

Weekly Aviation Headline News

WORLD NEWS

GECAS delivers first 737-900ERs operated in Russia

GECAS has delivered the first Boeing 737-900ER to Nordwind subsidiary Ikar Airlines, LLC, which operates as Pegas Fly. The aircraft is the first 737-900ER to be operated by a Russian airline and one of three which GECAS will provide Pegas Fly this year. The airline, headquartered in Krasnoyarsk and based at Yemelyanovo International Airport, mainly operates flights from Zhukovsky International Airport to tourist destinations in Europe, Africa and Asia.

Etihaad to go double daily to Moscow

Etihaad Airways has announced a new second daily flight between Abu Dhabi and Moscow's Domodedovo airport, which will operate seasonally between 27 October and 10 May 2020. Russia is the second largest source market for inbound tourism to the UAE with 820,000 Russian tourists visiting the country in 2018. The trade exchange between the UAE and Russia reached US\$ 3 billion last years. The additional flight operated by an Airbus A320.

Korean to deploy cutting edge cargo system

Korean Air announced that it has implemented iCargo, the next-generation cargo system based on cloud-technology, from April 1. "The next-generation cargo system, based on cloud technology, is part of our digital transformation of the future," said Sam Noh, Senior Vice President and Head of Cargo Business Division of Korean Air. Back in February 2018, Korean Air entered into a partnership with IBS Software, the IT solutions specialist of the aviation industry.



Bombardier is selling its NI operations.

Photo: Bombardier

Bombardier to sell Northern Ireland operations

Union seeks assurances on job security

Bombardier is planning to sell its operations in Northern Ireland, where it is one of the biggest employers with a workforce of around 3,600. The company said that it plans to sell its factories in Northern Ireland and Morocco as part of a strategy to consolidate "all aerospace assets into a single, streamlined and fully integrated business".

The trade union Unite said Bombardier's surprise announcement over the future of its Belfast plant would come as a shock to its entire workforce who are now questioning "the long term-future of their jobs".

Jackie Pollock, Unite Regional Sec-

retary in Ireland, responded to the news saying the announcement will come as a shock to the entire Bombardier workforce in Northern Ireland. "Many of the company's 3,600 employees will be left asking what

"Unite will be seeking assurances from Bombardier and the government around this process."

Jackie Pollock, Unite Regional Secretary in Ireland

this will mean for their long-term future of their jobs.

"Unite will be seeking assurances from Bombardier and the government around this process. It doesn't matter whose name is above the

gate – what matters is that we safeguard jobs and skills in this critical industry. The UK government must stand ready to ensure the retention of jobs and skills at these sites, Bombardier is simply too important to the Northern Ireland economy to allow anything less.

"Bombardier workers in Northern Ireland are among the most highly-skilled workers in the sector globally – we produce a world class product here with a world-class workforce. Whoever the buyer is there's an undeniable case for investment to not only sustain but ex-

Continued on page 3

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...continued from page 1

pand production and employment into the future.”

Unite assistant general secretary for manufacturing Steve Turner added: “Bombardier’s Northern Ireland workforce is world class and a global leader in aerospace. Unite’s key priorities are retaining jobs and securing investment in any sale process.

“I have spoken to the business secretary Greg Clark about securing com-

mitments from Bombardier that it will retain its aero structures division in Northern Ireland if no interested parties come forward.

“Unite is also in close contact with other global aerospace companies which could come forward as a potential buyer for Bombardier’s aero structures. Throughout this process Unite will be working to ensure that Northern Ireland’s proud tradition in aerospace continues to be a source for decent jobs for generations to come.”

AIRCRAFT & ENGINE NEWS

ATSG, DHL extend aircraft leasing and operating arrangements

Air Transport Services Group (ATSG), has signed three-year extensions to agreements under which subsidiaries of ATSG will continue to lease fourteen Boeing 767 freighter aircraft to DHL and operate eight of those 767s within DHL’s North American network. Leases for six 767-200 aircraft currently operated by a DHL affiliate airline in the Middle East were extended through March 2022. Leases for five other 767s operated by ATSG’s affiliate ABX Air, including four 767-300s and one 767-200, were extended through April 2022. Three other 767-300s that ABX Air operates are leased to DHL into 2023/24. ATSG, through its subsidiary airline Air Transport International, also operates four CAM-owned Boeing 757 freighters for DHL under other arrangements.

Aergo Capital continues to grow North American presence

Aergo Capital has acquired one Boeing B737-800 aircraft (MSN 37247) from a Dublin-based lessor. The aircraft was subsequently leased by Aergo to Miami Air International (United States) on a long-term operating lease. Aergo Capital’s CEO Fred Browne said, “This acquisition is another step towards implementing Aergo’s strategy of acquiring younger aircraft and supports the growth and diversification of our portfolio. We look forward to developing our partnership with Miami Air.”

