

## Weekly Aviation Headline News

### WORLD NEWS

#### CataCap to acquire AerFin Holdings Ltd

Private equity firm CataCap has agreed to acquire UK-based AerFin Holdings from U.S.-based CarVal Investors in partnership with management. AerFin is a global specialist in providing cost-saving aftermarket support solutions to the aviation industry. Danish CataCap will become the majority shareholder in the group, which is expected to generate revenues of approximately DKK 780 million and an operating profit of approximately DKK 115 million in the current financial year. Together with Founder & CEO Bob James and the management team, CataCap will strengthen the business and make it ready for further international expansion.

#### Air Asia logs into Inmarsat in-flight broadband

Inmarsat, have announced that its award-winning GX Aviation inflight broadband solution has entered commercial service with leading low-cost airline AirAsia. AirAsia is currently offering GX Aviation to passengers onboard a number of initial aircraft through its RedBeat Ventures subsidiary, ROKKI, marking a significant upgrade to their inflight entertainment and connectivity (IFEC) experience.

#### airBaltic receives its 20<sup>th</sup> Airbus A220

Latvian airline airBaltic on September 21, 2019 in Riga welcomed its 20<sup>th</sup> Airbus A220-300 jet, registered as YL-AAT, thus finalising the original Airbus A220-300 order. By the end of 2019, airBaltic plans to have a total of 22 A220-300s in its fleet of which two will be already from the additional order that was signed on May 28, 2018 for purchase of 30 Airbus A220-300s with options for an additional 30 aircraft of the same type.



XL Airways has ceased selling tickets.  
Photo: Oyoyoy

### The scramble for cash

Turbulence hits leisure carriers

French Carrier XL Airways is the latest operator to report financial difficulties and has stopped selling tickets. Its reported that potential buyers have until September 27 to express interest, and it's believed that the airline only has the cash to operate through to September 26, 2019. XL Airways has been struggling financially for a while and has been looking for a buyer for over a year. XL Airways is just one of several European airlines reporting financial trouble in the last 12 months.

At the same time, Thomas Cook is also facing a financial shortfall. According to Reuters the travel

group urgently needs 200 million pounds (\$251 million) to satisfy its lenders or one of the world's oldest holiday companies could collapse, potentially leaving hundreds of thousands of holiday-makers stranded.

**"Discussions to agree final terms on the recapitalisation and reorganisation of the company are continuing."**

*Thomas Cook*

The pioneer of the package holiday agreed key terms of a 900-million-pound recapitalisation plan last month with Chinese shareholder Fosun and the travel firm's banks, significantly dilut-

ing existing shareholders. But the firm released a statement on Friday saying a last-minute demand for additional funding puts that deal at risk.

Thomas Cook employs 21,000 staff and has 600,000 customers currently on holiday, mostly from Germany, Britain and Scandinavia. "Discussions to agree final terms on the recapitalisation and reorganisation of the company are continuing," Thomas Cook said.

"These discussions include a recent request for a seasonal stand-by facility of 200 million pounds,

*Continued on page 3*

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...continued from page 1

on top of the previously announced 900 million pounds injection of new capital."

Thomas Cook said the recapitalisation posed "a significant risk of no recovery" for the diluted shareholders. Thomas Cook has struggled with competition in popular destinations, high debt levels and an unusually hot summer in 2018 which reduced last-minute bookings.

The firm has 1.7 billion pounds of debt.

A source close to the discussions said that Royal Bank of Scotland (RBS) had hit Thomas Cook with a last-minute demand for the extra funding, adding that the situation "was becoming more critical".

## AIRCRAFT & ENGINE NEWS

### Werner Aero Services acquires Boeing 737-800

Werner Aero Services has acquired a Boeing 737-800, MSN 28221. The aircraft has entered the disassembly process and components will shortly become available to support Werner's B737 customer base worldwide. The spare parts will be used to supplement Werner Aero's asset management programs. "We are expanding our Boeing platforms to support airlines worldwide and are in the process of acquiring additional airplanes. We see great demands from our 737NG airline customers for the various types of support we provide, including spare parts and engines," said Mike Cazaz, CEO of Werner Aero Services.

### Fleet of four modified Bombardier Global business jets reaches 100,000-flight-hour milestone

Bombardier's Global aircraft platform has achieved a significant in-service milestone with the U.S. Air Force in special-mission configuration. A fleet of four modified Global aircraft has collectively flown 100,000 hours since entering service. These aircraft are an integral part of the Air Force's Battlefield Airborne Communications Node (BACN) program, an airborne communications relay that extends communication ranges, bridges between radio frequencies and "trans-

Air Macau signs A321neo lease agreement with AerCap

Photo: AerCap

### AerCap signs lease agreement with Air Macau



AerCap Holdings N.V. has signed long-term lease agreements with Air Macau for three new Airbus A321neo aircraft. The agreement was signed during a ceremony in Macau to celebrate the airline's 25th anniversary. The first aircraft is scheduled to deliver in November 2020 with the two remaining units delivering through October 2021. In 1995, Air Macau leased their first aircraft, three Airbus A321s and one A320 from AerCap, which were the first aircraft of their type in Macau.

lates" among incompatible communications systems. Over the course of their mission, BACN aircraft have regularly flown over 18 hours a day for months at a time, demonstrating dispatch reliability of the Global platform. Starting with one

Global Express aircraft in 2007, the BACN fleet today also includes two Global Express XRS variants and one Global 6000 aircraft. The four jets are known in the Air Force as the E-11A.

