

WORLD NEWS

Uzbekistan Airways puts entire IL-114 fleet up for sale

From May 1st, 2018, with the aim of unifying the fleet of aircraft, increasing the efficiency and profitability of flights, the airline has stopped operating IL-114-100 aircraft. According to the plan of measures set by the company for decommissioning of the IL-114-100 aircraft, all aircraft will be put up for sale, there are six units in the fleet. Pilots of the IL-114-100 aircraft are gradually retrained and trained for Boeing and A320 aircraft operated by the airline.

American orders 15 CRJ900s

Bombardier signed a firm order for 15 new CRJ900 regional jets with American Airlines, Inc. ("American"). The purchase agreement also includes options on an additional 15 CRJ900 aircraft. American has selected PSA Airlines to operate the 15 CRJ900 in dual-class configuration with 76 seats, including 12 first class seats. The airline intends to take delivery of their first aircraft with the new interior in the second quarter of 2019.

AirAsia X to start Kuala Lumpur-Amritsar direct flights

AirAsia X has announced the opening of a new direct route from Kuala Lumpur to Amritsar in Northern India as part of its expansion plan in India this year. From 16 August 2018, the four times weekly service will provide travellers access to Amritsar, which has a tremendous potential as a religious, tourism, commerce and trade destination. This route has the potential of an annual capacity of 156,832 seats between Kuala Lumpur and Amritsar.



Six more 787-9s will join the fleet.

Photo: Qantas

Qantas orders more 787s

And accelerate retirement of 747-400s

Australia's flag carrier Qantas has announced an order for six additional Boeing 787-9s to fly on its international network, bringing its fleet of Dreamliners to 14 by the end of 2020.

The arrival of the new aircraft will enable the airline to accelerate retirement of its last six Boeing 747s – an aircraft type that has been in its fleet in various forms since 1971.

Qantas Group CEO Alan Joyce said the announcement was an important moment for the national carrier. "This really is the end of one era and the start of another. The jumbo has been the backbone of Qantas International for more than 40 years and we've flown al-

most every type that Boeing built. It's fitting that its retirement is going to coincide with our centenary in 2020," Mr Joyce said.

"Over the years, each new version of the 747 allowed Qantas to fly further and improve what we of-

"This really is the end of one era and the start of another."

Qantas Group CEO Alan Joyce

ferred passengers. The Dreamliners are now doing the same thing.

"The 787 has better economics and a longer range, and its already opened up new routes like Perth to London. With a larger fleet of

Dreamliners, we'll be looking at destinations in the Americas, Asia, South Africa and Europe.

"By the end of 2020 we'll have said goodbye to the 747, finished upgrading the cabins of our A380s, and welcomed our fourteenth 787.

That's a great proposition for our customers and creates some really exciting opportunities for our people," added Mr Joyce.

Qantas expects to invest in an additional 787 simulator to assist with training more of its pilots to operate the new aircraft. This comes on top of the Qantas Group Pilot Academy opening in 2019.

Continued on page 3

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Interiors of the additional 787s will feature the same configuration as the existing aircraft. The Qantas Dreamliner carries fewer passengers than the larger 747 (236 seats vs 364) and has a greater focus on business and premium economy seating.

However, the reduced maintenance needs of the 787 plus more efficient aircraft patterning and reduced payload restrictions on long routes mean the actual impact on overall capacity for Qantas International is expected to be negligible. The Dreamliner burns approximately 20 per cent less fuel.

To date, Qantas has taken delivery of four 787-9s with a further four due to arrive by the end of 2018. The six just announced will arrive between late 2019 and mid-to-late 2020.

The 747-400s left in the fleet will be steadily retired between July this year and the end of 2020. Qantas received the last of its 747s new from Boeing in 2003, which will be 17 years old at time of retirement.



Qantas is gradually saying farewell to 747 operations.

Photo: Qantas

AIRCRAFT & ENGINE NEWS

Uzbekistan Airways finalizes order for 787-8 Dreamliner

Boeing and Uzbekistan Airways, the flag carrier of the Republic of Uzbekistan, have finalized an order for one 787-8 Dreamliner, valued at US\$239m at current list prices. Uzbekistan Airways currently operates two Dreamliners on international routes to Europe, Southeast Asia, Japan and USA. With this latest order, when combined with an order in January last year for four Dreamliners, the carrier will now be including five new Dreamliners as part of its plan to modernize and expand its fleet. "Our companies have been partners for over 20 years and these relations only strengthen with time," said Gennadiy Kharlap, Deputy General Director of Uzbekistan Airways. "The agreement for an additional Boeing 787-8 Dreamliner supports our development strategy focused on modernization and expansion of the airline's fleet and network and marks another great milestone in our long-term cooperation."

American Airlines signs contract for 15 Embraer E175s



American signs order for 15 Embraer E175 jets

Photo: Embraer

Embraer and American Airlines have signed a firm order for 15 E175 jets with a 76-seat configuration. The contract has a value of US\$705m, based on current list prices and will be included in Embraer's 2018 second-quarter backlog. Deliveries will take place in 2019 between March and November. Combined with the airline's three previous orders for the E175, this new contract results in a total of 89 E175s for American Airlines. The most recent previous order took place in October 2017 for ten aircraft.

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AIRCRAFT & ENGINE NEWS

Air Transat leases second Airbus A321 aircraft from AviaAM Leasing

AviaAM Leasing has announced the delivery of an Airbus A321-211 to the Canadian carrier Air Transat. The aircraft will supplement an Airbus A321 which was delivered by AviaAM Leasing last month. The Aircraft was delivered to the client at Kaunas, Lithuania on April 27, fresh from its C-check. The aircraft is joining Air Transat’s fleet under a 10-year operating lease agreement. AviaAM Leasing is pleased to be able to work with the Canadian carrier and anticipates expanding the relationship with joint projects in the future.

DAE delivers first of five new Boeing 787-9 Dreamliners to Gulf Air

Dubai Aerospace Enterprise’s (DAE) leasing division, DAE Capital has delivered its first new Boeing 787-9 Dreamliner to Bahrain flag carrier Gulf Air. The delivery took place at the Boeing delivery center in Everett, USA. DAE first announced the agreement to lease five Boeing 787-9 Dreamliners with PDP financing to Gulf Air in November of last year. The delivery of this aircraft is the first 787-9 to enter both Gulf Air’s fleet as well as DAE’s fleet.

Avolon delivers two Airbus A320neos to Air India

Avolon, the international aircraft leasing company, has delivered two Airbus A320neo aircraft to Air India. These deliveries took place on April 30, and are the ninth and tenth Avolon aircraft on lease to Air India.