FlyArystan takes to the skies



Photo: FlyArystan

FlyArystan, the newest low-fare, high-quality subsidiary airline of Kazakh flag carrier Air Astana, took to the skies on May 1, for its first revenue flights from Almaty International Airport. The airline starts with six domestic routes, with journey times from one to three hours to Taraz; Shymkent; Pavlodar; Uralsk; Nur-Sultan (Astana) and Karaganda. From announcement to revenue realization within six months, a 160-strong workforce supporting the business has been established in Almaty, Air Astana’s HQ. This includes 25 pilots and 45 flight attendants, with many seconded from Air Astana. The rest are new recruits who, in addition to undertaking call center reservations work, are being trained to assist in ambassador roles at check in as part of the FlyArystan ground services team across the seven initial cities served. Air Astana has supplied an initial two Airbus A320 aircraft from its fleet under its Air Operator’s Certificate, painted up in the striking FlyArystan red and white livery. A further two A320s will follow in the last quarter of the year, by which time FlyArystan should be operating at least 12 routes and will be looking at obtaining an AOC in its own right.

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Zero-carbon aviation one step closer with award of UK Aerospace Research and Technology Programme grant



Airlander 10 takes off

Photo: Collins Aerospace

A partnership of Hybrid Air Vehicles (HAV), Collins Aerospace, and the University of Nottingham (UoN) has won grant funding in excess of £1m (US\$1.29m) from the UK Aerospace Research and Technology Programme to develop electric propulsion technologies using Airlander 10 as the initial platform. The project, named E-HAV1, will deliver a full-sized prototype 500kW electric propulsor for ground testing and technologies ready for future production. These technologies will be directly applicable to a future Airlander 10, with the goal of replacing its fuel-burning forward engines as the first step towards an all-electric version of the aircraft.

Utilizing a combination of buoyant lift from helium, aerodynamic lift, and vectored thrust, Airlander 10 already operates with a significant-

ly lower fuel burn than other aircraft of similar capability. The integration of electric forward propulsors will increase this advantage. Airlander 10's ability to support a broad range of activities from passenger travel to fisheries protection makes it the ideal platform for pioneering electric propulsion in civil aircraft. Project E-HAV1 will address key goals of the UK Aerospace Technology Strategy: strengthening the U.K.'s aerospace capabilities, positioning the U.K. for developing future generations of civil aircraft, and advancing a new generation of efficient propulsion technologies. Each of the three partners is a leader in their sector: HAV in whole-aircraft design capability, Collins in electric power system development, and UoN in electric propulsion research and testing.

Gulf Air signs with five French companies during royal visit to France

Gulf Air, the national carrier of the Kingdom of Bahrain, has ceremonially signed a number of agreements with French-based companies during His Majesty King Hamad bin Isa Al Khalifa, the King of Bahrain's visit to France. The airline has signed with Airbus during the Bahrain International Airshow 2016 for an order of 12 A320neo (out of which 2 have been delivered already) and 17 A321neo with a total investment with French companies exceeding US\$3.5 billion. Gulf Air has selected Thales' Ka-band connectivity solution for its B787-9 and A321Neo-E (LR) fleet. Thales will provide a robust, modular and full-featured connectivity platform for a best-in-class experience onboard, leveraging Global Xpress Ka-band satellite network. The airline has chosen Michelin, one of the leading tire companies, based in the Republic of France, to equip every aircraft type within its fleet with tires including its brand-new fleet of Boeing 787-9 Dreamliners, Airbus 320neos and Airbus 321neos. Gulf Air and CFM International have finalized an agreement for the purchase of 65 LEAP-1A engines to power 17 Airbus A320 neo and 12 A321neo aircraft. The engine order is valued at approximately US\$1 billion at list price. Gulf Air has been a CFM customer since 1992 and currently operates a fleet of 16 Airbus A320ceo aircraft powered by CFM56-5B engines. With its new LEAP-1A-powered A320neo family aircraft, Gulf Air is going to strengthen its footprint in the Middle East with new routes, while enhancing its services for customers. Furthermore, Gulf Air has signed an agreement with Safran to equip the airline's new fleet of 10 Boeing 787-9 Dreamliners and 12 Airbus A320neos with Safran Landing Systems wheels and brakes. The carrier has entrusted maintenance of the APS5000 auxiliary power units (APU) equipping the airline's 10 new Boeing 787-9 Dreamliner aircraft to AFI KLM E&M. The long-term contract includes a guarantee covering APU replacement. The repair services will be provided by AFI KLM E&M subsidiary EPCOR, a global market leader for MRO support for APUs.



The signing ceremony

Photo: Gulf Air

Air Macau showcases its first A320neo at Macau International Airport



First A320neo for Air Macau

Photo: Airbus

Air Macau has presented its first A320neo at a ceremony held at Macau International Airport. The aircraft is the 21st Airbus aircraft in Air Macau's fleet that already includes four A319neos, six A320neos and 10 A321neos. In total, Air Macau will receive eight additional A320neo and A321neo aircraft under leasing agreement in order to meet its fleet renewal and expansion program. The new aircraft features 158 seats (eight business and 150 economy class seats). Selected for its outstanding operational efficiency, comfort and range, the A320neo will be deployed by the carrier on its regional services.

