied with a Degree in Business and Marketing, David's company SellUe works to get the best out of all stakeholders, and best outcome for all stakeholders, within the environment SellUe works - namely Optimising Teardown and Inventory Consignment.

With the recent development and release of OPTIC as a web and phone data portal SellUe programs manages Aircraft Part out and consignment in a very non-traditional way, providing much improved optionality for aircraft and engines nearing the end of their life cycle.



Six West, a wholly-owned Irish company with unrivalled experience in delivering a full spectrum of flight operations solutions, including lease transitions, deliveries, repossessions, demonstrations and distressed recovery operations.

Available 24/7/365, we work alongside our clients in the aircraft leasing and airline industries to safely manage aircraft throughout all phases of aircraft transition.