SureFly Personal Helicopter takes historic flight

SureFly, the personal helicopter EVTOL aircraft designed for safe and easy flight – completely conceived, designed, built and tested in Amer-

AviaAM Financial Leasing China delivers brand-new Airbus A320 to Aeroflot



AviaAM Financial Leasing China delivers one Airbus A320 to Aeroflot

Photo: AviaAM

AviaAM Leasing has released that its joint venture with the Henan Civil Aviation Development and Investment Company (HNCA) – AviaAM Financial Leasing China – has delivered a brand-new Airbus A320-214SL aircraft to the Russian flag carrier Aeroflot – Russian Airlines. The aircraft, bearing manufacturer’s serial number MSN 8188, was delivered to the new operator at Airbus facilities in Hamburg, Germany on April 27. Under the operating lease agreement for the next 12 years, Aeroflot will operate a 150 economy and eight business class seat-configured aircraft with two CFM56-5B4/P engines.

ica by Workhorse – has taken flight, completing its first successful, manned, untethered hover outside of Cincinnati, OH. Workhorse is the only company with the necessary FAA experimental certification to test this type of vehicle in the United States. The team is working closely with the FAA, which had a representative on site for the test. In the coming months, Workhorse will spin off its aviation

division into a separate publicly traded company named SureFly, Inc. The new company will encompass all SureFly aerial technology and expertise, including property related to the personal helicopter.



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MRO & PRODUCTION NEWS

IAI opens new office in Germany to support growing European operations

Israel Aerospace Industries (IAI) has opened a new office in Germany to support its growing business in the European market. The location for the new office, in Berlin, was chosen due to Germany's central role in Europe and its strong alliance with Israel. It replaces IAI's former office in Paris. IAI regards Germany as a key European market and as a platform for co-development of defense and aeronautics technologies.

DAE signs maintenance agreement with TS&S

Dubai Aerospace Enterprise (DAE) has signed its first maintenance agreement with Turbine Services & Solutions (TS&S), an engine maintenance, repair and overhaul (MRO) provider for gas turbines and driven equipment, that is wholly owned by Mubadala Investment Company PJSC. Announced during the Global Aerospace Summit in Abu Dhabi, the contract will enable TS&S to service various engine types within DAE's substantial portfolio, including the Trent 700, GEnx and the V2500 engine, one of which has already been repaired in the Abu Dhabi facility.

FAA and EASA approve AerSafe™ to comply with Fuel Tank Flammability Reduction rule for Airbus 321 aircraft

The Federal Aviation Administration (FAA) has issued a Supplemental Type Certificate (STC) to AerSale® for installation of its AerSafe system on Airbus 321 aircraft (ST04010NY) in compliance with the Fuel Tank Flammability Reduction (FTFR) rule. The European Aviation Safety Agency (EASA) has also approved AerSafe on Airbus 321 aircraft (10065226) as a Flammability Reduction System (FRS).

WOW air's first A330neo rolls out of paint shop



WOW air's first A330neo shows off its distinctive livery after rolling out from Airbus' paint shop in Toulouse, France
Photo: Airbus

WOW air's first A330neo aircraft has rolled out of the paint shop in Toulouse. The low-fare airline based in Iceland will take delivery of the aircraft on lease from Avolon later in 2018, becoming the third operator of the type worldwide. WOW air is an all-Airbus operator with a fleet of 18 aircraft (15 A320 Family and three A330s). The Airbus fleet will increase to 24 aircraft by the end of 2018. WOW air was founded in November 2011 and currently serves 36 destinations across Europe, North America and Asia. WOW air selected the A330neo for its low operating costs and excellent fuel efficiency. The aircraft will feature a twin-class cabin layout with 42 premium economy seats and 323 economy seats.

This new STC is in addition to AerSale's STCs for the Boeing 767 series (ST03599NY), approved by the FAA in February 2018, as well as the Boeing 737 CL series (ST03589NY) and the Boeing 737 NG series (ST02980NY), both approved in 2016. Tested and developed to exact tolerances to fill the cavity of the Airbus 321 center fuel tanks, AerSafe limits the amount of available oxygen that can ignite

fuel vapors and prevents sparks from igniting an explosion. AerSafe comes as a complete prefabricated kit that can be installed at any hangar around the world. After initial installation, the system requires no maintenance or spare parts. The FAA enacted the FTFR rule after the crash of TWA flight 800 off the coast of New York. Federal investigations revealed that the accident was the result of an



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explosion caused by a spark igniting fumes in the center fuel tank of the Boeing 747. The FTFR rule requires fuel tank ignition sources and flammability exposure to be reduced in aircraft most at risk. The FAA gave two options: a flammability reduction means such as nitrogen inerting, or an ignition mitigation means such as AerSafe. These systems must be installed on all passenger aircraft that have high-flammability fuel tanks and which fly within or into the United States.

Dedienne Aerospace selected as GE9X™ engine tooling licensee

GE has chosen Dedienne Aerospace as a tooling licensee for the GE9X™ engine. Dedienne and GE have collaborated on many projects and developed a strong relationship. Starting this year, Dedienne will sell, maintain, support, provision, test, calibrate, lease and service GE9X engine tooling. Dedienne Aerospace's entire global operations will be focused on GE9X customer support, while a large service center will be opened in Cincinnati to serve as the central operations for supporting GE Aviation, the GE9X engine program and GE's customers. Dedienne Aerospace has already proven itself as an official Boeing licensee. Now, as a provider of GE9X engine tooling, Dedienne will be able to offer a comprehensive tooling solution to GE9X and 777X customers around the globe.

Sumitomo Precision Products names AAR exclusive global distributor for IAE V2500 Pneumatic Starter LRU

AAR has announced a strategic partnership with Sumitomo Precision Products (SPP), to provide global support to airlines and MRO customers for the IAE V2500 pneumatic starter and starter air valve. AAR's OEM Aftermarket Solutions group will utilize its global customer support team and warehousing network to provide exceptional customer support for the starter, starter air valve, and related sub-assembly components. "With the help of AAR's globally allocated customer support network, SPP is truly excited and strongly committed to provide better component service to V2500 engine operators and MRO customers," said the SPP Product Support team.

Southwest Airlines exercises 40 Boeing 737 MAX 8 options



Southwest orders 40 Boeing 737 MAX 8 aircraft

Photo: AirTeamImages

Southwest Airlines has revised its future firm order delivery schedule with Boeing to support future fleet modernization. The Company exercised 40 737 MAX 8 options which adds 10 additional firm orders in each year 2019 through 2022. Additionally, five 737 MAX 8 firm orders were shifted from 2019 into fourth quarter 2018, and three pre-owned 737-700 aircraft previously scheduled for delivery in 2018 were replaced with three 737 MAX 8 aircraft to be delivered in 2019. Including the Company's revision made to its firm order schedule executed in December 2017 and in recognition of the expected significant savings from tax reform, the Company has exercised a total of 80 options with Boeing to further invest in its fleet to support future growth opportunities and fleet modernization. The Company expects to end 2018 with 752 aircraft in its fleet based on the current aircraft delivery schedule.

