

Weekly Aviation Headline News

WORLD NEWS

United signs up WFS for Cape Town services

United Airlines will partner with World-wide Flight Services (WFS) as its cargo handling provider for the first-ever non-stop service by a U.S. carrier between New York/Newark and Cape Town. WFS in Cape Town has been awarded a three-year contract by United to serve its three-times weekly Boeing 787 Dreamliner flights. WFS handles over 65,000 tonnes of cargo a year in South Africa at its handling operations in Johannesburg and Cape Town.

Austrian adds Boston services

Austrian Airlines will offer flight services from Vienna to Boston starting at the end of March 2020. Austria's home carrier will initially operate four weekly flights to the American metropolis and increase frequencies to six flights per week as of mid-April. "We are very pleased about this new and attractive destination. Boston is a city with great historical significance, just like Vienna", says Austrian Airlines CCO Andreas Otto.

Silver Airways and Delta sign codeshare agreement

Delta Air Lines have expanded their commercial relationship by introducing a codeshare partnership. Both airlines will offer seamless connections between the carriers' networks and enable passengers to fly segments operated by both airlines under a single ticket. Under the agreement, Delta's airline designator code (DL) is available on Silver Airways (3M) designator code for over 150 Caribbean flights per week, including to and from San Juan, Anguilla, Antigua, Dominica, Tortola, Nevis, St. Kitts, St. Thomas, St. Croix and St. Maarten.



787-9s are conducting the research flights.

Photo: Qantas

Qantas non-stop Sydney to London Second of three Project Sunrise research flights

Qantas has embarked on a second ultra-long-haul research flight, as part of scientific studies into minimising jetlag for passengers and improving crew wellbeing.

The first research flight operated between New York and Sydney non-stop four weeks ago with 49 passengers and crew. It cut around three hours off the typical gate-to-gate travel time of current one-stop flights.

The airline has re-purposed the delivery flights of three brand new 787 Dreamliner aircraft, which would

otherwise ferry empty from Seattle to Australia. A third research flight, repeating the New York-Sydney route, will take place in December.

This flight marks only the second time in history that a commercial

is now on public display at an aviation museum, south of Sydney.

Researchers from the University of Sydney's Charles Perkins Centre as well as the Cooperative Research Centre for Alertness, Safety and Productivity (Alertness CRC) will again travel on the non-stop Dreamliner flight to collect passenger and crew data.

The findings from all three research flights will be used to inform future service and product design, aimed at increasing wellbeing and comfort

"The final frontier is New York and London to the east coast of Australia non-stop.."

Alan Joyce, Qantas CEO

airline has flown direct from London to Sydney. The first was 30 years ago in 1989, when Qantas operated a 747-400 ferry flight between the two cities. The aircraft that performed that flight (VH-OJA)

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MRO

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...continued from page 1

during travel on long-haul flights – in particular the direct flights Qantas hopes to operate on a commercial basis between the east coast of Australia and London and New York.

The research flight will carry around 50 passengers and crew in order to give the 787-9 the range required for the 17,800 km flight, expected to take around 19 and a half hours.

While the flight is over 1,500 kilometres further than New York to Syd-

ney, the duration is expected to be similar due to prevailing tail winds between London and Sydney.

Qantas CEO Alan Joyce said: “Our Perth to London flight was a huge leap forward and it’s been incredibly popular. The final frontier is New York and London to the east coast of Australia non-stop and we are hopeful of conquering that by 2023 if we can make all elements of the business case stack up.”

AIRCRAFT & ENGINE NEWS

FPG Amentum arranges sale of two Southwest 737-700s

FPG Amentum, the Dublin-based aircraft leasing/management company has announced the sale of two Boeing 737-700s (MSNs 34320 and 34321). FPG Amentum has leased the aircraft to Southwest Airlines on behalf of FPG Amentum’s investor customer Global Aircraft Fund I since 2016 and has now arranged the sale of the aircraft to the operator.

Leonardo delivers first AW169M helicopter to Italy’s Guardia di Finanza

Leonardo has delivered the first of 22 latest-generation AW169M light intermediate twin-engine helicopters for Italy’s Guardia di Finanza. The initial delivery is linked to a contract worth €280 million (US\$308 million), which was signed at the end of 2018. It also includes a complete support and training package that could be extended in the future for further services with an additional value of €100 million (US\$110 million). The AW169Ms will be used for various tasks including maritime police/patrol, homeland customs security, law enforcement, rescue and other security duties. The delivery of all aircraft is expected to be completed by 2024, complementing a fleet of 14 AW139 intermediate twin helicopters.

Leonardo to invest in solar-powered drone capable of perpetual flight with heavy payloads

Leonardo is accelerating the progress of technology and innovation in autonomous flight by investing in Skydweller Aero Inc., a US/Spanish start-up specialising in large-scale solar-powered unmanned air systems. The initiative will result in the development and deployment of the

Airbus unveils first Canadian-made A220-300 aircraft destined for a Canadian airline



First Canadian-made A220-300 for Air Canada rolls out of the paint shop Photo: Airbus

Air Canada’s first Airbus A220 was unveiled last week when it rolled out of the painting hangar at the A220 final assembly line in Mirabel. In December, Air Canada will become the first Canadian airline to take delivery of this Canadian-designed and developed aircraft when it receives the first of its 45 A220s on order. The A220 features an innovative cabin design, as well as significantly lower emissions and a reduced noise footprint. Now that the aircraft is decked out in Air Canada’s livery, it has moved to pre-flight activities in the A220 flight line hangar in Mirabel, before taking off for its first flight later this fall. Currently, there are 94 A220 aircraft flying with six operators on regional and transcontinental routes in Asia, America, Europe, the Middle East and Africa, proving the great versatility of Airbus’ latest family member. The A220 has an order book of 530 aircraft as of the end of October 2019.