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## Virgin Galactic announces major milestone in manufacture of next spaceship



Photo: © Virgin Galactic

Virgin Galactic released that it has mated the fuselage and cabin of its next spaceship to the completed wing assembly. In addition, the two tail booms have been mated to the spaceship's rear feather flap assembly. The completion of these two milestones brings assembly of the next SpaceShipTwo, planned to enter service after VSS Unity, a major step forward. With these milestones, the part fabrication of the wing, fuselage, cabin, nose and feather flap primary structures is now complete for the second commercial spaceship. In addition, the majority of systems integration for the wing is complete, as well as the build of the cabin crew station installation. SpaceShipTwo vehicles are assembled in a modular fashion, with the cabin, fuselage, wing and feather assemblies built in parallel. Employing Design For Manufacturability and Assembly (DFMA) techniques, this approach grants easier access for systems integration earlier in the build process, as well as an overall shorter assembly duration.

## Bombardier delivers first of three Global 6000 business jets to Luftwaffe fleet

Bombardier has delivered the first of three Global 6000 business jets destined for use by the Luftwaffe, Germany's air force. The Luftwaffe, a longtime Bombardier aircraft operator, will use the Global 6000 business jets to fulfill political and parliamentary transport requirements. Powered by Rolls-Royce BR710 engines, developed and manufactured by Rolls-Royce Deutschland in Dahlewitz, Germany, the Global 6000 aircraft has enough range for non-stop flights between continents, which is ideal for political and parliamentary transport requirements.



Photo: Bombardier Global 6000

## Airbus forecasts need for over 39,000 new aircraft in next 20 years



Airbus CCO Christian Scherer speaks at Airbus' Global Market forecast press conference  
Photo: Airbus

The world's passenger and freighter aircraft fleet is set to more than double from today's nearly 23,000 to almost 48,000 aircraft by 2038 with traffic growing at 4.3% annually, also resulting in a need for 550,000 new pilots and 640,000 new technicians. By 2038, of the forecast 47,680 fleet, 39,210 are new aircraft and 8,470 remain from today. By updating fleets with latest-generation fuel-efficient aircraft such as the A220, A320neo Family, the A330neo and the A350, Airbus believes it will largely contribute to the progressive decarbonization of the air transport industry and the objective of carbon-neutral growth from 2020 while connecting more people globally. Reflecting today's evolving aircraft technology, Airbus has simplified its segmentation to consider capacity, range and mission type. For example, a short-haul A321 is Small (S) while the long-haul A321LR or XLR can be categorized as Medium (M). While the core market for the A330 is classified as Medium (M), it is likely a number will continue to be operated by airlines in a way that sits within the Large (L)

market segmentation along with the A350 XWB. The new segmentation gives rise to a need for 39,210 new passenger and freighter aircraft -29,720 Small, 5,370 Medium and 4,120 Large – according to Airbus' latest Global Market Forecast 2019-2038. Of these, 25,000 aircraft are for growth and 14,210 are to replace older models with newer ones offering superior efficiency. Resilient to economic shocks, air traffic has more than doubled since 2000. It is increasingly playing a key role in connecting large population centers, particularly in emerging markets where the propensity to travel is amongst the world's highest as cost or geography make alternatives impossible. Today, about a quarter of the world's urban population is responsible for more than a quarter of global GDP, and given both are key growth drivers, Aviation Mega Cities (AMCs) will continue to power the global aviation network. Developments in superior fuel efficiency are further driving demand to replace existing less fuel-efficient aircraft

## Romanian Ministry of Interior orders three Airbus H135s for air medical services



Photo: © Airbus Helicopters H135

Airbus Helicopters and the Romanian Ministry of Interior have signed a contract for the purchase of three H135 helicopters and associated support and services for air medical services and search and rescue (SAR) missions in the country, following a four-year framework agreement signed at the end of July 2019 that foresees the procurement of up to ten H135s. Airbus Helicopters has delivered more than 1,300 H135s to customers around the globe

who are logging more than 400,000 flight hours per year. The H135's operational scope includes law enforcement, air medical services, private and business aviation, the maintenance of industrial wind parks, and military training.

## SAS presents new livery for first time in 21 years



Photo: © SAS

For the first time in 21 years, SAS has launched a brand new visual identity and revealed a new design for its aircraft exterior. The new livery is a modern take on classic Scandinavian design, and to highlight the future of SAS, the new Airbus A350, and A320neo – one the market's most modern and fuel-efficient aircraft, will be the first to feature the new design. The roll-out of the new SAS livery will follow the normal maintenance program of the aircraft, meaning the existing fleet will be updated with the new livery in accordance with an already scheduled repaint process every five to six years. All SAS aircraft will feature the new livery by 2024. SAS has chosen an advanced coating material provided by AkzoNobel, allowing fewer layers of color to be added. This reduces the weight of the aircraft significantly and translates into fuel savings as well as reduced CO2 emissions. Furthermore, the paint contains fewer toxins than conventional paint systems, while the increased durability allows for longer intervals between complete repaints.

## F110 engine surpasses 10 million flight hours



Photo: GE F110 engine

GE Aviation's F110 family of engines has surpassed 10 million flight hours this month. Backed by a continuous infusion of new technology, the F110 remains the engine of choice around the world. It powers almost 70% of today's most advanced U.S. Air Force F-16C/D aircraft, as well as 86% of F-15s delivered globally in the last 15 years. The U.S. Air Force plans to replace their current F-15C fleet with the most advanced variant to date, Boeing's F-15EX. GE's F110-GE-129 engine is currently fully qualified for the F-15EX and ready to serve the U.S. Air Force Warfighter. The U.S. Air Force originally procured the F110 engine in 1984 to power a majority of their F-16 fleet. The first GE-powered F-16s went into service in 1987. The F110 also powered the venerable F-14B/D Tomcat. In addition, many other nations around the globe have selected the F110 engine to power their F-16 fleets, as well as variants of the twin-engine F-15 fighter jet. The F110 powers F-16 fleets in Bahrain, Chile, Egypt,

Greece, Israel, Oman, Turkey and United Arab Emirates and was recently selected by Bulgaria, Slovakia and Taiwan. The F110 powers F-15 fleets in Saudi Arabia, South Korea and Singapore and will power Qatar's F-15s starting in 2021. The F110 also powers Japan's F-2 indigenous fighter. To date, 3,400 F110 engines have been ordered worldwide.