Ethiopian Airlines signs purchase agreement for 10 firm Q400 aircraft



Ethiopian Airlines has concluded a firm order for 10 Q400 aircraft

Photo: Bombardier

Bombardier Commercial Aircraft has concluded a firm order for 10 new Q400 aircraft with Ethiopian Airlines. The order also includes purchase rights for five additional Q400 aircraft. Based on the list price of the Q400 aircraft, the firm order is valued at approximately US\$332m. The Q400 aircraft is the most recent development in the Q Series family of aircraft. In addition to the standard single-class configuration, Q400 aircraft are available with an optional dual-class interior for enhanced passenger comfort; in an optional extra-capacity configuration offering up to 90 seats for higher-density markets; and in a cargo-passenger combined configuration.

FINANCIAL NEWS
AerCap reports net income of US\$265.4m for first quarter of 2018

Dublin-based AerCap Holdings has reported net income of US\$265.4m for Q1 2018, compared with US\$261.2m for the same period in 2017. The increase in net income was primarily driven by an increase in net gain on sale of assets, partially offset by the impact of the Air Berlin and Monarch Airlines lease terminations in the second half of 2017, as well as reduced other income. Diluted earnings per share increased 16%, primarily driven by the repurchase of 29.6 million shares from January 2017 through March 2018. Basic lease rents were US\$1,032.9m for the first quarter of 2018, compared with US\$1,067.1m for the same period in 2017. The decrease was primarily due to the sale of mid-life and older aircraft during 2017 and the first quarter of 2018, and lower utilization as a result of the Air Berlin and Monarch Airlines lease terminations in the second half of 2017. Net gain on sale of assets for the first quarter of 2018 was US\$89.3m, relating to 21 aircraft sold and two aircraft reclassified to finance leases, compared with US\$47.3m for the same period in 2017, relating to 21 aircraft sold and three aircraft reclassified to finance leases. The increase was primarily due to the composition of asset sales. The AirCap Board of Directors approved a new share repurchase program authorizing total repurchases of up to US\$200m of AerCap ordinary shares through September 30, 2018.

Embraer posts US\$-12.3m net loss in first quarter 2018

In the first quarter 2018 (1Q18), Embraer delivered 14 commercial and 11 executive aircraft (8 light jets and 3 large jets), for a total of 25 jets delivered during the quarter. This compares to 1Q17 deliveries of 18 commercial jets and 15 executive jets (11 light and 4 large). The Company's first-quarter deliveries are generally the lowest in terms of seasonality, and Embraer remains confident in its 2018 guidance for 85 to 95 total commercial jet deliveries and 105 to 125 total executive jet deliveries (70-80 light jets and 35-45 large jets). The Company expects deliveries for both the Commercial Aviation and Executive Jets segments to improve in second quarter 2018(2Q18). Revenues in the quarter were US\$ 992.0 million, representing a year-over-year decline of 4.8% compared to first quarter 2017 (1Q17), largely as a result of the lower

AJW Group facilitates first COMAC aircraft crosswind testing at Keflavik


ARJ21 crosswind testing at Iceland's Keflavik International Airport

Photo: AJW

A strategic partnership between AJW Group and COMAC has seen the first advanced regional jet developed by the Chinese manufacturer successfully complete crosswind testing at Iceland's Keflavik International Airport. COMAC's ARJ21 aircraft has been flying since June 2016 and the completion of these tests will now enable COMAC to broaden the operating parameters of the aircraft. This is a huge strategic achievement for COMAC and the Chinese government which will allow the manufacturer to fulfil the 453 orders placed to date. Keflavik International Airport is the location of choice for major aircraft manufacturers to conduct crosswind testing due to the angle of the runway and the high winds in the region. AJW has been working closely with COMAC and Iceland's airports authority, ISAVIA, since September 2017 to manage the five-week testing program, which involved a delegation of more than 100 engineers, meteorologists, pilots and support staff travelling to Iceland from China to carry out the tests. AJW coordinated the logistics, flight plan approvals, test flight assessments and spares and maintenance support throughout the tests.

commercial and executive aircraft deliveries in the period, partially offset by revenue growth in the Defense & Security (up 62.9% year-over-year) and Services & Support (up 4.0% year-over-year) segments. Consolidated gross margin improved from 16.7% in 1Q17 to 18.3% in 1Q18, driven by year-over-year improvement in the Commercial Aviation, Executive Jets, and Defense & Security segments. EBIT and EBIT margin as reported in 1Q18 were US\$26.4m and 2.7%, respectively. This compares to EBIT of US\$40.6m and EBIT margin of 3.9% in 1Q17. The decline in EBIT and EBIT margin as reported are principally due to the lower delivery volumes and consoli-

dated revenues in 1Q18, which impacted the Company's fixed cost dilution as compared to 1Q17. The Company's 1Q18 reported EBIT results do not include any special items. Net income (loss) attributable to Embraer shareholders and Earnings (Loss) per ADS for 1Q18 were US\$(12.3) m and US\$(0.07) per share, respectively, compared to US\$53.2m in net income attributable to Embraer shareholders and US\$0.29 per share in Earnings per ADS in 1Q17. Adjusted net income (loss), excluding deferred income tax and social contribution and the total after-tax impacts of any special items booked in the period, was US\$(24.6) m in 1Q18, and Adjusted earnings (loss) per ADS

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was US\$(0.13). This compares to Adjusted net income (loss) of US\$40.4m and Adjusted earnings per ADS of US\$0.22 in 1Q17.