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Borescope	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Boreblend	●		●	●	●	●	●	●													
C-Check	●	●	●	●	●	●	●	●	●	●	●	●	●	●							
Thrust Rating Conversion (per SB)	●	●	●	●	●	●															
Engine Preservation	●	●	●	●	●	●						●									
LRU and QEC	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●					
LPC Rotor Blade Removal/Installation	●	●	●	●	●	●							●	●							
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AIRCRAFT & ENGINE NEWS

Skydweller drone, the world's first fully electric unmanned aircraft capable of carrying large payloads with unlimited range and ultra-persistent endurance. "As the key technological investor and partner of the project, Leonardo will broaden its capabilities in new power systems, autonomous flight, innovative aerostructures, ultra-light materials and eco-friendly technologies to improve the company's competitive advantage in the aerospace business for the next 20 years", commented Alessandro Profumo, CEO of Leonardo. Thanks to its unique features, Skydweller combines potentially unlimited persistence and range with the flexibility of an aircraft. It will operate from existing airbases around the world, deploy thousands of miles away to areas of high need, and remain overhead for orders of magnitude longer than current aircraft. This revolutionary platform will be used for purposes ranging from land and maritime surveillance to monitoring the environment and infrastructure, from industrial geo-information services to telecommunications and precision navigation. During emergencies and disaster-recovery situations, the system can be rapidly deployed from distant locations to provide backup communications and direct support to first responders. The system will comply with European export laws and will not be subject to International Traffic in Arms Regulations (ITAR) restrictions. This will enable the aircraft to satisfy government and commercial needs around the world. Leonardo will act as the prime contractor for commercial opportunities in Italy, the United Kingdom, Poland and NATO. Development and construction of the aircraft will be carried out at the Skydweller facility in the Castilla-La Mancha region of Spain. Leonardo Aircraft division will participate in development and engineering activities via a dedicated team.

NAC delivers one ATR 72-600 to Air Nostrum on lease

Nordic Aviation Capital (NAC) has delivered one ATR 72-600, MSN 1145, to Air Nostrum on lease. Air Nostrum was founded in 1994 in Valencia, Spain. It was created to become a reference point for the southern European regional aviation market sector as indicated by its original name: Air Nostrum Lineas Aereas del Mediterraneo (Air Nostrum Mediterranean Airlines). Funded by private capital, it operates as part of the Iberia Group under the brand name of Iberia Regional Air Nostrum.



Air Nostrum ATR 72-600

Photo: AirTeamImages

Qatar Airways places US\$4 billion Leap-1A engine order



Photo: Qatar Airways

Qatar Airways has ordered CFM International LEAP-1A engines to power its new fleet of 50 Airbus A321neo family aircraft. In addition, the national airline of the State of Qatar has also signed with CFM a Rate-Per-Flight-Hour (RPFH) support agreement to cover its entire fleet of LEAP-1A engines, including spares, for a combined total value of US\$4 billion at list price. Qatar Airways has been a CFM customer since 2015 and currently operates a fleet of eight CFM56-5B-powered A320ceo family aircraft. The first LEAP-1A-powered A321neo is scheduled to be delivered in 2020.



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KLM firms up order for E195-E2 jets



KLM intends to buy up to 35 E195-E2 jets

Photo: Embraer

Embraer and KLM Cityhopper have signed a firm order for 21 E195-E2 aircraft, plus 14 purchase rights. The 21 firm positions will be acquired via operating leases from Embraer lessor partners Aircastle and ICBC Aviation Leasing. The order was previously announced as a Letter of Intent for 15 firm orders with 20 purchase rights at the Paris Air Show earlier this year. With all purchase rights exercised, the deal would have a value of US\$2.48 billion. The aircraft for this order will come from the existing backlogs of lessors Aircastle and ICBC Aviation Leasing; each providing KLM with 11 and 10 E195-E2s, respectively.

BelugaXL receives EASA Type Certification

The BelugaXL has received its Type Certification from the European Aviation Safety Agency (EASA) paving the way for entry-into-service by early 2020. The aircraft is an integral part of Airbus' industrial system and a key enabler for production ramp-up requirements beyond 2019. The BelugaXL allows for 30% extra transport capacity being seven meters longer and one meter wider than its BelugaST predecessor. With the largest cargo bay cross-section of all existing cargo aircraft worldwide, the BelugaXL can carry two A350 XWB wings compared to the BelugaST, which can only carry one. With a maximum payload of 51 tons, the BelugaXL has a range of 4,000km (2200nm). The aircraft got its stamp of approval following an intensive flight test campaign that saw the BelugaXL complete more than 200 flight tests, clocking over 700 flight hours. In total, six aircraft will be built between 2019 and 2023, gradually replacing the current fleet of BelugaST transporters.



BelugaXL

Photo: Airbus

CDB Aviation delivers A321neo aircraft to Brazilian airline Azul



Azul

Photo: AirTeamImages

CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing Co., has delivered the first of two Airbus A321neo aircraft to Brazilian airline Azul S.A. The aircraft is the first A321NX version of the Neo-family, fitted with Airbus' Cabin Flex option, to be operated by a Brazilian airline. The A321neo, configured in a 214 single-class seat layout and powered by CFM International's Leap-1A engines, will provide passengers with enhanced features. The versatility of the A321neoNX will provide the right capacity for Azul's expanding fleet and will avail the carrier of the new technology's benefits, such as reduced fuel consumption and lowered unit costs, enabling more efficient operations in the future.