### Textron Aviation opens new parts facility in Australia



Photo: Textron has opened a new parts warehouse in Australia

Textron Aviation has opened an aircraft parts warehouse in Australia to support its fleet of business jets, turboprops and piston aircraft. The parts warehouse will be co-located at Essendon Fields Airport with Premier Aviation Maintenance, a Textron Aviation Authorized Service Facility. "Adding this new parts facility to Textron Aviation's support capabilities increases its level of customer service for Beechcraft, Cessna and Hawker aircraft in the region," said Paul Montauban, managing director of Premier Aviation. "Customer Service is why our customers come to us, so providing spare parts delivery – shipped the same day in most instances – is another way to ensure comprehensive support." The new Australia facility follows the recent expansion of Textron Aviation's Singapore parts warehouse to better serve customers in the Asia-Pacific region.

### Austrian Airlines using Donecle's automated inspection drone

Donecle has signed on Austrian Airlines, a member of the Lufthansa Group, for its automated drone inspection solution. Donecle is excited to partner with Austrian Airlines to help the airline optimize its maintenance process by reducing the time taken for an aircraft inspection while increasing reliability, safety and traceability of airframe checks. Donecle not only provides an automated drone which scans the complete external surface of the aircraft, but also delivers analysis software which assists the inspector to visualize and detect defects on the images, evaluate paint quality or check regulatory markings. All images are stored on a secure cloud platform to build a digital history of the aircraft and improve traceability over time, contributing to a paperless process. A technical partnership was also agreed to work on the lightning strike use case. With the current traditional manual process, inspecting an aircraft after a lightning takes several hours to check for potential damage. With Donecle's solution, Austrian expects to considerably reduce this long inspection time down to two hours, having a significant impact on AOG costs and aircraft availability to better serve its passengers.



Drone inspection on Austrian Airlines' aircraft

Photo: Donecle

### Lufthansa Technik Component Services further expands capabilities



Photo: © Lufthansa Technik

Lufthansa Technik Component Services (LTCS) in Tulsa / Oklahoma recently received the approval of the Civil Aviation Administration of China (CAAC). Additionally, LTCS has become the 33rd design department of Lufthansa Technik's EASA 21/J Design Organization (DO) and the first one in the Americas. The DO status allows LTCS to create its own approved data, which differentiates the company from many other repair stations. This is a big step forward in developing further repair methods to improve the component services of the company. Customers can benefit from shorter turnaround times, reliability improvements, and from overcoming material obsolescence. LTCS is now certified by the FAA, the EASA and the CAAC. Today, more than 680 employees are working at its 11 locations throughout North, Central and South America. The company offers a comprehensive bandwidth of Maintenance, Repair and Overhaul services for aircraft components. The maintenance of commercial aircraft components encompasses a wide range of services from repairs of single components all the way to a complete material management system with access to Lufthansa Technik's comprehensive component pool.

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## MRO & PRODUCTION NEWS

### AAR wins parts supply contract with Mitsubishi Heavy Industries Aero Engines

AAR has signed its largest commercial deal in Japan to date, a multimillion-dollar parts supply agreement with Mitsubishi Heavy Industries Aero Engines. AAR will begin work immediately as the parts supplier for MHIAEL's PW4000 engine maintenance with international commercial airlines. AAR will supply parts for MHIAEL's demand for PW4000 94-inch fan engines used in thousands of commercial aircraft and will also have the capability to provide solutions from original equipment manufacturers (OEMs), including Unison and Eaton, for engine technological platforms. This announcement follows AAR's recent completion of its certification from the Japanese Civil Aviation Bureau (JCAB) allowing the company to also serve Japan-based airlines.

### Honeywell makes aviation history with new production milestones

Honeywell has reached two major milestones in the production of auxiliary power units (APUs) for aircraft — rolling out its 100,000<sup>th</sup> overall and the 15,000<sup>th</sup> of its most popular variant flying today, the 131-9 model. APUs provide power to tens of thousands of aircraft in the skies today. Numerous commercial and military platforms have relied on Honeywell APUs to start their main engines and provide additional power to other important systems. Honeywell's first APU took to the skies in 1950, with more than 36,000 in service today across more than 150 regional, executive, commercial and military applications, including both fixed-wing and rotary-wing aircraft.

### NR Investments highlights plans for Chisinau International Airport

NR Investments, has recently acquired the controlling interest in the operation of Chisinau International Airport. On September 17, NRI reiterated its commitment to direct a significant percentage of this year's pledged funding towards a new runway and to further enhance its modern terminal to create a world-class airport. Concession holder Avia Invest needs to fund approximately €72 million in capital expenditure by the end of this year. A further €83.9 million will be required when passenger numbers surpass 3.2 million per annum. Total investment (under the concession agreement) will amount to €242 million, a significant sum to support and grow an important asset. (€1.00 = US\$1.11 at time of publication.)



Photo: Chisinau International Airport, Moldova's international gateway

### Qatar plunges further into debt – blames blockade and fuel prices



Photo: © Qatar Airways

Having posted a net loss for the financial year 2018 of US\$69 million, Gulf carrier Qatar Airways has posted a net loss of US\$639 for the full year 2019. The explanation provided for such a financially disastrous performance involved high fuel costs, foreign exchange fluctuations, and the airspace blockade involving neighboring countries. The United Arab Emirates, which was a key market for the Gulf carrier, along with Saudi Arabia, Bahrain and Egypt, have enforced an economic boycott of Qatar since June 2017. This means that Qatar Airways has to fly further on many routes to avoid certain airspace, impacting heavily on its fuel bill.