First JAL A350-900 rolls-out of Airbus paint shop



JAL's first A350-900 rolls out of the paint shop

Photo: Airbus

The first A350 XWB for Japan Airlines (JAL) has rolled out of the Airbus paint shop in Toulouse, France. The A350-900 is the first ever Airbus aircraft to be produced directly for JAL and features a special A350 XWB red logo on the fuselage. The aircraft will now proceed to ground and flight tests, before delivery to JAL in early summer. In total, JAL has ordered 31 A350 XWB aircraft, comprising 18 A350-900s and 13 A350-1000s. The A350-900 will initially be operated on major domestic routes, with a three-class configuration seating 369 passengers.

DAE delivers ATR 72-600 to US Bangla Airlines



US Bangla Airlines takes delivery of one ATR 72-600 aircraft

Photo: DAE

Dubai Aerospace Enterprise (DAE) has delivered an ATR 72-600 to Bangladesh-based US Bangla Airlines. The aircraft was handed over to the airline during a celebration at the ATR facility in Toulouse, France. This factory-new ATR is the final aircraft of an order of 20 ATR 72-600 aircraft which DAE placed with the manufacturer in 2014.

CAE sells two A220-300 full-flight simulators to JetBlue



CAE 7000XR series level D full-flight simulator

Photo: CAE

CAE has sold two Airbus A220-300 CAE 7000XR Series full-flight simulators (FFSs) and two CAE 500XR flight training devices (FTDs) to JetBlue Airways, which is preparing the entry-into-service of its new aircraft. "The Airbus A220 is a key component of JetBlue's growth strategy and we are thrilled to be part of this airline's journey," said Nick Leontidis, CAE's Group President Civil Aviation Training Solutions. "We have been partners with JetBlue for over 15 years, and the purchase of these new FFSs and FTDs is yet another testament to the value CAE brings to its airline partners." The two CAE 7000XR Series FFSs will be equipped with the innovative CAE Tropos™ 6000XR visual system. The first FFS and FTD will be delivered in the first half of 2020 at JetBlue University, located in Orlando, Florida. With this addition, CAE has sold a total of eight A220 full-flight simulators to operators worldwide.

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SR Technics breaks ground on new center of excellence for aircraft maintenance in Malta

SR Technics has reported the ground breaking of the new six-bay hangar including significant back-shop facilities for its center of excellence (CoE) for aircraft maintenance in Malta. The project, as announced in February this year, will enable SR Technics to continuously provide high-quality aircraft maintenance and cabin modification services, now for up to six narrow-body aircraft of the B737 & A320 families, simultaneously. The first bays of the hangar will be completed by the beginning of 2020. Such new CoE does not only open its doors to customers located within the region in a very central hub but it is a great opportunity for Malta's economy as the project requires a significant number of new skilled employees.

Universal Avionics partners with AerSale to certify Airbus A320 EFVS solution

Universal Avionics (UA), an Elbit Systems Company, is partnering with AerSale to develop an FAA Supplemental Type Certificate (STC) for the ClearVision™ Enhanced Flight Vision System (EFVS) on the Airbus A320 aircraft. FAA certification for the retrofit upgrade is expected by the end of the first quarter of 2020, with CAAC and EASA STC validation to immediately follow. The ClearVision EFVS solution includes the SkyLens™ Head-Wearable Display (HWD), a cost-effective and more modern alternative to a traditional fixed Head-Up Display (HUD). The SkyLens high-transparency visor presents high-resolution symbology/imagery, including Enhanced Vision System (EVS), Synthetic Vision System (SVS), and Combined Vision System (CVS) for superior see-through transmission in all weather conditions, day and night. The state-of-the-art Head-Wearable Display requires significantly less installation effort, and can often be installed in just a few days compared to a fixed HUD which requires disassembly of the aircraft cockpit and which can take weeks – all while the aircraft is grounded.

Bombardier unveils Soleil Lighting System on its Global 7500 aircraft

Bombardier Business Aircraft has unveiled the Soleil lighting system, the advanced cabin lighting technology, on the Global 7500 business jet. Designed and developed exclusively for the Global 7500 aircraft, the innovative Soleil lighting system is aviation's first circa-

NAC delivers one new ATR 72-600 to Far Eastern Air Transport Corporation



NAC delivers one ATR 72-600 to Far Eastern Air Transport Corporation

Photo: AirTeamImages

Nordic Aviation Capital (NAC) has delivered one ATR 72-600, MSN 1458, to Far Eastern Air Transport Corporation (FAT) on lease. FAT is a privately owned airline providing scheduled international passenger and cargo services from its Taipei base to destinations in North-East Asia, South-East Asia, China and Taiwan, as well as scheduled domestic services linking Taipei and Kaohsiung with regional cities. Domestic and international charter flights are also offered.