FAA rejects Boeing 737 documentation – American and Southwest Airlines delay its return to service until March 2020



American Airlines

Photo: AirTeamImages

With the U.S. Federal Aviation Administration (FAA) and the European Aviation Safety Agency (EASA) flagging a number of issues during a documentation audit of how the latest 737 MAX software update was developed, the outcome is a number of carriers having to further amend their schedules to take into account the fact that the grounded jet is unlikely now to receive FAA approval to return to the skies until the beginning of the new year. The FAA has always made it clear that it will require a full month subsequent to any successful test flight for the software update and additional safety improvements to the 737 MAX, while the EASA would require approximately two months. According to Boeing spokesman Gordon Johndroe, the company: “provided technical documentation to the regulators as part of the software validation process. The documenta-

tion was complete, and it was provided in a format consistent with past submissions. Regulators have requested that the information be conveyed in a different form, and the documentation is being revised accordingly.” However, according to Reuters news agency, one person briefed on the matter characterized the issue differently and said Boeing’s paperwork had gaps, was substandard and this meant regulators could not complete the audit, a crucial step before the plane can be certified to return to service. Southwest Airlines and American Airlines Group Inc confirmed on Friday they are extending Boeing 737 MAX flight cancellations until early March. Between them the two carriers are having to cancel 300 flights a day as a result of the MAX grounding.

Airbus VSR700 prototype performs successful first unmanned test flight

Airbus Helicopters has announced that its VSR700 unmanned aircraft successfully performed several take-offs and landings at a drone test center near Aix-en-Provence in the south of France on Friday, November 8. The longest flight lasted approximately 10 minutes. This stage of the flight-test program required that the unmanned aircraft was tethered to the ground with a 30m cable which secured the flight-test zone. “The VSR700 is a fully-fledged unmanned aerial system, capitalizing on Airbus Helicopters’ extensive experience of advanced autopilot systems and engineering expertise to provide modern militaries with new capabilities”, said Bruno Even, Airbus Helicopters CEO. “This first flight of the VSR700 prototype is a major milestone for the program as we make progress on the operational demonstrator for the French Navy that will perform trials in 2021 in partnership with Naval Group.” The VSR700 is an unmanned aerial system in the 500-1000 kg maximum take-off weight range and is a derivative of the Hélicoptères Guimbal’s Cabri G2. It offers the ideal balance of payload capability, operational cost and endurance. It can carry multiple, full-size naval sensors for extended periods and can operate in existing ships, alongside a helicopter, with a low logistical footprint. The VSR700 prototype is a step-change from the optionally piloted demonstrator that first flew in 2017 and which was based on a modified Cabri G2 equipped for autonomous flight. Compared to the demonstrator, the VSR700 prototype has a specialized set of avionics and an advanced flight control system, and a payload bay in place of the pilot.



VSR700 prototype performs first flight

Photo: Airbus Helicopters/Eric Raz

MRO & PRODUCTION NEWS

West Star Aviation provides Falcon 2000 baggage modification install

West Star Aviation has been granted STC approval to install the Falcon 2000 baggage modification. This modification allows West Star to create usable baggage space in the aft unpressurized area. The forward servicing compartment (FSC) panel enclosure will feature a 21.75 ft² footprint, and 73.5 cu.ft. of usable baggage space. The installation weight of this modification is 115 pounds and can accommodate 185-275 pounds while still allowing access to all common service and maintenance items with no additional fire detection or suspension needed. This modification is available to over 500 Falcon 2000 aircraft models and will have a minimal impact

GA Telesis establishes ready-to-go landing gear lease pool with launch customer GAMECO

GA Telesis Component Solutions Group (CSG) has established a comprehensive landing gear leasing pool. Available assets for lease in 2019 include multiple ship sets of ready-to-go A320 family (enhanced gear), A330, 737-700, 737-800, 777-200ER, CRJ700 and CRJ900 landing gear shipsets. The Company has a plan to increase the pool size and to add additional sets and aircraft models with global commercial coverage of most single- and twin-aisle aircraft models by 2021. As a launch customer to the new business, partner MRO GAMECO has taken delivery of its first A320 family landing gear set provided by GA Telesis' CSG team. With its extensive product line and inventory leasing capabilities, GA Telesis was able to provide a win-win comprehensive solution to GAMECO to satisfy its customer's needs.

New King Aerospace-Thurmond Group alliance supports both government and corporate aircraft

Texas-based King Aerospace Companies and Pennsylvania-based The Thurmond Group have formed a strategic partnership that unites two reputable names in aviation. The alliance will enable both companies to grow their support for intelligence, surveillance and reconnaissance (ISR) specifically, and aircraft modifications in general. The Thurmond Group has built strong relationships with both ISR-focused government and private industry by providing integration services that include but are not limited to sensors, networking, operation systems and the Federal Risk Management Framework (RMF). Both it and King Aerospace are known for their ISR quick reaction capability (QRC). Maintenance, engineering and FAA-certified modifications will be handled at

TrueNoord leases three Embraer E190s to Finnair



ATR 72-500 NoRRRA Nordic Regional Airlines

Photo: AirTeamImages

TrueNoord, the specialist regional aircraft lessor, has leased three Embraer E190s to Finnair. These aircraft have been purchased with leases attached from GOAL Aircraft Leasing and they are being sub-leased and operated by Nordic Regional Airlines (NoRRRA). Financing was provided under TrueNoord's term loan warehouse facility supported by Morgan Stanley, NORD/LB Norddeutsche Landesbank, Barclays and ABSA Bank. Hogan Lovells advised TrueNoord on the transaction and Dentons supported GOAL. NoRRRA operates a significant part of Finnair's domestic and European traffic with over 50,000 flights yearly. The company's modern and young fleet includes 24 aircraft; 12 ATR turboprops for shorter journeys and smaller regional airports in the Nordic region, and 12 Embraer E190 jets, suited for slightly longer distances across European skies.