The blockade also means it has had to forego previously profitable and popular markets, including Saudi Arabia and the UAE. It has not all been bad news for the carrier; it has managed to increase passenger revenue by 14.3% with a capacity (ATK) growth of 13.5%. Cargo revenue saw growth of 16.8% with cargo capacity (available ton kilometers) growing 11.8% annually. Executive jet revenue also witnessed substantial growth of 18.4% compared to 2018.



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## FINANCIAL NEWS

### ST Engineering acquires Satcom Anti-Jamming capabilities

Singapore Technologies Engineering has released that its U.S. subsidiary, iDirect Government, has acquired 100% ownership of Glowlink Communications Technology. This acquisition was carried out by way of a merger through a newly incorporated special purpose vehicle, Intrepid Merger Sub and Glowlink, with Glowlink being the surviving entity. The aggregate purchase consideration was US\$20 million on a cash-free and debt-free basis plus employment-based retention payment of up to US\$5 million subject to fulfillment of certain conditions.

### Boeing and Safran to invest in Electric Power Systems

Boeing and Safran have announced a joint investment in Electric Power Systems (EPS), a company offering a suite of safe, certifiable and lightweight energy storage products that provide high-quality power for aerospace and other markets. The joint investment will help EPS develop a highly automated industrial base capable of producing aviation-grade energy storage systems at an unprecedented scale. The investment will also support the advancement of technologies to further reduce the costs of battery systems for electric airplanes. Boeing HorizonX Ventures and Safran Corporate Ventures jointly invested in EPS during this Series A funding round. EPS is the second advanced battery solutions company to join the Boeing HorizonX Ventures investment portfolio, following an investment in Cuberg, an advanced lithium metal battery technology company, in 2018. Safran

## MILITARY AND DEFENCE

### Boeing begins assembling first KC-46A tanker for Japan

On September 13 the Boeing KC-46 team began assembling Japan's first next-generation tanker, loading an 82.4-foot (25 meters)-long wing spar in the company's 767 production facility. Boeing was awarded a Foreign Military Sale contract for one KC-46A aircraft and logistics services in December 2017. The U.S. Air Force exercised an option for Japan's second aircraft in December 2018. Boeing began developing the KC-46A for the U.S. Air Force in 2011 and delivered the first tanker in January 2019. Japan is the program's first international customer. Deliveries to the JASDF will begin in 2021. The KC-46A is a derivative of the commercial 767-2C, a proven airframe in service as an airliner and freighter. Boeing has delivered more than 1,150 767s worldwide.



An 82.4-foot-long 767 wing spar is loaded into a tool in Boeing's Everett, Wash., factory  
Photo: Boeing



Air Belgium A340

Photo: Rusada

**Air Belgium** has signed a multi-year contract extension for **Rusada's** MRO and Flight Operations software, ENVISION. Air Belgium operates a mixture of scheduled and ACMI services using a fleet of Airbus A340's. Its scheduled flights serve the Caribbean islands of Guadeloupe and Martinique, while its ACMI customers include British Airways, Air France and LOT Polish Airlines. The airline initially signed up for ENVISION in September 2016, and after a successful initial term has elected to renew its agreement with Rusada for a further three years. The carrier uses ENVISION's Fleet Management module for the continuing airworthiness management of its aircraft.



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## FINANCIAL NEWS

Ventures also recently invested in OXIS Energy, a U.K.-based leader in lithium-sulfur cell technology for high-energy-density battery systems.

### Astronics Corporation announces new US\$50 million share repurchase program

Astronics Corporation has released details of the Board of Directors' approval of their new share repurchase program, authorizing the Company to repurchase in the aggregate up to US\$50 million of its outstanding common stock. This follows the completion of the US\$50 million share repurchase program approved by the Board in December 2017. This program has no time limit and may be discontinued at any time at the Company's discretion. Purchases by Astronics under this program will be made using a new 10b5-1 plan which the Company has adopted to facilitate the purchase of shares during periods when it may otherwise be prevented from acting due to securities laws and self-imposed blackout periods. Effective September 13, 2019, repurchases made under the plan are subject to Securities and Exchange Commission regulations, as well as certain price, market, volume, and timing considerations specified in the plan. Since repurchases under the plan are subject to such constraints, there is no guarantee as to the exact number of shares, if any, that will be repurchased under the plan.

### Aegean posts first-half 2019 financial results

Aegean has announced its first-half 2019 results with consolidated revenue at €519.4 million, 14% higher compared to 2018 and net losses narrowing to €13.0 million from €13.8 million in 2018, including the effect of implementation of IFRS 16 for the first time. The adoption of IFRS 16 has a negative impact on results of €3.8 million. Therefore, net losses on a comparable basis, excluding IFRS 16 would have been €9.2 million as opposed to €13.8 million in 2018. Total traffic in the first half of the year reached 6.5 million passengers, 9% higher than 2018. Passengers carried on domestic flights increased by 4% to 2.8 million. International network traffic, which accounts for 76% of consolidated revenue, increased by 12% to 3.7 million passengers. Load factor improved to 82.2% from 81.7%. (€1.00 = US\$1.12 at time of publication.)



Air Nostrum

Photo: AirTeamImages

**Air Nostrum**, the regional aviation company in Spain, is to work with U.K.-based global software firm **Ideagen** in a project that will enhance safety, quality and risk management across the organization. The Valencia-based company, which caters for 74,000 flights and 4.3 million passengers per year, is the latest aviation organization to implement Ideagen's Coruson software. Coruson is an enterprise cloud software application that will provide Air Nostrum with complete control, visibility and real-time reporting of every detail and aspect of safety and operational risk. It is currently used by some of the largest aviation organizations in the world such as **British Airways**, **Air Asia** and **Ryanair**. The software will be adopted by Air Nostrum as well as its Air Operator Certificate (AOC) and MRO companies such as Medops, Hibernian, PLYSA, TAC, Flyest, Paranair and ANTA, with more than 1000 users.