ACJ319neo sets new record for longest A320 Family flight



The five-person flight crew on the ACJ319neo's record-setting 16-hr., 10-min. test flight

Photo: Airbus

The first ACJ319neo successfully completed a 16-hr. 10-min. test flight on April 26, setting a new record for the longest A320 Family flight by an Airbus crew. It flew from Toulouse to northern Greenland and back in an endurance flight that included a simulated diversion under 180 min ETOPS rules, for which the A320 airliner family is already certified. The aircraft is due to be delivered to K5 Aviation of Germany in the coming months, after ACJ319neo flight trials are completed. The ACJ319neo is derived from the A320neo airliner family, which features new engines and wingtip-mounted Sharklets.

MRO & PRODUCTION NEWS

dian rhythm-based cabin lighting technology fully integrated with the Flight Management System. It introduces the Dynamic Daylight Simulation feature, which can help combat jet lag. The Soleil lighting system's Dynamic Daylight Simulation uses specific combinations of red and blue light wavelengths that studies have shown help to stimulate or suppress the production of melatonin – which assists in regulating the sleep-wake cycle and can help contribute to synchronizing passengers' circadian rhythms to the time at their destination.

TAG Aviation undertakes first 60-month check on Bombardier Global 6000

TAG Aviation's Maintenance Services Centre in Geneva has completed its first 60-month check on a Bombardier Global 6000 aircraft. The aircraft, which is owned by a private customer, underwent its first heavy maintenance check which included routine inspections and repairs, as well as a deep clean of the aircraft's cabin. This important major maintenance milestone event marks the first time TAG Geneva's highly trained technicians have performed a 60M inspection on a Global 6000 aircraft since their status as a Bombardier Authorised Service Facility (ASF) was extended in May 2018 to also include Global business jets.

C&L Aviation Group provides ADS-B solution for JetSuiteX fleet of EMB-135/145 aircraft

C&L Aviation Services (C&L), a C&L Aviation Group company, has been awarded the contract to provide ADS-B solution for the JetSuiteX Fleet of EMB-135/145 aircraft. The program will see C&L provide Honeywell Primus II, as it is the best option for the JetSuiteX fleet to comply with the FAA Automatic Dependent Surveillance-Broadcast-Out (ADS/B-Out) mandate requiring compliance before January 1, 2020. C&L already offers Garmin

S7 Technics' aircraft painting center completes its 100th order

S7 Technics' Mineralnye Vody-based aircraft painting center has reached its first significant milestone by completing the re-painting of its 100th aircraft. Some 250,000 man-hours, about 30,000 liters of paint and 60,000 liters of accompanying chemicals (solvents, paint removers, etc.), as well as more than 300,000 abrasive disks were required for the aircraft painting centre to reach the milestone. S7 Technics' painting team delivered the 100th aircraft to customer S7 Airlines after



S7 Technics' painting team completes re-painting of 100th aircraft
Photo: S7 Technics

the painting process was carried out according to the Intermediate Coat Paint System Base Coat/Clear Coat MICA (base – lacquer coating) method, using PPG Aerospace painting materials. Leading Russian and Kazakh airlines have been regularly using S7 Technics' Mineralnye Vody-based aircraft painting center to repaint their aircraft. Some 59% out of 100 aircraft repainted were Airbus and 24% of them Boeing planes.

Acro delivers seats for ATRs operated by Finnish airline Norra



Acro and Finnair personnel

Photo: Acro

Acro's Series 3 ST+ seat has been selected as part of a fleet-wide cabin refresh on the ATR aircraft that the Finnish airline Norra operates for Finnair in regional traffic. The cabin refresh is a part of continuous efforts to enhance customer experience and comfort of Finnair customers. Acro has been working to deliver the project in an efficient lead time of eight months and it will be a first delivery for the Series 3 ST+ on an ATR aircraft. Norra operates the ATR aircraft for Finnair on domestic flights in Finland to the Baltics, to Gdansk in Poland and to Stockholm's Bromma airport. The first ATR aircraft with the Series 3ST+ seats installed is expected to be in operation in summer 2019, and the refurbishment of the 12 aircraft will be completed by the end of Q1, 2020.



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and Universal ADS-B solutions for a variety of regional and corporate aircraft types including Dash-8, Beech 1900D, EMB-120, Beechjet 400A, Hawker 800 Series, Challenger Series, Gulfstream, and more. C&L also completed an STC certification in the fall of 2018 for an ADS-B solution for the Saab 340 aircraft which can also be used for transponder/GPS pairing in other Part 23 and Part 25 aircraft.