BOC Aviation delivers two Airbus A321neo aircraft on lease to Sichuan Airlines



BOC Aviation delivers two Airbus A321neo aircraft to Sichuan Airlines

Photo: AirTeamImages

BOC Aviation has delivered the final two of five Airbus A321neo aircraft on lease to Sichuan Airlines. These aircraft are powered by Pratt & Whitney GTF™ PW1100G-JM engines, and were delivered from the Company's existing order book. Sichuan Airlines is a full-service carrier with more than 300 routes carrying nearly 30 million passengers annually. Established over 30 years ago, Sichuan Airlines' shareholders include three other airlines and its largest investor is the Sichuan provincial government. It currently operates an all-Airbus fleet totaling more than 150 single- and twin-aisle aircraft.

MRO & PRODUCTION NEWS

King Aerospace’s facility in Ardmore, OK, just 90 miles north of Dallas. The AS 9110-certified operation accommodates the most common turbo-prop and jet aircraft for commercial and military/government commercial-derivative applications. This includes Dash 8, King Air, Boeing 737, Citation, Gulfstream and Challenger aircraft. The King Aerospace facility includes a 9,000-foot runway and encompasses four hangars with more than 200,000 ft² of space. It offers a highly skilled workforce that operates on a no-excuses philosophy.

GE Aviation signs 12-year Systems TrueChoice services and support contract with China Southern Airlines

GE Aviation has announced a 12-year TrueChoice™ services agreement with China Southern Airlines for systems support across its Boeing 787 fleet. The agreement includes GE Aviation’s Avionics Systems content and capabilities, with the signing taking place at the China International Import Expo with Matt Dillhoff, general manager of Systems Global Services Sales for GE Aviation and Mr. Li Zhigang, Senior Vice President, Maintenance & Engineering Division, China Southern Airlines Company Limited. The agreement covers GE Aviation content including the Common Core System and will support all of China Southern Airlines’ fleet of 30 B787 aircraft, the last five of which will be delivered in 2020. The program for the China Southern Airlines B787 fleet will provide an optimized solution for through-life support and includes repairs, stock holding, inventory management, program management, configuration control, engineering change control, technical documentation, obsolescence management and reliability trend analysis. Building on the airline’s minimal B787 parts inventory, GE Aviation will guarantee just-in-time availability from its pool of B787 components to China Southern Airlines at its main base in Guangzhou and its outstations.

Avianor obtains A220 maintenance approval from Transport Canada

Avianor is pleased to announce that it has reached a highly important milestone and has received Transport Canada (TCCA) approval to add the Airbus A220-100 and A220-300 to its important maintenance capability list. With this approval, Avianor can offer post-delivery modification services to operators of the Airbus A220 family of aircraft. With this addition of the Airbus A220 heavy maintenance approval, Avianor is strategically placed for the future.

Pratt & Whitney secures EngineWise® service agreement with Vietnam Airlines



A321neo Vietnam Airlines take off

Photo: Pratt & Whitney

Pratt & Whitney and Vietnam Airlines have signed a 12-year EngineWise Comprehensive service agreement for Pratt & Whitney GTF™ engine maintenance for the airline’s fleet of 20 Airbus A321neo aircraft. Vietnam Airlines’ first A321neo entered into service in late 2018. Pratt & Whitney’s EngineWise service portfolio provides engine operators with a variety of aftermarket services to maximize engine performance and fleet availability.

Danish carrier Jet Time extends PBH contract with AJW Group



Jet Time Boeing 737-700

Photo: AJW Group/Erik Refner

AJW Group has extended its decade-long power-by-the-hour (PBH) contract with the Danish airline Jet Time. The extension to the contract sees AJW continue to provide support for the airline’s current fleet of B737NG aircraft, along with new additions to be introduced in the next 12 months. AJW’s PBH offering guarantees the supply, repair and overhaul of rotatable components with tailored programs, to all fleets and sizes. Jet Time is a Danish ACMI and Charter airline with its head office in Kastrup and bases at Copenhagen, Billund and Helsinki Airport, operating on behalf of tour operators and other airlines throughout Europe. Since the long-term partnership began, AJW has supported Jet Time during its restructure and fleet transition from the Boeing 737 Classic to the 737 Next Generation.

Boeing dumps unreliable automation system used for 777 jetliner fuselage manufacture

A key automation system which Boeing has deployed for the manufacture of fuselage sections for the 777 jetliner has been phased out owing

to unreliability problems. Back in 2015 Boeing began the manufacture of the 777’s fuselage in an upright orientation in a system known as fuselage automated upright build (FAUB) which involved robots drilling holes and installing fasteners. However, last year reliability and rework

issues led to delays. Boeing has now transitioned to “flex tracks”, which involves the automated drilling of holes along the circumference of the 777 fuselage which are then manually fastened. According to company spokesman Paul Bergman, the flex tracks system was developed by Boeing Commercial Airplanes and had already been tested in commercial and defense programs. The total transition, which was started in the second quarter of the year, should be complete by year end and will have no effect on staffing levels.

FINANCIAL NEWS

SAS reports strong passenger figures and improved unit revenue, revises outlook

SAS’ outlook in the third quarter report was “that it will be challenging to reach a positive result before tax and items affecting comparability in fiscal year 2019”. As a result of strong passenger figures and an improved unit revenue, the outlook is revised as SAS’ earnings before tax and items affecting comparability is estimated to be in the range of SEK 700-800 million (US\$72-82 million) for the fiscal year 2019. SAS’ total traffic capacity increased with 2.2% and the number of passengers increased with 3.6% compared to October 2018. Regularity and punctuality also showed a strong improvement with an increase of 0.8 points and 1.5 points respectively. Domestic revenue passenger kilometers (RPK) increased by 5.7% across the three Scandinavian countries. The growth was also substantial on European/Intra-Scandinavian routes where RPK increased with 5.5%. Total passenger load factor increased with 0.7 points to 76.3% and supported an improved currency adjusted unit revenue and yield, which increased with 2.3% and 1.6% respectively.