MTU Aero Engines starts 2018 with increased revenues and earnings

MTU Aero Engines AG generated revenues of €1,016.4m in the first quarter of 2018, an increase of 5% compared with the same period of the previous year (1-3/2017: €971.9m). The group's operating profit rose by 11% from €157.9m to €175.1m, pushing up the EBIT margin from 16.2% to 17.2%. Earnings after tax increased in line with operating profit, growing by 10% from €111.7m in the first quarter of 2017 to €123.3m. MTU applied the international financial reporting standard IFRS 15 for the first time in its financial statements for the first quarter of 2018. The highest first-quarter revenue growth rate was reported by MTU's commercial engine business, where revenues increased by 11% to €335.9m (1-3/2017: €303.9m). The engines that generated the greatest share of these revenues were the V2500 for the A320 and the GEnx for the Boeing 787 and 747-8. Revenues in the commercial maintenance business increased by 5% to €618.2m (1-3/2017: €588.4m). "This reflects exchange-rate effects," commented CFO Peter Kameritsch. "In U.S.-dollar terms, these revenues increased by 20%, thus demonstrating the continuing strong demand for our MRO services." The main source of revenues in the commercial maintenance business was the V2500. Revenues in the military engine business amounted to €91.3m, which is 10% lower than first-quarter revenues in 2017 (€101.0m). The EJ200 Eurofighter engine was the main revenue driver. "Over the full year, we expect revenues in the military business to remain stable," said Kameritsch. MTU's order backlog amounted to €15.3bn at the end of March 2018, a new record level (December 31, 2017: €14.9bn). Most of these

orders relate to the V2500 and to the Geared Turbofan™ engines of the PW1000G family, foremost among them the PW1100G-JM for the A320neo. (€1.00 = US\$1.20 at time of publication.)

Bombardier to sell Downsview property and establish new Center of Excellence

In a press release issued on May 3, by Bombardier, aside from highlighting a 12% increase in year-over-year revenue to US\$4bn, the plane and train maker has also announced that it has entered into a definitive agreement to sell its Downsview, Toronto property to the Public Sector Pension Investment Board for approximately US\$635 million, giving the company a positive cash impact of more than US\$550 million. Under a lease agreement, the company will continue to operate from Downsview for up to three years following the closing of the deal, with two optional one-year extension periods. Bombardier has operated from the site since purchasing Boeing Co.'s de Havilland unit in 1992. The facility, which is about 13 kilometers (8 miles) northwest of downtown Toronto, is where Bombardier assembles turboprop planes such as the Q400, and business jets. Company president and CEO Bellemare confirmed that the company uses only about 10 per cent of the property and bears the cost of operating a 2,100-metre (7,000-foot) runway, including ancillary support such as a fire department and control tower. Simultaneously, Bombardier has also entered into a letter of agreement with the Greater Toronto Airports Authority (GTAA) for a long-term lease of approximately 38 acres of property at Toronto Pearson International Airport. Within the next five years Bombardier intends to create a new centre of excellence and final assembly plant for its Global business jets, though where the Q400 turboprop will be manufactured is yet to be decided. Bellemare confirmed that Bombardier is committed to the turboprop, saying there are good sales opportunities in emerging markets

such as China and Africa.

Boeing pays US\$4.25bn to acquire aerospace parts distributor KLX Inc.

Boeing has announced that it has entered into a definitive agreement to acquire KLX Inc. excluding KLX Inc.'s Energy Services Group. KLX is a major independent provider of aviation parts and services within the aerospace industry. The intention is for KLX to become fully integrated with Boeing's Aviall in order to broaden the scope of what customers can be offered, while also providing a clear route to accelerate the business' growth. KLX's Miami facilities are anticipated to remain as the principal operating location. KLX's Aerospace Solutions Group revenue in the 2017 financial year was US\$1.4bn and Boeing anticipates a neutral earnings impact through 2019 and accretion thereafter with the acquisition, while annual cost savings should increase to approximately US\$70m by 2021, plus further improvements realized over time. The transaction will be financed primarily with cash on hand, supplemented with debt. With approximately 2,000 employees, KLX Aerospace Solutions Group is headquartered in Miami with customer service centers located in more than 15 countries. As a major independent provider of new aviation parts and related aftermarket services, KLX markets and distributes products for approximately 2,400 manufacturers and offers approximately 1 million catalog items. The agreement comprised an all-cash transaction for US\$63 per share and the assumption of approximately US\$1.0bn of net debt, totaling US\$4.25bn. The sale is expected to close by the third quarter of 2018.

Spirit AeroSystems to acquire EU-based supplier Asco Industries

Spirit AeroSystems has signed a definitive agreement to acquire S.R.I.F. N.V., the parent company of Asco Industries, N.V. (Asco), for



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US\$650m in cash, subject to customary closing adjustments, including foreign currency adjustments. Asco is a leading supplier of high lift wing structures, mechanical assemblies and major functional components to major OEMs and Tier-1 suppliers in the global commercial aerospace and military markets. Spirit expects to finance the acquisition through new debt. "Asco is a compelling fit for Spirit that aligns extremely well with the strategic priorities we have been communicating. Specifically, it expands our Airbus content on A320 and A350 wings, adds new defense content on the F-35 and broadens our commercial capabilities to help grow our fabrication business," said Spirit President and CEO Tom Gentile. "We are pleased to acquire a business of this scale that has such an outstanding reputation with its customers dating back to 1954 and a strong management team led by CEO Christian Boas, who will remain with the business following the closing." Asco employs approximately 1,400 people across four manufacturing sites comprising over 1.5 million ft² including: Vancouver and Stillwater, Oklahoma in North America, Gedern, Germany, and its headquarters in Zaventem, Belgium, in Europe. The transaction, which is expected to close in the second half of 2018, is subject to regulatory approvals and customary closing conditions.

MILITARY AND DEFENCE

Leonardo and the Australian Ministry of Defence to establish local helicopter transmission repair and overhaul facility

Leonardo and the Australian Ministry of Defence have agreed to establish a helicopter transmission repair and overhaul facility in Melbourne, capable of servicing MRH Taipan, foreign NH90 and certain civil helicopter main gearboxes. Planned to be set up into an existing facility of Leonardo and to commence operation in mid-2020, the center will employ at least 12 technical staff for 30 years or more. The Federal Government is investing around AU\$16m in the facility. The investment will be repaid through reduced MRH Taipan sustainment costs over the remaining life of the helicopter fleet. A similar amount is also being provided by Leonardo.

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Delta Air Lines has reported operating performance for April 2018. The company carried 15.9 million passengers across its broad global network, a record for the month of April. Total traffic was up 3.7% compared to April 2017, while total capacity increased 4.0%. The load factor for the month was down 0.2 points to 85.2%.

EasyJet released April passenger statistics with a 4.7% traffic increase compared to the previous year and a load factor of 93.4%, up 0.5 points compared to April 2017.

IFS, the global enterprise applications company, has launched IFS Maintenix™ Fleet Planner and IFS Maintenix Line Planner, two Software-as-a-Service (SaaS) solutions designed to help commercial operators of all sizes boost the efficiency of their long-range and line maintenance planning, make the most effective use of available maintenance resources, and drive greater aircraft operational availability.