Vueling will start from MUC to Florence 5-times a week

Photo: Munich International Airport

Starting immediately, the Spanish carrier **Vueling** will depart from the Bavarian capital of Munich to Florence five times a week. An Airbus A319 will take off for the Italian metropolis every Monday, Wednesday, Thursday, Friday and Sunday. Along with the new connection to Florence, Vueling is also offering services from Munich to Rome, Barcelona and Palma de Mallorca this summer. Florence is an important base for Vueling, which is part of the **IAG Group**. The Spanish carrier serves 120 short- and medium-range destinations in Europe, North Africa and the Middle East.



## FINANCIAL NEWS

### Weak pound allows Advent International to win US\$5bn battle for U.K.'s Cobham

With the Brexit fiasco primarily responsible for a weak pound, U.S. private equity firm Advent International has taken advantage of the situation and snapped up Cobham, the U.K. firm renowned for its pioneering work on air-to-air refueling, for US\$5 billion. The price agreed was at a premium of 50% of the average monthly share price over the last three months prior to the deal's announcement. Cobham employs around 10,000 staff responsible for making its air-to-air refueling systems as well as communication for military vehicles. Today its technology is used in the F-35 Joint Strike Fighter and the Eurofighter Typhoon, together with advanced naval vessels and satellites. However, Cobham has struggled since the company's foundations were shaken by profit warnings in 2016 and 2017 that resulted in the raising of cash from shareholders. Since then Chief Executive David Lockwood had instigated measures to improve financial performance, much of which had been successfully implemented. In response to shareholder claims that the company had succumbed to Brexit-created problems, Cobham Chairman Jamie Pike said the board had undertaken a very rigorous analysis of Cobham's value. "We felt that 165 pence was very adequate recompense for the future prospects for the business," he said. "We don't accept that we took a short-term view of the future of the business." He added that the board had made significant efforts to encourage rival bids, but that there was no other suitable candidate. Lockwood said there was only one decision the board could take, though he acknowledged there was some emotional impact in seeing a British technological leader bought by U.S. private equity.

## INFORMATION TECHNOLOGY

**Boeing** will provide **GainJet**, a global private jet charter operator and management company, a suite of **Jeppesen** flight operation digital solutions including Operator, JetPlanner Pro, FliteDeck Pro X and Aviator to optimize its fleet operation. These Jeppesen digital solutions provide GainJet with tools that integrate key business aviation functionalities in a one-stop shop, self-service environment. "This agreement highlights the strength of our comprehensive suite of integrated offerings," said William Ampofo, Vice President, Business & General Aviation, Boeing Global Services. "Bringing together these tools into



China Southern Airlines

Photo: AirTeamImages.

**Qatar Airways** has released its codeshare cooperation with **China Southern Airlines** starting from January 2020. This codeshare agreement is the first step in the strengthening of cooperation between both airlines, since Qatar Airways acquired 5% of China Southern Airlines in December 2018. This agreement will enable China Southern Airlines' passengers to book travel on Qatar Airways' flights between Guangzhou and Doha and Beijing and Doha, allowing one stop connections to more than 80 destinations in the Middle East, Europe and Africa. Qatar Airways first began flying to China in 2003 with a service from Doha to Shanghai. Qatar Airways currently operates 45 weekly flights to seven Greater China gateways: Shanghai, Beijing, Guangzhou, Hangzhou, Chongqing, Chengdu and Hong Kong.



Photo: © BAA Training Vietnam

**BAA Training**, Vietnam's brand-new aviation training center, has announced it is officially ready for training, as the training centre has received Approved Training Organization (ATO) status and the first Airbus A320 full-flight simulator is fully assembled and has been approved by the **Civil Aviation Administration of Vietnam**. BAA Training Vietnam currently offers an Airbus A320-type rating training as it is one of the first training providers in the region to add competency-based training and assessment system into its program. The training and assessment system is based on nine competencies. Developing pilot competencies is needed to demonstrate a good performance against realistic threats and errors which cannot be rehearsed. The newly built 3000-square-meter training center is designed to operate four full-flight simulators in total and is strategically located 18 km from the airport. With the first Airbus A320 full-flight simulator as well as a modern Airbus Procedure Trainer already ready for training, and the second full-flight simulator scheduled to be added by the end of 2019, BAA Training Vietnam estimates being able to provide the region with up to 400 pilots with type-rating training and up to 1,000 pilots with recurrent training yearly. With the planned Flame V9000 Commander Fire Fighting Trainer and the Door and Slide Trainer for cabin crew training, BAA Training Vietnam will be able to accommodate training needs for up to 2,000 cabin crew members yearly.

## INFORMATION TECHNOLOGY

a single consolidated ecosystem creates measurable efficiency for our customers that is world class.” GainJet Aviation Group is a VIP aircraft charter operator and Management Company with its headquarters based in Athens, Greece. The company also has a subsidiary AOC operation based in Shannon, Ireland – GainJet Ireland.

## OTHER NEWS

**Weston Aviation**, the U.K.- and Ireland-based FBO and business aviation services company has agreed terms to launch a new FBO and ground handling services at **Manchester Airport** (MAN/EGCC). The new services, which have already commenced operation, will bring Weston Aviation’s current FBO network to five locations and will have a key focus on FBO and private aircraft handling, cargo handling and supervision, and local business aviation development.