Hong Kong political unrest forces Cathay Pacific to lower profit guidance again



Cathay Pacific Airlines Photo: AirTeamImages

Cathay Pacific Airways (Cathay Pacific), the flag carrying airline of Hong Kong has been forced, for the second time in under a month, to reduce its profit guidance owing to anti-government protests in the city which have forced schools, many businesses and transport links to shut down. The airline confirmed on Wednesday, October 13, that passenger numbers had fallen 7% for the month of October and instead of last months prediction that profit for the second half of the year would be “below” that of the first half of the year, this statement used the phrase “significantly below” the first six months’ HK\$1,347 billion (US\$172 million). A number of analysts have already predicted that the carrier will post a loss for the second half of 2019. In the statement, Cathay Chief Customer and Commercial Officer Ronald Lam said: “Overall, we foresee a challenging remainder of 2019 for our airlines,”. “Looking ahead, our advanced bookings continue to show weakness in both inbound and outbound Hong Kong traffic for the rest of 2019, partly offset by moderately increased transit passengers via Hong Kong.” According to Lam, Cathay Pacific reduced passenger flight capacity by 2-4% versus its original schedule between August and October and made further cuts of 6-7% for November and December. Reuters news agency reports that the carrier is expected to hold an analyst briefing on Thursday, the first under a new management team led by Chief Executive Augustus Tang after the airline’s former head, Rupert Hogg, resigned in August after a crackdown by China’s aviation regulator.



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FINANCIAL NEWS

Héroux-Devtek posts solid fiscal 2020 second-quarter results

Héroux-Devtek, a leading international manufacturer of aerospace products, has reported strong results for the second quarter ended September 30, 2019. Consolidated sales grew 52.1% to CA\$145.5 million, up from CA\$95.6 million last year, including a 14.3% organic growth and a solid performance by the Corporation's recent acquisitions, which contributed CA\$36.1 million. Commercial sales grew 38.1% from CA\$47.0 million to CA\$64.9 million, while defense sales were up 65.7%, from CA\$48.6 million to CA80.6 million. Gross profit as a percentage of sales decreased during the second quarter to 15.3%, from 16.2% last year, mainly due to the 0.6% negative net impact of exchange rate fluctuations and higher manufacturing costs at the Longueuil facility. These negative factors were partially offset by the positive impact of the CESA acquisition. Operating income increased to CA\$10.5 million, or 7.2% of sales, up from CA\$5.3 million, or 5.5% of sales last year, mainly driven by lower selling and administrative expenses as a percentage of sales. Last year's operating income also reflected non-recurring acquisition-related costs, as opposed to this year. Adjusted EBITDA, which excludes non-recurring items, stood at CA\$21.5 million, or 14.8% of sales, compared with \$13.2 million, or 13.8% of sales, a year ago. For the same period, EPS doubled from CA\$0.09 last year to CA\$0.18 this quarter, while adjusted EPS grew 50%, from CA\$0.12 last year to CA\$0.18 in Q2. (US\$1.00 = CA\$1.32 at time of publication.)

Fly Leasing reports third-quarter 2019 financial results

Fly Leasing has reported its financial results for the third quarter of 2019. The company reported net income of US\$51.7 million and adjusted net income of US\$59.8 million. Fly Leasing sold eight aircraft for a gain of US\$38.9 million, a 17% premium-to-book value. During the quarter the company purchased two aircraft for US\$53.7 million. Fly Leasing's book value was US\$25.85 per share at quarter-end, a 20% increase since December 31, 2018 and net debt-to-equity ratio of 2.6x

Embraer reports third-quarter net loss of US\$77.2 million

In the third quarter 2019 (3Q19), Embraer delivered 17 commercial and 27 executive (15 light and 12 large) jets, compared to 15 commercial jets and 24 executive (17 light and 7 large) jets in the third quarter of 2018 (3Q18).

MILITARY AND DEFENCE

Boeing delivers first P-8A Poseidon to United Kingdom's Royal Air Force



The first P-8A Poseidon aircraft for the United Kingdom lifts off from Boeing Field in Seattle, Wash *Photo: Boeing*

Boeing has delivered the first of nine P-8A Poseidon maritime patrol aircraft (MPA) to the United Kingdom Royal Air Force (RAF). The United Kingdom is acquiring the multi-mission aircraft through the Foreign Military Sales process with the U.S. Navy. The P-8A Poseidon replaces the U.K.'s retired Nimrod aircraft. Boeing formally delivered the aircraft on Oct. 29 to the U.S. Navy during a ceremony at the Boeing Military Delivery Center in Tukwila, Wash. From Tukwila, the aircraft flew to the U.S. Navy's Naval Air Station Jacksonville, Florida, where U.S. Navy leaders officially turn the aircraft over to the United Kingdom. At JAX, Royal Air Force crew will work with the aircraft before flying it to the United Kingdom in January 2020. All nine P-8A aircraft will be based at Lossiemouth, Scotland. As part of a collaborative program with the U.S. Navy, pilots and maintainers from the United Kingdom's RAF have been stationed at Naval Air Station JAX since 2012. Called "Project Seedcorn," the arrangement has allowed RAF members to fly the P-8A with Patrol Squadron Thirty (VP-30), the Navy's Maritime Patrol and Reconnaissance Fleet Replacement Squadron, to maintain their maritime patrol skills in advance of receiving the P-8A.