The launch represents the first in a series of SaaS-based IFS Maintenix solutions geared specifically for the mission-critical maintenance and engineering needs of the global commercial aviation market. Commercial aviation is witnessing an unprecedented growth in fleet sizes worldwide. Key to an operator's success is delivering the best maintenance plans that align closely with operational performance objectives while adhering to critical safety requirements. IFS Maintenix Fleet Planner is designed to help generate more effective long-range plans for heavy maintenance activities and reduce the manual effort of keeping them up-to-date. It quickly and automatically generates simple or complex fleet maintenance plans and gives users the ability to compare plans against key performance indicators, model 'what if' scenarios, and publish to production. These efficiency gains ensure decision-makers have the time and insight to choose the best possible plan and quickly react to schedule changes. IFS Maintenix Line Planner enables planners to efficiently create, maintain and communicate an executable line maintenance plan. The solution helps drive greater efficiencies by focusing attention on high-priority items and identifying the cause of maintenance issues, such as lack of parts, labor or special tools. Through automated workflows, IFS Maintenix Line Planner empowers users to more readily react to last-minute schedule changes and maximize line operational capability, maintenance task yield, and network resources. Both IFS Maintenix solutions work seamlessly with any maintenance and engineering software system, and are deployed in a SaaS environment, enabling organizations to quickly

and cost-effectively capitalize on innovative solutions to meet the evolving business needs of their maintenance management operations, while easily scaling in lockstep with changes to organizational and aircraft fleet plans.

After a negotiation marathon, the representatives of employer and employees at **Austrian Airlines** agreed in the morning hours of May 1, 2018 on a key points paper for the period 2018-2021. It involves salary increases and more-flexible work and operational regulations for the flying personnel. Actual salaries for cabin crew and pilots are expected to increase by 5.5% in 2018, by 2.5% in 2019, by 1.83% in 2020, and by at least 1.4% in 2021. "We are pleased that after a real marathon of negotiations we have concluded a four-year collective agreement in the morning hours of May 1, 2018. This long-term agreement will certainly bring peace to the company and open up perspectives for our employees", said Austrian Head of HR Nathalie Rau and Accountable Manager and SVP Operations of Austrian Airlines Jens Ritter, who led the negotiating team on the employer side. Special attention was paid to raising the starting salaries for flight attendants. These are to be increased by 10.7% from EUR 1,533 to EUR 1,700 gross. The allowances for managers in the cabin will also be increased. At the same time, flight duty regulations are to be made more flexible in order to better compensate seasonal fluctuations in passenger demand. Austrian Airlines currently employs around 7,000 people, including over 1,200 pilots and 2,400 flight attendants. In 2017 alone, 500 employees were added, mainly in the cabin and cockpit areas.

Wizz Air UK, a wholly owned subsidiary of **Wizz Air Holdings**, has been granted an Air Operator's Certificate (AOC) and Operating Licence (OL) by the United Kingdom's Civil Aviation Authority. Wizz Air UK, headquartered at London Luton Airport, begins operations on May 3, with the first flight between London Luton and Bucharest. Wizz Air UK will have eight brand new Airbus A320 and Airbus A321 aircraft in service by the end of 2018, representing an investment of US\$860m and creating 300 new direct jobs with Wizz Air UK for management, pilots and cabin crew. With the addition of Wizz Air UK, the group will have almost nine million seats on sale on its low-fare routes to and from the UK in 2018, some 14% growth year on year.

United Airlines has issued an update to the carrier's policy with regard to the transportation of animals. From June 18, only dogs and cats will be transported in the cargo hold, though with an extensive list of exceptions. Snub-nosed breeds

OTHER NEWS

such as bulldogs, French bulldogs, pugs and boxers are excluded from the list, along with Persian cats. A number of “strong-jawed” breeds are also excluded, including the American Pit Bull Terrier and Mastiff. “Prior to today, we flew all sorts of animals. Geese, foxes, leopards, you name it, we pretty much flew it. That will change moving forward. We’ll only fly dogs and cats as pets that belong to our customers,” said Charles Hobart, a United Airlines’ spokesman. Additionally, these amendments to the carrier’s policy for transporting pets means United Airlines won’t fly pets between May 1 and Sept. 30 to four airports — **Phoenix Sky Harbor International Airport, McCarran International Airport, Palm Springs International Airport and Tucson International Airport** — due to high temperatures. The move by United comes as a result of a high-profile incident where a passenger was instructed to put her French Bulldog, which was in a holdall in the cabin, into an overhead locker, despite the owner’s protestations. The animal subsequently died during the flight. United flew two other dogs to the wrong destinations shortly afterward. According to United’s pet policy online, non-service dogs are permitted in the cabin as long as the dog “is in an approved hard-sided or soft-sided kennel. The kennel must fit completely under the seat in front of the customer and remain there at all times.”

Just Us Air, a recently established private airline based in Romania, has become the latest member of the global OASES user community. Developed by **Commsoft**, OASES is one of the world’s leading MRO IT systems, designed by engineers for engineers. Having recently received its Air Operator Certificate (AOC) from the Romanian civil aviation authority — **Autoritatea Aeronautica Civila Romana (AACR)** — Just Us Air has now commenced passenger charter flights from its base at Bucharest Baneasa airport. The airline operates an Airbus A319-100 available on a full charter, wet lease or ACMI basis and will shortly be adding a maiden A321-231. Just Us Air is promoting its services to tour operators, air transport brokers and other airlines. OASES, which combines a high level of technical sophistication with an intuitive user interface, is structured in a modular format to allow for flexibility and scalability. Just Us Air has opted for the Core, Airworthiness and Planning with options on future access to the Materials and Line Maintenance Control modules. OASES has already been rapidly implemented for the A319 by Commsoft’s Bucharest-based implementation specialists working closely with Just Us Air staff, accessing the system through Commsoft’s Private Cloud service, and thus avoiding any need for the airline to install additional.



GateApp

Photo: Lufthansa Technik

Lufthansa Technik Logistik Services (LTLS), a wholly owned subsidiary of **Lufthansa Technik AG**, has developed an app called Gate, which now allows components to be identified using an industrial tablet. The Gate app will gradually replace the Gate boxes used to date. Not only will this development allow portable, convenient and flexible identification of aircraft material, but it also fully digitizes the process. LTLS already developed a new procedure for material identification in the international repair cycle in 2014 called gate.control. This material identification procedure allowed direct shipping of parts from the customer to the closest MRO location and back again if necessary. Using a Gate box of around one cubic meter in size, the components, including nameplate and documents, were photographed, scanned and identified at the customer’s location. The Gate app is part of the digitalization strategy of LTLS. Now the large box is being replaced by a robust industrial tablet with the preinstalled Gate app which, thanks to an ergonomic strap, can be held with just one hand. Each component can be photographed on all sides, the documents scanned, possible damage and packaging documented, and the component data recorded with the integrated barcode scanner. The data is then sent to the Lufthansa Technik network and booked in the central service center, with forwarding them commissioned to the relevant MRO location. The tablet with Gate app is intended primarily for use in the storage and material handling areas of service partners or directly with the customer.