**SAS** is now launching a new ancillary product that gives travelers the option to reduce their climate impact. This means that travelers can purchase biofuel when booking a ticket, or at any time before departure. Biofuel, which reduces climate-affecting CO2 emissions by up to 80% compared to conventional jet fuel, is a key enabler to make flying more sustainable and reach SAS’ target to reduce CO2 emissions by 25% by 2030. SAS is pushing for large-scale production of advanced biofuel in Scandinavia. The volumes being produced today are insufficient and the price is three-to-four-times higher than for conventional jet fuel. SAS makes no profit on the contribution from travelers and it will be added to the bio-fuels already purchased by SAS.

New **Federal Aviation Administration** (FAA) chief Stephen Dickson is heading to Seattle this week to visit **Boeing** and fly in a Boeing 737 simulator. The simulator will incorporate Boeing’s latest software ‘fix’ which will receive input from both angle-of-attack sensors in the 737 MAX’s MCAS anti-stall system. However, this is not part of any certification process which will be required by Boeing before the beleaguered aircraft can once again take to the skies. Neither the FAA nor Boeing have yet given any clear timeline for the likelihood of such an event. According to Reuters news agency, Boeing has said it planned to conduct a certification test flight in the “September time frame” but Boeing Chief Executive Dennis Muilenburg did not give a specific date when asked last week. In addi-

**Wizz Air** has announced further expansion of its Romanian operations, basing one new aircraft in Bucharest. The new Airbus A321 aircraft will join the fleet in June 2020, which will grow the local Bucharest fleet to a total of 12 aircraft. From June 2020, Wizz Air has also announced a new, attractive route from Bucharest to Lyon, France as well

as increase in weekly frequencies on the most popular services to Milan and Turin in Italy, and Tel Aviv in Israel. Wizz Air’s commitment to Romanian customers is underlined by the strong growth at its other nine Romanian airports as well. With a network of 148 services from Romania, WIZZ will have almost 11 million seats on sale on its Romanian routes in 2020, which represents a 10% growth year over year.



Photo: © WizzAir



Photo: © Virgin

**Virgin Atlantic** (Virgin) announced September 18, that it wants to add 80 new routes and 84 destinations to its current network once the third London Heathrow runway is completed, a major increase to its current 19 destinations. While the runway is not scheduled for completion until 2026, for Virgin to acquire the necessary additional slots, changes would have to be made to the current slot allocation system. While IAG dominates with over 55% of all Heathrow slots and no other airline owns more than 5%, the rules governing slot allocation are currently under governmental review. Commenting on the current situation, a spokeswoman for Britain’s Department for Transport said: “We are exploring the best way to allocate landing slots, ensuring they promote fair and competitive growth when significant new capacity is released.” Virgin currently operates long-haul routes to destinations including New York, San Francisco, Johannesburg and Hong Kong, and the carrier would like to add domestic routes such as Liverpool and Edinburgh, short-haul flights to Germany, Spain and France, and long-haul flights to cities such as Jakarta and Panama City.



## OTHER NEWS

tion to the simulator flight, Dickinson will also be meeting with the FAA aircraft certification team based in Seattle. Separately, Boeing has recently declined an invitation to testify at a House Transportation Committee hearing. "Boeing is working diligently and transparently with committees in both the House (of Representatives) and the Senate to ensure that proper information is being shared and we will continue to do so," the company made clear in an e-mailed statement. It was reported last month that the committee review would find the company needs to reorganize its engineering reporting lines company-wide and ensure higher ranking officials, including its CEO, get faster feedback about potential safety concerns from lower levels of the company. Federal prosecutors aided by the FBI, the Department of Transportation's inspector general and a number of blue-ribbon panels are investigating the 737 MAX as well as how the FAA certifies new aircraft.

A soon-to-be-finished report produced by the **Joint Authorities Technical Review (JATR)** has been reported by the **Wall Street Journal (WSJ)** as criticizing the U.S. approval process for **Boeing's 737 MAX** jet. It is understood that the panel, which includes air-safety regulators from Canada, China, Indonesia, the UAE, the EU, Brazil and the U.S., will call out the U.S. Federal Aviation Administration (FAA) for what it says is a lack of clarity and transparency in the way it delegated authority to Boeing to evaluate certain flight-control features. In addition, the FAA appeared to pay insufficient attention to a number of essential design changes. JATR will likely demand greater data-sharing and transparency among different governments, the WSJ reported, with the draft report recommending a review and updating of FAA guidance and day-to-day certification procedures, thus ensuring the FAA's early involvement in new onboard systems. "We look forward to the publication of the JATR report when it is complete," a Boeing spokesperson said in a statement.

## INDUSTRY PEOPLE

- **Katri Harra-Salonen**, Finnair's Chief Digital Officer (CDO), will leave the company, and **Tomi Pienimäki** (Dr.Tech, MSc.Econ), has been appointed as Finnair Chief Digital Officer and a member of the Finnair Executive Board. Harra-Salonen will leave her position on September 30, 2019, and



## Recommended Events



### Aircraft Economic Life Summit

November 18, 2019 – Gibson Hotel, Dublin, Ireland

[Click here for more aviation events](#)

Pienimäki will start in his new role on October 1, 2019. Pienimäki currently serves as a member of the Board in Aallon Group. Previously, he served as the CEO of Vincit and Jolla, and as the Chief Information Officer of Itella and Hackmann.



Mark Shaw

• Contrail Aviation Support, a worldwide supplier of surplus and aftermarket commercial jet engine components as well as asset leasing and acquisitions, has appointed commercial aircraft marketing executive **Mark Shaw**, who has 35 years of industry experience, as Vice President of Regional Marketing – EMEA of Contrail Aviation Leasing. In his new role, Shaw will be responsible for airline marketing, business development strategy and revenue-generation initiatives in Europe, the Middle East and North Africa. These initiatives include targeting mid-life/end-of-life narrow-body A320/B737 family aircraft and associated engine assets for acquisition — either naked or with leases attached. Most recently, Shaw served as Marketing Director at Stratos (Monaco) where he was responsible for business development and key airline client relationships within Stratos' commercial aircraft finance, advisory and aircraft sales/leasing activities.