Hardide approved for F-35 Joint Strike Fighter



F-35A Lightning Lockheed Martin *Photo: Lockheed Martin photo by Liz Lutz*

Hardide, the developer and provider of advanced surface coating technology, has announced that its Hardide-A coating has been selected for use on components for the new F-35 Lightning II Joint Strike Fighter. Following extensive testing, Hardide-A coating has been approved for use on drag chute components for the F-35A CTOL (conventional take-off and landing) variant being manufactured by Lockheed Martin. For these specific components, Hardide-A is being used in place of HVOF (high velocity oxy-fuel) thermal spray coatings. Hardide-A has been developed specifically to meet the needs of the aerospace industry and is an environmentally compliant and technically superior replacement for HVOF and hard chrome plating. The coating has demonstrated outstanding performance under corrosive conditions. This opens up applications in high load and corrosive conditions associated with several aircraft types. The F-35 Lightning II is a family of single-seat, single-engine, all-weather stealth multirole fighters. The fifth-generation combat aircraft is designed to perform ground-attack and air-superiority missions. Over 455 aircraft have been built so far with the RAF and Royal Navy planning to take 138.

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FINANCIAL NEWS

The Company's firm order backlog at the end of 3Q19 was US\$ 16.2 billion; EBIT and EBITDA in 3Q19 were US\$(20.8) million and US\$18.2 million, respectively, yielding an EBIT margin of -1.8% and an EBITDA margin of 1.5%. The quarterly results were impacted by separation costs of US\$34.8 million related to the carve out of Embraer's Commercial Aviation business. In the first nine months of 2019 the Company's EBIT was US\$(9.3) million (EBIT margin of -0.3%) and EBITDA was US\$ 116.2 million (EBITDA margin of 3.4%). In the same period, separation costs represented US\$66.6 million. 3Q19 net loss attributable to Embraer shareholders and loss per ADS were US\$(77.2) million and US\$(0.42), respectively. Adjusted net loss (excluding deferred income tax and social contribution) for 3Q19 was US\$ (48.4) million, with adjusted loss per ADS of US\$(0.26). Embraer has reported adjusted net loss in 3Q18 of US\$(16.5) million, for an adjusted loss per ADS of US\$(0.09) in the quarter. The Company has reported 3Q19 free cash flow of US\$(257.4) million, versus free cash flow of US\$(162.6) million reported in 3Q18.

Chorus Aviation reports third-quarter 2019 financial results

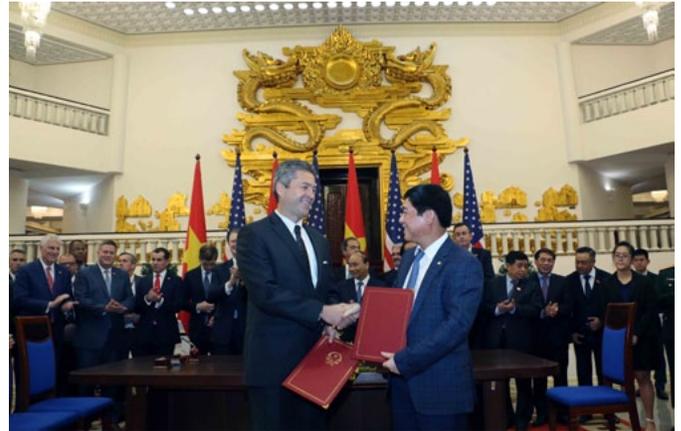
In the third quarter of 2019, Chorus reported adjusted EBITDA of US\$92.6 million, an increase of US\$5.8 million or 6.7% relative to the third quarter of 2018. The Regional Aircraft Leasing segment's adjusted EBITDA increased by US\$13.2 million related to the growth in aircraft earning leasing revenue. The Regional Aviation Services segment's adjusted EBITDA decreased US\$7.4 million, partially offsetting the previously described increase. Adjusted net income was US\$29.2 million for the quarter, a decrease from 2018 of US\$1.6 million or 5.2%. Net income was US\$24.2 million, a decrease of US\$0.6 million over the 2018 period excluding the quarter-over-quarter change in net unrealized foreign exchange losses on long-term debt of US\$18.9 million. The decrease was due to the previously noted US\$1.6 million decrease in adjusted net income, offset by decreased employee separation program costs of US\$1.0 million.

OTHER NEWS

Airways International's TotalControl simulator will shortly be used by air traffic control trainees at the United Kingdom's **Takeoff Aviation Academy**. Airways will provide Takeoff Direct with a desktop tower simulator and a surveillance simulator, in the first installation of a TotalControl simulation solution into the United Kingdom. The

INFORMATION TECHNOLOGY

Sabre Corporation has signed a multi-million-dollar agreement with long-standing customer **Vietnam Airlines**. The carrier will adopt Sabre Revenue Optimizer and SabreSonic Inventory solutions to enable responsive real-time origin & destination (O&D) revenue management. This will further strengthen Vietnam Airlines' forecasting and inventory control capabilities, helping maximize its revenue and setting the foundation for dynamic offer creation.



Sabre and Vietnam Airlines signing ceremony

Photo: Sabre

OTHER NEWS



easyJet cadets training with CAE

Photo: CAE

CAE has signed a long-term exclusive training agreement with **easyJet** to train 1,000 new easyJet cadet pilots on a Multi-Crew Pilot License (MPL) program. CAE will also provide Airbus 320 type rating training and place graduates of CAE's Integrated Airline Transport Pilot License (ATPL) program with easyJet. Selected cadets will begin MPL training with CAE in 2020 and upon completion of training, the first graduates will join operations as easyJet co-pilots by the end of 2021. Aspiring pilots on the easyJet MPL course will complete their ground school classes in one of CAE's European aviation academy locations including CAE Brussels, CAE Madrid, CAE Milan or CAE Oxford. The easyJet MPL training program showcases the latest competency based training innovations developed by CAE in collaboration with easyJet. The training program also embeds easyJet Standard Operating Procedures (SOPs) and Threat and Error Management strategies. It will be the first MPL course to include Air Traffic Control (ATC) simulation in the training devices. The program will deliver a seamless training experience, from ground school training to full-flight simulation. Cadets will train in glass-cockpit aircraft and will be the first trainees to conduct their training on CAE's latest-generation flight training device (FTD), the CAE 600XR. This innovative technology provides the highest training fidelity in today's fixed-based training market.