Heathrow Airport has had a record start to the year, with Passengers and trade flowing through Heathrow soared to record highs, as Heathrow climbed the global airport rankings coming in as the seventh best airport in the world and retaining the top spot in Western Europe for the fourth year running at the annual Skytrax Awards. Passenger satisfaction with Heathrow is at its highest level, supported in Q1 by Heathrow’s investments in winter resilience which kept the UK’s

hub open during one of the worst winters in recent years while delivering lower operating costs per passenger. Lower operating costs per passenger and higher retail spending resulted in strong revenue growth of 3.8% to £680m and increased Adjusted EBITDA by 5.2% to £402m. Underpinned by a successful financing strategy that raised over £350m in global markets.

INDUSTRY PEOPLE



Ruth Williams

- **Ruth Williams** has joined STG Aerospace as Head of Marketing. She will have a key role to play in developing and implementing a brand strategy aimed at raising global awareness of the company's aircraft cabin lighting solutions and increasing market share across its entire photoluminescent and LED product range. Having previously held positions as Director of Marketing at Restore Digital and Head of Corporate Communications at PHS Group, Williams is highly skilled in all aspects of integrated B2B marketing and corporate communications, including social media and public relations.



Jim Rankin

- West Star Aviation has announced an enhancement to their leadership team by adding **Jim Rankin** as CEO. **Bob Rasberry** has been named Chairman of the Board, and **Rodger Renaud** will remain President and Chief Operating Officer. Rankin began his career in aviation as a pilot flying for Midwest Airlines, accruing over 11,000 flight hours. He held positions as Chief Pilot and Director of Operations before being named President & Chief Executive Officer at Skyway Airlines, a regional airline subsidiary of Midwest Airlines, in 2000. He then accepted the President & CEO position at Air Wisconsin Airlines, a 70-aircraft American Eagle carrier and, most recently, he was the President & CEO of Oregon-based Columbia Helicopters. Jim will be located at the East Alton (ALN), IL, facility.

- Airbus has appointed **Grazia Vittadini**, Chief Technology Officer (CTO). In her new capacity, Vittadini will report to Airbus Chief Executive Officer (CEO) **Tom Enders** and join the company's Executive Committee as of May 1, 2018. Currently, Grazia Vittadini is serving as Executive Vice President of Engineering within Airbus Defence and Space. She succeeds **Paul Eremenko**, who left the company at the end of last year. Since **Paul Eremenko's** departure, **Marc Fontaine**, Air-

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- **Technical Aspects of a Leased Asset 2018**
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- **Maintenance Reserves Seminar 2018**
June 6, 2018 – Jury's Inn Hotel, Prague
- **Engine Leasing Seminar**
September 18, 2018 – Copthorne Tara Hotel, Kensington, London, UK
- **Transactional Support & Risk Management Seminar, London**
September 19, 2018 – Copthorne Tara Hotel, Kensington, London, UK
- **Aircraft Economic Life Summit 2018**
November 20, 2018 – Gibson Hotel, Dublin, Ireland

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bus' Digital Transformation Officer, also served as acting CTO.

- SkyWorks Capital has appointed **Olaf Sachau** to serve as Managing Director. Sachau will be based in the company's headquarters in Greenwich, Connecticut. He will support origination and execution of advisory and other engagements with airlines and financial institutions worldwide, as well as the development of relationships with investors seeking to enter the aviation financing sector as part of SkyWorks' strategy to expand its asset management business. Sachau has held various senior positions, most recently as CEO of Intrepid Aviation. Prior to Intrepid, he was CEO and Managing Director at Amentum Capital, Dublin, a wholly owned subsidiary of HSH Nordbank.

- SR Technics has named **Mireia Gaona** as General Manager for SR Technics Spain. Mireia Gaona will succeed David Mottram, who is retiring mid-2018 after more than three decades in the aviation business. The three-month transition will begin on May 3, 2018. Mireia Gaona joins SR Technics from ITP Aero, where she served as MRO Repair Engineer. With a strong background in aviation, Mireia Gaona specializes in managing aircraft engine repair and overhaul, a career that has taken her to China, the United Kingdom and Spain.



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Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	ORIX Aviation	V2522-A5	1604	2001	Q1/2019	Sale	Oisín Riordan	oisin.riordan@orix.ie	+353 871774524
A319-100	ORIX Aviation	V2522-A5	1445	2001	Q4/2019	Sale	Oisín Riordan	oisin.riordan@orix.ie	+353 871774524
A320-200	Castlelake	V2527-A5	2288	2003	Q4/2018	Lease	Michael Hackett	michael.hackett@castlelake.com	+44 20 7190 6120
A320-200	Castlelake	V2527-A5	2161	2003	Q4/2018	Lease	Michael Hackett	michael.hackett@castlelake.com	+44 20 7190 6120
A320-200	ORIX Aviation	V2527-A5	3807	2009	Q1/2020	Lease	Matt McCoy	Matt.McCoy@orix.ie	+353 1824 4738
A330-200	Castlelake	PW4168A	223	1998	Q2/2018	Sale	Stuart MacGregor	stuart.macgregor@castlelake.com	+442071906138
A330-343 (2x)	SkyWorks Leasing	Trent 772B-60	various	2006	Sep 2018	Sale / Lease	Arif Husain	ahusain@skyworksleasing.com	+1 203-376-8164
A340-300	GA Telesis	CFM56-5C4	433	2001	Q1/2018	Sale	Kevin Milligan	kmilligan@gatelesis.com	+1 954-676-3111
A340-300	GA Telesis	CFM56-5C4	541	2003	Q1/2018	Sale	Kevin Milligan	kmilligan@gatelesis.com	+1 954-676-3111
B737-300	Aersale	CFM56-3	27707	1995	Now	Sale / Lease	Craig Wright	craig.wright@aersale.com	+1 305 764 3238
B737-300	Aersale	CFM56-3	27926	1995	Now	Sale / Lease	Craig Wright	craig.wright@aersale.com	+1 305 764 3238
B737-400	Safair Operations	Freighter	East Africa	Now	ACMI only		C. Schoonderwoerd	corneliss@safair.co.za	+27 11 928 0000
B737-400	Aersale	CFM56-3C1	24688	1990	Now	Sale / Lease	Craig Wright	Craig.Wright@aersale.com	+1 305 764 3238
B737-5H6	Bristol Associates	CFM56-3C1	26445	1992	Now	Sale	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
B737-800	ORIX Aviation	CFM56-7B24E	40317	2012	Q4/2019	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 871774524
B737-800	ORIX Aviation	CFM56-7B24E	40287	2012	Q1/2019	Sale / Lease	Oisín Riordan	oisin.riordan@orix.ie	+353 871774524
B737-800	ORIX Aviation	CFM56-7B26/3	38015	2011	Q1/2019	Sale / Lease	Cian Coakley	Cian.Coakley@orixaviation.hk	+852 9178 8055
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
B747-400	GA Telesis	RB211-524	26637	1992	Now	Sale	Eddo Weijer	eweijer@gatelesis.com	+1 954 676 3111
B747-400	GA Telesis	PW4000	29950	2000	Now	Sale	Stuart Weinroth	sweinroth@gatelesis.com	+1 954 676 3111
B757-223 (7x)	Jetran	RB211-535E4B	various	91/92	Now	Lease	Nick Blowers	blowers@jetran.aero	+1 (210) 269 3471
B777-200ER	GA Telesis		28999		Now	Sale	Stuart Weinroth	sweinroth@gatelesis.com	+1 954 676 3111
B777-200ER	GA Telesis		28523		Now	Sale	Stuart Weinroth	sweinroth@gatelesis.com	+1 954 676 3111
DC8	Aersale	No engines	46094	1969	Now	Sale	Craig Wright	Craig.Wright@aersale.com	+1 305 764 3238

Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
ATR72-212	C&L Aviation Group	PW127	434	1994	Now	Sale	Donald Kamenz	donald.k@cla.aero	+1 207-951-6259
ATR72-212	C&L Aviation Group	PW127	425	1994	Now	Sale	Donald Kamenz	donald.k@cla.aero	+1 207-951-6259
ATR72-212	C&L Aviation Group	PW127	420	1994	Now	Sale	Donald Kamenz	donald.k@cla.aero	+1 207-951-6259
ATR72-202 Cargo	C&L Aviation Group	PW124B	455	1995	Now	Sale	Donald Kamenz	donald.k@cla.aero	+1 207-951-6259
CRJ-200LR	Regional One	CF34-3B1	7369	2000	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
CRJ-900LR	Regional One	CF34-8C5	15111	2007	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	+1(305) 759-0670 Ext.164
DASH8-311	Regional One	PW123B	323	1992	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	+1(305) 759-0670 Ext.164
DASH8-311	Regional One	PW123B	325	1992	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	+1(305) 759-0670 Ext.164
Do 328-100 (3x)	Jetran	PW119B/C	various	94-96	Now	Lease	Nick Blowers	blowers@jetran.aero	+1 (210) 269 3471
E190AR (5x)	SkyWorks Leasing	CF34-10E5A1	various	06-07	Sep 2018	Sale / Lease	Arif Husain	ahusain@skyworksleasing.com	+1 203-376-8164
ERJ-170LR	AerFin	CF34-8E	1700123		Now	Sale / Lease	Auvinash Narayan	Auvinash.Narayan@aerfin.com	+44 (0) 7766384581
ERJ-145	Regional One	AE3007A1P	145291	2000	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	+1(305) 759-0670 Ext.164
ERJ-145	Regional One	AE3007A1P	145768	2003	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	+1(305) 759-0670 Ext.164
SF340B	C&L Aviation Group	CT7-9B	194	1990	Now	Sale / Lease	Fred Dibble	fred.d@cla.aero	+1 207-217-6128
SF340B+	C&L Aviation Group	CT7-9B	425	1997	Now	Sale	Donald Kamenz	donald.k@cla.aero	+1 207-217-6259
SF340B+	C&L Aviation Group	CT7-5A	368	1995	Now	Sale	Donald Kamenz	donald.k@cla.aero	+1 207-217-6259
SF340A Cargo	C&L Aviation Group	CT7-5A	046	1986	Now	Sale	Fred Dibble	fred.d@cla.aero	+1 207-217-6128

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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
(2) AE3007	Now - Sale	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1 954 676 3111
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 - Lease				
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				
(1) CF34-10E5A1	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
(1) CF34-3B1	Now - Sale				
(1) CF34-10E5	Now - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) CF34-10E7	Now - Lease				
(1) CF34-8E	Now - Sale / Lease	AerFin	Oliver James	Oliver.James@aerfin.com	+44 (0) 2920109898
(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
(1) CF34-10E6	Now - Lease	Willis Lease	Ann Lee	alee@willislease.com	+1 (415) 408 4769
(1) CF34-10E5A1	Now - Lease				
CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF6-80C2B1F	Now - Sale / Lease	AerSale. Inc.	Alan Kehoe	Alan.Kehoe@aersale.com	+353 879 393 534
(1) CF6-80C2A5	Now - Sale / Lease		Alan Kehoe	Alan.Kehoe@aersale.com	+353 879 393 534
(1) CF6-80C2B6	Now - Sale / Lease		Alan Kehoe	Alan.Kehoe@aersale.com	+353 879 393 534
(1) CF6-80C2B6F	Now - Sale / Lease		Matthew White	matthew.white@aersale.com	+353 1475 3005
(1) CF6-80C2B7F	Now - Sale / Lease		Matthew White	matthew.white@aersale.com	+353 1475 3005
(1) CF6-80C2B1F	Now - Lease	TrueAero	Chris Luke	cluke@trueaero.com	+1 (772) 783 2300
(1) CF6-80C2B7F	Now - Sale	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
(5) CF6-80C2B1F	Now - Sale			aircrafttrading@gatelesis.com	
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-3C1	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610
(2) CFM56-5B	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
(2) CFM56-7B26	Now - Sale				
(1) CFM56-7B26/E	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B27	Now - Lease				
(4) CFM56-5C4/P	Now - Sale / Lease	Castllake	Stuart MacGregor	stuart.macgregor@castllake.com	+44 207 190 6138
(2) CFM56-3C1	Now - Sale / Lease	AerSale. Inc.	Alan Kehoe	Alan.Kehoe@aersale.com	+353 879 393 534
(1) CFM56-5C4	Now - Sale / Lease				
(2) CFM56-5A	Now - Sale	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
(1) CFM56-7B20 TRUEngine™	Now - Sale / Exchange	CFM Materials	Jimmy Hill	Jimmy.Hill@cfmmaterials.com	+1 214-988-6670
(1) CFM56-7B24 TRUEngine™	Now - Sale / Exchange				
(1) CFM56-7B27 TRUEngine™	Now - Sale / Exchange				
(1) CFM56-5B4/P TRUEngine™	Now - Sale / Exchange				