EPCOR entrusted with Air Tahiti Nui's 787 APU support

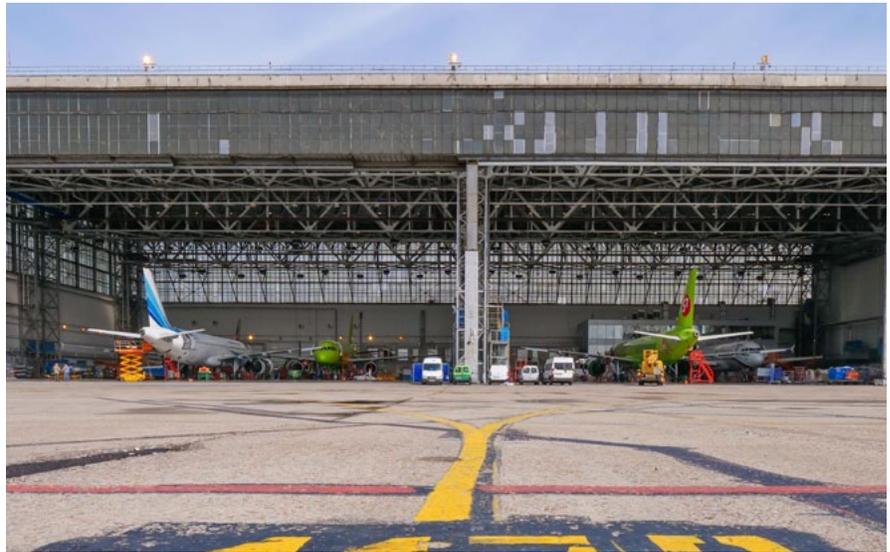
The French Polynesia airline Air Tahiti Nui has entrusted AFI KLM E&M with the maintenance of the APS5000 auxiliary power units (APU) equipping its fleet of four Boeing 787-9 aircraft. The long-term contract includes repair and overhaul support, as well as the leasing of a spare APU when needed. All the work will be carried out by EPCOR, a wholly owned subsidiary and part of AFI KLM E&M's global MRO network. The contract is the latest development in a strong partnership between Air Tahiti Nui and AFI KLM E&M, which also provides component, engine and line maintenance services for the Polynesian carrier's Dreamliners.

FINANCIAL NEWS

American Airlines Group reports first-quarter 2019 profit

American Airlines has reported that strong passenger demand drove a 1.8% year-over-year increase in first-quarter 2019 total revenue to a first-quarter record US\$10.6 billion. Driven by a record first-quarter total passenger load factor of 82.2%, passenger revenue per available seat mile (PRASM) grew 0.6% to 14.49 cents. Cargo revenue decreased 4% to US\$218 million due in part to a 9.1% decrease in cargo ton miles. Other revenue was up 1.9% to US\$708 million due primarily to higher loyalty revenue. First-quarter TRASM increased by 0.5% to 15.87 cents on a 1.3% increase in total available seat miles. This marks the 10th consecutive quarter of TRASM growth for American. Total first-quarter 2019 operating expenses were US\$10.2 billion, up 2% year-over-year. Total operating cost per available seat mile (CASM) was 15.31 cents in the first quarter of 2019, up 0.7% from first-quarter 2018. Excluding fuel and special items, first-quarter CASM was 11.88 cents, up 2.7% year-over-year, driven primarily by a higher volume of heavy-maintenance checks. The company

S7 Technics' workload increased by 7% in 2018



S7 Technics' workload was up by 7% in 2018

Photo: S7 Technics

Russian maintenance, repair and overhaul (MRO) services provider S7 Technics, enjoyed an increase in workload at its bases last year as the demand for aircraft maintenance in Russia and the CIS grew substantially. The company's technical specialists completed some 2.153 million standard hours in 2018, a 7.7% improvement year-over-year. The MRO performed 83 heavy maintenance checks in the period, 32 of which (almost 40%) accounted for base maintenance work and re-deliveries, each project representing a significantly large amount of work. The growing demand for heavy checks and re-deliveries at S7 Technics' bases reflects the entire region's aviation market trend and reflects the recent peak of aircraft deliveries to Russia, the largest increase since 2008. Demand continues to show signs of growth, with two currently on-going lease-return projects for major global lessors that are due to be completed in 2019. During 2018, three S7 Technics' bases – at Domodedovo (Moscow), Mineralnye Vody and Tolmachevo (Novosibirsk) airports – collectively provided 28,600 component repairs, a 27% improvement, whilst performing 97,600 standard hours of work, up by 34%.

has removed all 737 MAX flying from its flight schedule through Aug. 19, which is approximately 115 flights per day. These flights will represent approximately 2% of American's total capacity each day this summer. In total, the company presently expects the 737 MAX cancellations, which are assumed to extend through Aug. 19, to impact its 2019 pre-tax earnings by approximately US\$350 million.