PASSENGER STATISTICS - OCTOBER

- **JetBlue Airways** has posted its preliminary traffic results for October 2019. Traffic in October 2019 increased 6.2% from October 2018, on a capacity increase of 6.7%. Load factor for October 2019 was 82.5%, a decrease of 0.4 points from October 2018. JetBlue's preliminary completion factor for October 2019 was 99.6% and its on-time performance was 80.7%.
- About 1.4 million passengers flew with **Austrian Airlines** in October 2019, comprising an increase of 4.4% from the prior-year month. Traffic for the month climbed 1.5%, while capacity increased 0.5% compared to the previous year. The load factor for October increased 0.9 points to 82.8%.

OTHER NEWS

project is due to begin in early 2020. The Takeoff Direct desktop simulator will have eight screens, with two multi-purpose pseudo pilot positions capable of controlling both tower and radar simulations as well as preparing new exercises. The simulator uses high fidelity 3-D graphics, and air traffic control trainees will be able to control traffic in exercises that mimic the real world including complex weather conditions. Airways' Total Control simulation technology enhances the quality and speed of ATC training, significantly reducing on-the-job training time while the industry worldwide is under increased pressure to train enough air traffic controllers to meet demand. Developed by Airways in partnership with New Zealand-based 3-D graphics experts Animation Research, Total Control simulators combine photo-real graphics and lifelike simulation with easy-to-use exercise creation tools – enabling ANSPs to easily adapt exercises to suit their existing traffic and potential scenarios.

European antitrust regulators have been forced to stop the clock on their review of the deal where **Boeing** hopes to take an 80% controlling stake in the commercial airline and services business of Brazilian planemaker **Embraer**. The regulators have cited the fact that insufficient documentation has been provided as the reason the investigation has come to a halt and will not be restarted until such time as it has been provided with all the information it has requested. "Parties must supply the necessary information for the investigation in a timely fashion," a spokeswoman for the regulator said Monday in a statement. "Failure to do so will lead the commission to stop the clock." A Boeing representative said the two firms "continue to co-operate with the European Commission as they assess our transaction and look forward to a positive resolution." The principal concern for the regulators is that the deal would see Embraer removed as the third-largest global competitor to both Airbus and Boeing, which would have the potential to: "result in higher prices and less choice." The move by Boeing was to place itself in a strategically stronger position in the regional jet market to challenge Airbus after the European giant acquired Bombardier's CSeries aircraft, now renamed the Airbus A220.



Photo: Lufthansa Group Airlines

In October 2019, the **Lufthansa Group airlines** welcomed around 13.3 million passengers. This shows an increase of 1.1% compared to the previous year's month. Capacity was up 1.4% over the previous year, at the same time. Sales increased by 2.7%. The load factor increased by 1.0 point to 82.8%.

Cargo capacity increased by 1.7% year-on-year, while cargo sales decreased by 3.0% in revenue ton-kilometer terms. The Cargo load factor decreased by 3.0 points to 62.4%.

Network Airlines, including **Lufthansa German Airlines, SWISS** and **Austrian Airlines**, carried around 9.8 million passengers in October – 2.5% more than in the prior-year period. Capacity increased by 3.3% in October and the sales volume was up by 4.4%. The load factor increased by 0.9 points to 82.8%.

In October, the strongest passenger growth for Network Airlines was recorded at the **Lufthansa hubs** in Zurich and Vienna with 4.4% each. The number of passengers increased by 1.4% in Munich and decreased by 0.2% in Frankfurt. Capacity increased to varying degrees: in Munich by 9.6%, in Frankfurt by 2.1%, in Vienna by 0.5% and in Zurich by 0.2%.

Lufthansa German Airlines transported around 6.5 million passengers in October, a 1.6% increase compared to the same month last year. A 4.7% increase in seat kilometers corresponds to a 5.8% increase in sales. The seat load factor rose by 0.8 points year-on-year to 82.2%.

Eurowings (including **Brussels Airlines**) carried around 3.6 million passengers in October. Among this total, around 3.3 million passengers were on short-haul flights and around 260,000 flew on long-haul flights. This corresponds to a decrease of 2.3% on short-haul routes and a decrease of 6.5% on long-haul routes compared with the previous year. A 6.5% decline in supply in October was offset by a 4.8% decline in sales, resulting in a load factor of 82.9%, up 1.5 points.

In October, the number of seat-kilometers offered on short-haul routes decreased by 3.6%, while the number of seat-kilometers sold declined by 2.5%. The load factor on these flights was with 83.1%, 0.9 points higher than in October 2018. On long-haul flights, the seat load factor rose by 2.7 points to 82.5% over the same period. The 12.6% decrease in capacity was offset by a 9.6% decrease in sales.

INDUSTRY PEOPLE



John Daut

- JetHQ has turned to an aviation veteran to continue the company's growth in the New York area and East Coast of the United States. The aircraft transaction and brokerage company has announced the addition of **John Daut** as vice president of Sales. Daut comes to JetHQ with extensive sales and leadership experience, including 15 years in aviation sales, and heads up JetHQ's East Coast base of operations from White Plains, New York. He most recently served as a Base President with Jet Linx in New York.

- AJW Group has appointed **Martin Broadhurst** as Non-executive Director. Broadhurst has been appointed to replace retiring Director, **Randeep Grewal**, to help oversee AJW Group's diversification into new markets, predominantly defense, due to his proven track record of growing international organizations and expanding their capabilities. He has over 15 years of experience running a large engineering organization, with a total of over three decades of experience in the international aerospace and defense sectors. Broadhurst previously held the title of chief executive and group director at Marshall Aerospace and Marshall of Cambridge, respectively, for fourteen years.