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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	Jonathan.louch@dvbbank.com	+44 207 256 4449
A319-111	DVB Bank	CFM56-5B5/P	2870	2006	Q4/2019	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
A320-200	ORIX Aviation	V2527-A5	3807	2009	Q1/2020	Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	ORIX Aviation	CFM56-5B4/3	5213	2012	Q2/2020	Lease	Ross O'Kane	Ross.O'Kane@orix.ie	+353 87 702 8669
A320-200	TrueAero Asset Management	V2527E-A5	5794		Nov 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5531		Oct 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5296		Aug 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5089		Jun 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5050		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-232	DVB Bank	V2527-A5	2156	2005	Q1/2020	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
A330-200	DVB Bank	CF6-80E	814	2007	Q2/2020	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
A330-200	GA Telesis	CF6-80E1A4	507	2002	Now	Sale	Kevin Ford	aircraft@gatelesis.com	+1-954-676-3111
A330-200	GA Telesis	CF6-80E1A4	510	2002	Now	Sale	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A330-200	TrueAero Asset Management	CF6-80E1A4/B	882		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	901		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	932		May 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-300	BBAM	Trent 772B-60	1544	2014	Jul 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A330-300	DVB Bank	Trent 772B-60	1485	2014	Q1/2020	Sale / Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
A330-300	DVB Bank	Trent 772B-60	1146	2010	soon	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
B737-700	Kellstrom Aerospace	CFM56-7B26	28210	1998	Now	Sale	Michael Garcia	info@kellstromaerospace.com	+1 (847) 233-5800
B737-5H6	Bristol Associates	CFM56-3C1	26445	1992	Now	Sale	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
B737-800	DVB Bank	CFM56-7B27	28178	1999	Q4/2019	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
B737-800	ORIX Aviation	CFM56-7B24E	40317	2012	Q4/2019	Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ORIX Aviation	CFM56-7B24	33641	2007	Q2/2020	Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	GA Telesis	CFM56-7B	33813	2004	Now	Lease	Priscilla Ang	aircraft@gatelesis.com	+1-954-676-3111
B737-800	GA Telesis	CFM56-7B	33814	2004	Now	Lease	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
B737-800	Willis Lease				soon	Sale / Lease	Nick Pittler	willisassetsales@willislease.com	+1 (415) 408-4775
B747-400	Bristol Associates		28812	1999	Now	Sale	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
B747-400	Bristol Associates		30023	2000	Now	Sale	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
B757-223 (7x)	Jetran	RB211-535E4B	various	91/92	Now	Lease	Nick Blowers	blowers@jetran.aero	+1 (210) 269 3471
B777-300ER	DVB Bank	GE90-115b	35161	2008	Q3/2019	Sale / Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
(2) B787-800					soon	Sale / Lease	Nick Pittler	willisassetsales@willislease.com	+1 (415) 408-4775

## 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	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164
CRJ-700	Regional One	CF34-8C5B1	10205	2005	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164
D0328 Jet	Regional One	PW306B	3185	2001	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164
Do328-100	Jetran	PW119B	3049	1996	Now	Sale	Nick Blowers	blowers@jetran.aero	+1 (210) 269 3471
Do328-110	Jetran	PW119B	3024	1994	Now	Sale	Nick Blowers	blowers@jetran.aero	+1 (210) 269 3471
Do328-110	Jetran	PW119B	3034	1995	Now	Sale	Nick Blowers	blowers@jetran.aero	+1 (210) 269 3471
ERJ-170LR	AerFin	CF34-8E	1700155		Now	Sale / Lease	Auvinash Narayan	Auvinash.Narayan@aerfin.com	+44 (0) 7766384581
ERJ-170LR	AerFin	CF34-8E	1700124		Now	Sale / Lease	Auvinash Narayan	Auvinash.Narayan@aerfin.com	+44 (0) 7766384581

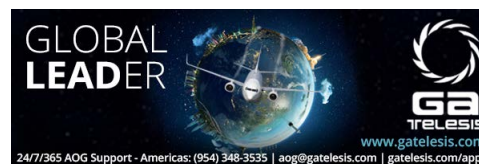
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# THE AIRCRAFT AND ENGINE MARKETPLACE