After weak first quarter, Lufthansa Group expects to increase unit revenues in second quarter

Following a weak first quarter of 2019 that resulted in an Adjusted EBIT for the period of €336 million, Lufthansa expects to see substantially improved trends in the rest of the year. "Overcapacities, especially on short- and medium-haul European routes, substan-

tially depressed our first-quarter earnings," says Ulrik Svensson, Chief Financial Officer of Deutsche Lufthansa AG. "We are confident, though, that we will see a recovery in our unit revenues as early as the second quarter. Our confidence is based above all on our favorable booking levels for the months ahead." Total revenues for the Lufthansa Group for the first quarter of 2019 amounted to €7.9 billion, a three-percent increase on the same period last year. First-quarter Adjusted EBIT amounted to €-336 million, substantially down on the €52 million of the prior-year period. The key drivers of this earnings decline were a €202 million increase in fuel costs and a deterioration in unit revenues in Europe. A continued reduction of unit costs could only partially offset the decline. The Adjusted EBIT margin for the period amounted to -4.3 percent (prior-year period: 0.7 percent). The Group's net income declined to €-342 million (prior-year period:

FINANCIAL NEWS

€-39 million). The Network Airlines of Lufthansa, SWISS and Austrian Airlines achieved an aggregate Adjusted EBIT of €-160 million (prior-year period: €132 million). Adjusted EBIT margin amounted to -3.3 percent, a six-percentage-point decline from the 2.7 percent of the prior-year period. First-quarter unit revenues (adjusted for currency movements) declined 5.2 percent, owing mainly to the difficult European market situation. The long-haul business to and from Asia and North America showed much more encouraging trends. Unit costs (adjusted for fuel and currency influences) were reduced by 0.8 percent. First-quarter Adjusted EBIT for Eurowings declined to € 257 million (prior-year period: €-212 million). Unit revenues (adjusted for currency movements) were 8.5 percent below their prior-year level, owing mainly to the high pricing pressures on short-haul routes, which account for a larger portion of total revenues at Eurowings than they do at the Network Airlines. Unit costs (adjusted for fuel and currency influences) were 7.2 percent below their prior-year levels. (€1.00 = US\$1.12 at time of publication.)

APOC Aviation’s crowdfunding campaign raises US\$2.6 million

APOC Aviation has raised US\$2.6 million in a highly successful crowdfunding campaign and Max Wooldrik, Founder and Managing Director of APOC, attributes that to the Company’s successful track record. “This is our seventh crowdfunding raise for investment capital” he explains. “The first time we experimented with the method it took us eleven days to

generate US\$900,000 but we paid it back early so that generated ‘trust’ within the crowd. As an organization, APOC Aviation has strong credentials within the new-tech arena. We have developed our own proprietary software platform ‘Alicanto’ which deploys crucial algorithms to estimate sales price/value for airframes and engines, delivering unique services for airline customers. Our team is technologically astute and forward-thinking so we’re really happy to involve a broad community of investors via the internet and share the exciting world of aviation with them.”

MTU Aero Engines reports profitable growth in the first quarter of 2019

In the first quarter of 2019, MTU Aero Engines AG saw its revenues increase by 11% from €1,016.4 million to €1,131.2 million. The group’s operating profit grew by 7% to €187.6 million (1-3/2018: €175.1 million), resulting in an adjusted EBIT margin of 16.6% (1-3/2018: 17.2%). Net income increased in line with EBIT adjusted, rising by 8% from €123.3 million to €133.5 million. In the first quarter, MTU recorded the highest revenue growth in the commercial engine business. Revenues here increased by 21% from €318.7 million to €385.6 million. Revenues in the commercial maintenance business increased by 6%, rising from €618.2 million in the first quarter of 2018 to €655.1 million. Revenues in the military engine business increased by 15% to €105.1 million in the first quarter (1-3/2018: €91.3 million). MTU’s order backlog reached €18.5 billion (Dec. 31, 2018: €17.6 billion) at the end of March 2019. “In arithmetical terms, this corresponds to a workload of almost four years and reflects MTU’s strong market position,”

said Winkler. The majority of these orders relate to the V2500 and the Geared Turbofan™ engines of the PW1000G family, in particular the PW1100G-JM for the A320neo. Commercial maintenance business reported the highest percentage growth in earnings, with EBIT adjusted increasing by 10% to €56.8 million (1-3/2018: €51.5 million). The EBIT margin rose from 8.3% in the first quarter of 2018 to 8.7% in the same period of 2019. In the OEM segment, MTU increased its first-quarter earnings by 6% from €123.4 million to €130.5 million. The EBIT margin stood at 26.6% compared with 30.1% at the end of March 2018. (€1.00 = US\$1.12 at time of publication.)