- BOC Aviation has announced a change to its senior management due to retirement. **Gao Jinyue (Chris)** will retire from his role as Chief Commercial Officer (Asia Pacific and the Middle East) with effect from November 9, 2019. Gao Jinyue joined BOC Aviation as a Non-executive Board Director in December 2006 and joined the senior management team as Chief Commercial Officer in December 2014. Replacing Gao Jinyue as Chief Commercial Officer (Asia Pacific and the Middle East) with effect from November 11, 2019 is **Deng Lei (Lenny)**. Deng Lei is responsible for overseeing all revenue activities within the Asia Pacific and the Middle East and is primarily responsible for airline leasing and sales within the region.

- Embraer's Board of Directors has elected **Antonio Carlos Garcia** as the company's new chief financial officer and investor re-

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lations officer, replacing **Nelson Salgado**, who will serve as Embraer's chief operations officer. The change will be effective as of January 1, 2020 and Salgado will remain in his current position as Chief Financial Officer and Investor Relations Officer until January 1, 2020. Garcia has extensive experience in finance, accounting and procurement at multinational companies. He worked for nine years at ThyssenKrupp, where he served as the global CFO of the Forged Technologies business unit, in Germany. Previously, he worked for six years at the ZF Group, in Brazil, and for over 18 years at Siemens, in various business segments.

- Boeing has appointed **Conrad Chun** as vice president of Communications for Boeing Commercial Airplanes, effective immediately. Chun most recently served as vice president of Communications for Boeing Global Services where he was responsible for media relations, employee and executive communications, digital communications, government and customer relations, and product and services marketing communications in support of Boeing's fastest-growing business unit. In his new role, Chun will continue reporting to Anne Toulouse, senior vice president of Communications, and Stan Deal, president and CEO of Boeing Commercial Airplanes.



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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@dvvbank.com	+44 207 256 4449
A320-200	ORIX Aviation	CFM56-5B4/P	2584	2005	Q1/2021	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	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@dvvbank.com	+44 207 256 4449
A330-200	DVB Bank	CF6-80E	814	2007	Q2/2020	Lease	Jonathan Louch	Jonathan.louch@dvvbank.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
A330-223	Aircraft Engine Lease Finance	PW4168A	970	2008	Now	Lease	Stephen Haire	shaire@aefinc.com	+1 3127721613
A330-300	BBAM	Trent 772B-60	1544	2014	Jul 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A330-300	BBAM	Trent 772B-60	1562	2014	Sep 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@dvvbank.com	+44 207 256 4449
A330-300	DVB Bank	Trent 772B-60	1146	2010	soon	Lease	Jonathan Louch	Jonathan.louch@dvvbank.com	+44 207 256 4449
B737-700	Kellstrom Aerospace	CFM56-7B26	28210	1998	Now	Sale	Michael Garcia	info@kellstromaerospace.com	+1 (847) 233-5800
B737-800	DVB Bank	CFM56-7B27	28178	1999	Q4/2019	Lease	Jonathan Louch	Jonathan.louch@dvvbank.com	+44 207 256 4449
B737-800	ORIX Aviation	CFM56-7B26E	38034	2012	Q4/2020	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	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
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@dvvbank.com	+44 207 256 4449
(2) B787-800	Willis Lease	CFM56-7			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 Narayen	Auvinash.Narayen@aerfin.com	+44 (0) 7766384581
ERJ-170LR	AerFin	CF34-8E	1700124		Now	Sale / Lease	Auvinash Narayen	Auvinash.Narayen@aerfin.com	+44 (0) 7766384581
ERJ170-100LR	Regional One	CF34-8E5	17000123	2006	Nov 2019	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	+1(305) 759-0670 Ext.164

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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
(1) CF34-8E5A1	Now - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204x202
(1) CFM34-8C5A1	Oct 2019 - Lease				
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CF34-10E7	Now - Lease				
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				
(3) CF6-80E1A4	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 (all thrust levels)	Now - Sale / Lease	Contrail Aviation	Kevin Milligan	kevin@contrail.com	+1 949-933-0797
(2) CFM56-7B (all thrust levels)					
(1) CFM56-7B24	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950



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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
(1) CFM56-7B22	Now - Lease	CFM Materials	Jimmy Hill	jimmy.hill@cfmmaterials.com	+1-214-988-6670
(1) CFM56-7B26/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B26/E	Now - Lease				
(1) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B3/P	Now - Lease				
(2) CFM56-7B22	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(2) CFM56-5B6	Now - Sale / Lease				
(2) CFM56-5B4/P	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(2) CFM56-7B26/27	Nov 2019 - 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	Oct 2019 - Lease				
JT8D and JT9D Engines	Sale / Lease	Company	Contact	Email	Phone
(1) JT8D-219	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azures.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) GE90-115	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
GENx Engines	Sale / Lease	Company	Contact	Email	Phone
(1) GENx1B74/75 Propulsor	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(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
PW 4000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW4056-1C	Nov 2019 - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
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				
(3) PW123	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(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 Krysz	rkrysz@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
(1) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) V2527-A5	Dec 2019 - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(1) V2533-A5	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(1) V2527-A5	Now - Lease				

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@azureres.com	1-954-249-7935
GTCP85-98DHF APU	Now - Sale/Lease/Exch.				
A320 Nose Landing Gear	Now - Sale/Lease/Exch.				
CFM56-3 LPT MODULE, REPAIRED	Now - Sale/Lease/Exch.				
CFM56-3 ENGINE STAND	Now - Lease				
(1) GTCP36-150RJ, (2) GTCP36-100M,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A					
(1) APS1000-C12, (1) APS1000-C3					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	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, (2) GTCP131-9B,		GA Telesis		apu@gatelesis.com	+1-954-676-3111
(1) GTCP331-200ER, (3) 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					
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368