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(1) CFM56-5C4/P	Now - Sale	AerFin	Oliver James	Oliver.James@aerfin.com	+44 (0) 2920109898
(4) CFM56-5C4	Now - Sale				
(1) CFM56-5B	Now - Sale / Lease				
(1) CFM56-7B	Now - Sale / Lease				
(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.				
(1) CFM56-5B3/P	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) CFM56-7B26	Now - Sale / Lease				
(1) CFM56-7B26	Now - Lease	Willis Lease	Ann Lee	alee@willislease.com	+1 (415) 408 4769
(1) CFM56-7B24/3	Soon - Lease				
CT7 Engines	Sale / Lease	Company	Contact	Email	Phone
CT7-9B	Sale	C&L Aviation Group	Martin Cooper	martin.c@cla.aero	+1 207-217-6106
JT8D and JT9D Engines	Sale / Lease	Company	Contact	Email	Phone
(1) JT8D-219	Now - Sale	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1 954 676 3111
(1) JT8D-217C	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azures.com	+1-954-796-8158
GEEx Engines	Sale / Lease	Company	Contact	Email	Phone
(2) GEEx	Soon - Lease	Willis Lease	Ann Lee	alee@willislease.com	+1 (415) 408 4769
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(2) LEAP-1A33	Soon - Lease	Willis Lease	Ann Lee	alee@willislease.com	+1 (415) 408 4769
(1) LEAP-1B28	Soon - Lease				
PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW121 (Dash 8)	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) PW123B/D/E	Now - Sale / Lease				
(1) PW124B	Now - Sale / Lease				
(1) PW121 (ATR)	Now - Sale / Lease				
(1) PW127E/F/M	Now - Sale / Lease				
(1) PW150A	Now - Sale / Lease				
(2) PW121 (ATR)	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	d-desaulniers@willislease.com	+1 415 516 4837
(2) PW121-8	Now - Sale/Lease/Exch.				
(1) PW123	Now - Sale/Lease/Exch.				
(1) PW127	Now - Sale/Lease/Exch.				
(2) PW150A	Now - Sale/Lease/Exch.				
(1) PW127M	Now - Sale/Lease/Exch.				
(2) PW127F	Now - Sale/Lease/Exch.				
(2) PW124B	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				
PW150 GRB	Now - Lease				
PW127	Sale	C&L Aviation Group	Martin Cooper	martin.c@cla.aero	+1 207-217-6106
(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
PW4000 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) PW4056-1	Now - Sale/Lease/Exch.	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111

Commerical Engines (cont.)

(1) PW4168A	Soon - Lease	Willis Lease	Ann Lee	alee@willislease.com	+1 (415) 408 4769
(2) PW4168A (unserviceable)	Q2/2018 - Sale	Castlake	Stuart MacGregor	stuart.macgregor@castlake.com	+44 207 190 6138
(1) PW4056-3	Now - Sale/Lease	Jet Midwest	Kevin Lee	engines@jetmidwest.com	+1-310-652-0296
(1) PW4060-3	Now - Sale / Lease	AerSale. Inc.	Matthew White	matthew.white@aersale.com	+353 1475 3005
(1) PW4062-3	Now - Sale / Lease		Matthew White	matthew.white@aersale.com	+353 1475 3005
(1) PW4158-3	Apr 18 - Lease		Alan Kehoe	Alan.Kehoe@aersale.com	+353 879 393 534
(1) PW4056-3	Now - Sale / Lease		Alan Kehoe	Alan.Kehoe@aersale.com	+353 879 393 534
RB211 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) RB211-535	Now - Sale / Lease	Jet Midwest	Dave Williams	dave.williams@jetmidwest.com	+1-817-791-4930
(1) RB211-535E4	Apr 18 - Sale / Lease	AerSale. Inc.	Matthew White	matthew.white@aersale.com	+353 1475 3005
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(3) Trent 800	Now - Sale	GA Telesis	Eddo Weijer	eweijer@gatelesis.com	+1-954-676-3111
(1)Trent 892	Now - Sale/Lease/Exch.	AerSale. Inc.	Matthew White	matthew.white@aersale.com	+353 1475 3005
(2) Trent 892	Now - Sale / Lease	TrueAero, LLC.	Matt Parker	mparker@trueaero.com	+1 469-607-6110
(4) Trent 556	Now - Sale / Lease				
(1) Trent 772B	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Bobby Janagan	bobby.janagan@rolls-royce.com	+44 20 7227 9078
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
1) V2533-A5 w/QEC	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Bobby Janagan	bobby.janagan@rolls-royce.com	+44 20 7227 9078
(1) V2527-A5	Soon - Lease	Willis Lease	Ann Lee	alee@willislease.com	+1 (415) 408 4769
(1) V2533-A5	Soon - Lease				
(1) V2527-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2530-A5	Now - Lease				
(1) V2527	Now - Sale / Lease	AerFin	Oliver James	Oliver.James@aerfin.com	+44 (0) 2920109898
(1) V2533-A5	Now - Sale/Lease/Exch.	Werner Aero Services	Cliff Topham	ctopham@wernerero.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	TrueAero, LLC	Matt Parker	mparker@trueaero.com	+1 469-607-6110
(1) A330-300 Landing Gear	Now - Sale				
(2) A340-600 Landing Gear	Now - Sale				
(1) A340-300 Landing Gear	Now - Sale				
(2) GTCP331-500	Now - Sale				
(2) GTCP331-500B	Now - Sale/Lease/Exch.				
(1) APS 3200	Now - Sale/Lease/Exch.				
767-300ER 413K, 737-300 LANDING GEAR	Now - Sale/Lease/Exch.	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	+1-954-796-8157
GTCP36-300A, GTCP85-98DHF APU	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				
Neutral CFM56-5B & CFM56-7B QEC Kits	Now - Sale	CFM Materials	Michael Arellano	michael.arellano@cfmmaterials.com	+1 214-988-6676
(3) APS2300, (1) GTCP331-350C	Now - Sale / Lease	AirFin	Nick Filce	Nick.Filce@aerfin.com	+44 7770 618 791
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,			Rich Lewsley	rlewsley@logix.aero	+44.79.0021.8657
APS3200, APS2300, GTCP85-129H					
APU GTCP 331-500	Soon - Lease	Willis Lease	Ann Lee	alee@willislease.com	+1 (415) 408 4769
Engine stands now available	Now - Lease				
(2) GTCP131-9B, (2) GTCP131-9A	Now - Sale / Lease	GA Telesis	Dave Dicken	ddicken@gatelesis.com	+1 954-676-3111
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@Wernerero.com	+1 201-674-9999
GTCP36-300A, 737-800 Winglets	Now - Sale / Lease				
737-700 & 737-800 Landing Gear	Now - Sale / Lease				
767-300 Winglets, LH-RH P/N 767-0010-5, -6, -7 & -8, SV- Now Sale		Reliance Aircraft	Terry Hix	thix@relianceaircraft.com	+1 512-439-6988
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368