Airbus reports first-quarter 2019 results

Airbus has reported first-quarter (Q1) 2019 consolidated financial results and maintained its guidance for the full year. Gross commercial aircraft orders totaled 62 (Q1 2018: 68 aircraft) and included 38 A350 XWBs. Net commercial aircraft orders of -58 (Q1 2018: 45 aircraft) after 120 cancellations mainly reflect the winding down of the A380 program and the commercial agreement with Etihad as communicated in the full-year 2018 disclosure. The commercial aircraft backlog stood at 7,357 aircraft as of March 31, 2019. Net helicopter orders of 66 units (Q1 2018: 104 units) included 20 Super Puma Family and 16 H145s. Airbus Defence and Space’s order intake by value totaled € 1.1 billion. Consolidated revenues increased to €12.5 billion (Q1 2018: € 10.1 billion), mainly reflecting the higher commercial aircraft deliveries as the production ramp-up continued. At Airbus, a total of 162 commercial aircraft were delivered (Q1 2018: 121 aircraft), comprising eight A220s, 126



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A320 Family, five A330s, 22 A350s and one A380. Airbus Helicopters delivered 46 units (Q1 2018: 52 units) with increased revenues reflecting the higher volume in services. Airbus' EBIT adjusted improved to €536 million (Q1 2018: € -41 million), mainly reflecting the A320neo ramp-up and premium as well as further progress on the A350 financial performance. Consolidated EBIT (reported) amounted to €181 million (Q1 2018: € 199 million), including adjustments totaling a net € -368 million. A total of 96 A320neo Family aircraft were delivered in the quarter. The ramp-up of the Airbus Cabin Flex version of the A321 continued in Q1 but remains challenging. Airbus is working to improve execution in its internal industrial systems and monitoring engine performance. The overall A320 Family program is on track to reach 60 aircraft per month by mid-2019 and preparing for a rate of 63 per month in 2021. On the A330 program, five aircraft were delivered in the first quarter, including three NEOs. A330neo deliveries continue to ramp-up and Airbus is working closely with its engine partner and suppliers to deliver in line with customer commitments. The flight test campaign of the A330-800 variant is progressing. Airbus Helicopters' EBIT Adjusted totaled €15 million (Q1 2018: € -3 million), reflecting lower deliveries and higher volume in services. (€1.00 = US\$1.12 at time of publication.)

Alaska Air Group reports first-quarter 2019 results

Alaska Air Group has reported net income under Generally Accepted Accounting Principles (GAAP) of US\$4 million for the first quarter of 2019. Net income for the first quarter of 2019, excluding special items such as merger-related costs and mark-to-market fuel hedge accounting adjustments, of US\$21 million compared to US\$18 million in the first quarter of 2018. This quarter's adjusted results compare to the First Call analyst consensus estimate of \$0.12 per share. The Group generated approximately US\$470 million of operating cash flow in the first three months of 2019, including merger-related costs and held US\$1.4 billion in unrestricted cash and marketable securities as of March 31, 2019.

AerCap reports financial results for first-quarter 2019

AerCap has reported that lease revenue for the first quarter was US\$1,162.1 million, compared with US\$1,120.3 million for the same period in 2018, primarily due to the delivery of new-technology aircraft from January 2018

INFORMATION TECHNOLOGY



Air Arabia

Photo: Swiss-AS

Air Arabia has chosen AMOS as its new MRO software to address the demands of a dynamic, fast-changing industry. In a ceremony held at the headquarters of Air Arabia in Sharjah, the CEOs of **Swiss-AS** and Air Arabia signed the contracts, paving the way to implement AMOS and marking the beginning of a long-term partnership. As the low-cost carrier is performing light and heavy maintenance in-house, Air Arabia has opted for the AMOS Airline-MRO Edition, which provides all the functions needed to efficiently cover the entire spectrum of the carrier's maintenance operations. Air Arabia envisages a significant fleet increase with the intention to operate 100+ aircraft by 2025. With AMOS, the Middle Eastern carrier has taken a sustainable and future-proof decision that will not only support the fleet growth but also the digital transformation process towards paperless operation. Besides AMOSdesktop, the budget carrier will implement AMOSmobile to equip its maintenance staff in the hangar and on the apron with a fully integrated and easy-to-use software tool.



Photo: HeliStream

HeliStream, the U.S. flight training specialist, has selected **Rusada's** ENVISION as its MRO and Flight Operations software. From its base in Costa Mesa, California, HeliStream offers flight training as well as a range of other services including utility/aerial crane, firefighting, charters and photography. To do this, the operator utilizes a fleet of 25 helicopters comprising of Robinson, Airbus, Bell, Sikorsky, and MD models. HeliStream was founded by Rod Anderson and Barbara Perrin, both U.S. Army-trained pilots, who envisioned a flight school that combined the military's syllabus-directed and structured training program with a fleet maintained to the highest FAA standards. HeliStream has signed up for ENVISION's Fleet Management, Base Maintenance and Flight Operations modules as well as four others, which will be implemented over the coming months. Go-live is set for September 2019.