## Regional Jet / Turboprop Aircraft (cont.)

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
ERJ-145LR	Regional One	AE3007A1	145304	2001	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164
ERJ-145LR	Regional One	AE3007A1	145331	2000	Now	Sale / Lease	Chris Furlan	cfurlan@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
(1) AE3007A1	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
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	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164
(1) CF34-3B1	Now - Sale / Lease				
(2) CF34-10E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) CF34-10E7	Now - Sale/Lease/Exch.	Werner Aero	Cliff Topham	ctopham@wernerero.com	+1-703-402-7430
(1) CF34-8E5A1	Now - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204x202
(1) CF34-8C5B1	Now - Lease				
(1) CFM34-8C5A1	Oct 2019 - Lease				
(1) 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) CF6-80C2B6F	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(1) CF6-80C2B1F	Now - Sale / Lease				
(1) CF6-80C2B7F	Now - Sale / Lease				
(1) CF6-80C2B1F	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(2) CFM56-5B	Q3/2019 - Sale / Lease	Conrail Aviation	Kevin Milligan	kevin@conrail.com	+1 949-933-0797
(1) CFM56-5B4/3	Oct 19 - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) CFM56-7B24	Sep 19 - 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	Now - Lease	Rolls-Royce & Partners Finance	Charlie Ferguson	charlie.ferguson@rolls-royce.com	+44-(0)7772224895
(2) CFM56-7B27	Now - Lease	CFM Materials	Jimmy Hill	jimmy.hill@cfmmaterials.com	+1 -214-988-6670
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B27	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(2) CFM56-5B4/P	Now 2019 - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(1) CFM56-5B	Now - Sale/Lease/Exch.	Werner Aero Services	Cliff Topham	ctopham@werneraero.com	+1-703-402-7430
(1) CFM56-7B	Now - Sale/Lease/Exch.				
(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	Sep 2019 - Lease				
(1) CFM56-5B3/P	Oct 2019 - 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-217C	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
(1) JT8D-219	Now - Sale / Lease	LCHAerospace	Carlos Miranda	cmiranda@lchaerospace.com	+1 954-644-9617
<b>GE90 Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(2) GE90-115	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
<b>GENx Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(2) GENx1B74/75 Propulsor	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
<b>LEAP Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(2) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1A33	Now - Lease				
(1) LEAP1A-32	Now - Lease	Rolls-Royce & Partners Finance	Charlie Ferguson	charlie.ferguson@rolls-royce.com	+44-(0)7772224895
<b>PW Small Engines</b>	<b>Sale / Lease</b>	<b>Company</b>	<b>Contact</b>	<b>Email</b>	<b>Phone</b>
(1) PW121	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(2) PW123B/E	Now - Sale / Lease				
(1) PW127E/F/M	Now - Sale / Lease				
(1) PW150A	Sep 2019 - Sale / Lease				
(3) PW123	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW127	Now - Sale/Lease/Exch.				
(2) PW127F	Now - Sale/Lease/Exch.				
(1) PW150A	Now - Sale/Lease/Exch.				
(3) PW127M	Now - Sale/Lease/Exch.				
(1) PW120A	Now - Sale / Lease	Regional One	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164
(1) PW120	Now - Sale/Lease/Exch.		Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) PW123E	Now - Sale/Lease/Exch.		Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(4) PW126	Now - Sale/Lease/Exch.		Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) PW121	Now - Sale/Lease/Exch.		Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
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) PW124B	Now - Sale/Lease/Exch.	Logix.Aero	Jean-Christian Morin	jcmorin@logix.aero	+33.6.4782.4262
(2) PW127E/F			Remi Kryz	rkryz@logix.aero	+33.6.2079.1039
(4) PW127M					
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610



# THE AIRCRAFT AND ENGINE MARKETPLACE

## Commercial Engines (cont.)

Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(1) Trent 772B	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) V2533-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
(2) V2533-A5	Sep 19 - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(2) V2527-A5	Now - Sale / Lease				
(2) V2500-A5	Now - Sale / Lease	Contrail Aviation	Kevin Milligan	kevin@contrail.com	+1 949-933-0797
(1) V2533-A5	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(1) V2527-A5	Now - Lease				
(1) V2533-A5	Now - Sale/Lease/Exch.	Werner Aero Services	Cliff Topham	ctopham@werner aero.com	+1-703-402-7430

## Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(1) A320-200 Landing Gear	Now - Sale/Lease/Exch.	TrueAero, LLC	Matt Parker	mparker@trueaero.com	+1 469-607-6110
A340-300/A330 Landing Gear	Now - Sale/Lease/Exch.				
A340-600 Landing Gear	Now - Sale/Lease/Exch.				
B777-200 Landing Gear	Now - Sale/Lease/Exch.				
Trent 552 Inlet Cowls & Fan Cowls	Now - Sale/Lease/Exch.				
Trent 892 Inlet Cowls and Fan Cowls	Now - Sale/Lease/Exch.				
CFM56-5B Inlet Cowls and Fan Cowls	Now - Sale/Lease/Exch.				
V2500-A5 Inlet Cowls & Fan Cowls	Now - Sale/Lease/Exch.				
CF6-80E Trust Reversers, Inlets & Fan Cowls	Now - Sale/Lease/Exch.				
APUs (2) APS2300	Now - Sale/Lease/Exch.				
APUs (2) GTCP331-500B, (1) APS3200	Now - Sale/Lease/Exch.				
Neutral CFM56-7B QEC Kit	Q4/2019 - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
767-300ER 413K, 737-300 LANDING GEAR	Now - Sale/Lease/Exch.	AZURE RESOURCES INC.	Jeff Young	jeff@azures.com	1-954-249-7935
GTCP36-300A, 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	Q3+Q4/2019 - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) GTCP131-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com	+1 954-801-3592
(multiple) APS2300, (1) GTCP331-350C	Now - Sale / Lease	AirFin	Nick Filce	Nick.Filce@aerfin.com	+44 7770 618 791
(1) GTCP36-300A, (1) GTCP131-9A					
(2) GTCP131-9A, (1) GTCP131-9B, (1) GTCP131-9B (MAX),		GA Telesis		apu@gatelesis.com	+1-954-676-3111
(1) GTCP331-200ER, (1) GTCP331-350, (2) GTCP331-500, (1) PW901A					
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, GTCP85-129H					
(1) APU GTCP331-500, (1) APU GTCP131-9A	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available	Now - Lease				
ENGINE STANDS: Trent 800, PW4000 112"/V2500		National Aero Stands		support@stands.aero	+ 1 305-558-8973
/ CFM56/ PW2000 & Bootstrap kits					
GTCP131-9A, GTCP 131-9B	Now - Sale / Lease	Werner Aero Services	Julien Levy	jlevy@Werneraero.com	+1 201-674-9999
737-800 Winglets	Now - Sale / Lease				
737-700 & 737-800 Landing Gear	Now - Sale / Lease				
(3) APS 2300	Now - Sale/Lease/Exch.		Mike Cazaz	mike@werneraero.com	+1 201-661-6804
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368