FINANCIAL NEWS

through March 2019, resulting in a US\$2.3 billion increase in average lease assets. Net income was US\$234.2 million, compared with US\$265.4 million for the same period in 2018. Net income was primarily affected by lower net gain on sale of assets, partially offset by higher lease rents. AerCap's sales volume was significantly lower in the first quarter of 2019 than in the first quarter of 2018, resulting in lower net gain on sale of assets. This was partially offset by higher lease rents primarily resulting from the increase in average lease assets. As of March 31, 2019, AerCap's portfolio consisted of 1,400 aircraft that were owned, on order or managed. The average age of its owned fleet as of March 31, 2019 was 6.2 years and the average remaining contracted lease term was 7.4 years.

Spirit AeroSystems reports solid first-quarter results

Spirit's first-quarter 2019 revenue was \$2.0 billion, up 13% compared to the first quarter in 2018. This increase was primarily driven by higher production volumes on the Boeing 737 and 787 programs, favorable model mix on the Boeing 737 program, and higher revenue recognized on the Boeing 787 program, partially offset by lower non-recurring activity on certain Boeing programs. Spirit's backlog at the end of the first quarter of 2019 was approximately US\$48 billion, with work packages on all commercial platforms in the Boeing and Airbus backlog. Operating income for the first quarter of 2019 was US\$233 million, up compared to US\$160 million in the same period of 2018. This increase was primarily due to higher production volume and model mix on the Boeing 737 program, the absence of forward losses recognized on the Boeing 787 program during the first quarter of 2018, and higher margin recognized on the Airbus A350 program. First quarter EPS was US\$1.55, up compared to US\$1.10 in the same period of 2018. First quarter adjusted EPS was US\$1.68, excluding the impact of the planned Asco acquisition. Cash from operations in the first quarter of 2019 was US\$242 million, up compared to US\$167 million in the same quarter last year, primarily due to higher receipts from customers and lower incentive compensation payments. Adjusted free cash flow in the first quarter of 2019 was US\$209 million, compared to US\$118 million in the same period of 2018. Cash balance at the end of the quarter was US\$1.2 billion, which provides the funds necessary to complete the acquisition of Asco.



AeroGuard Flight Training Center have reached a new pilot training agreement with Korean partners Photo: AeroGuard

AeroGuard Flight Training Center has reached a new pilot training agreement with The **Ministry of Land, Infrastructure, and Transport (MOLIT)** of the Republic of Korea, **Uljin Flight Academy of the Republic of Korea, Korean Aviation College (KAC), and Korea Aerospace University (KAU)**. The newly signed agreement between AeroGuard Flight Training Center and its international partners from the Republic of Korea marks the renewal of an existing long-term partnership. The new agreement will extend until 2024 and will see Korean cadets training at AeroGuard's headquarters in Phoenix, Arizona, its new campus in Austin, Texas, and other flight school locations. Over the course of the new agreement, AeroGuard will train hundreds of new Korean pilots, helping to meet the continuing increase in demand from commercial airlines. Boeing projects that nearly 800,000 new pilots will be needed worldwide within the next 18 years. The Asia-Pacific region will be at the forefront of global demand requiring approximately 261,000 newly-trained pilots.



Frankfurt Airport lays cornerstone for future Terminal 3

Photo: Fraport

As part of one of Europe's largest privately financed infrastructure projects, **Fraport AG** has laid the cornerstone for the new Terminal 3 at Frankfurt Airport. Due for completion in 2021, Pier G will provide capacity for an additional 5 million travelers to the current level of 70 million in 2018. With the completion of Piers H and J by 2023 capacity will have increased by 21 million, while completion of Pier K will increase the overall capacity of Terminal 3 to 25 million travelers, at an estimated cost of between €3.5 and €4.0 billion (US\$3.9 and US\$4.5 billion.) **Fraport Ausbau Süd GmbH**, a wholly-owned subsidiary of Fraport AG, is responsible for managing, supervising and monitoring the construction project. During the ceremony, Fraport CEO Schulte stated: "We are building the future with Terminal 3—for Frankfurt Airport, the entire Rhine-Main region and far beyond. By employing state-of-the-art technology and intelligent processes to create an outstanding passenger experience, we are meeting the promise inherent in our slogan, 'Gute Reise! We make it happen!'"

OTHER NEWS

GE Aviation and **Auterion** have announced the integration of the Auterion Enterprise PX4 operating system on GE Aviation’s Unmanned Aircraft System avionics platform. They have shown their commitment by signing a teaming agreement to provide a comprehensive hardware and software solution for drone manufacturers and operators seeking to enable commercial drone operations at scale. The teaming enables a full-stack solution with airborne autopilot and application computing hardware, flight management, safety management and integration. GE Aviation is providing the avionics hardware, application computing, flight management and integration into airframes. Auterion is providing Enterprise PX4, the operating system that runs on the vehicle, in the cloud and the ground station. The core architecture of the hardware and software platform has been implemented with the objective of supporting developers through global open software standards while maintaining an independent and authoritative safety controller. The combination of the two supports long-term flexibility and a high level of design assurance to enable commercial drone operations beyond visual line of sight and within complex airspace and obstacle environments. Flight testing of the hardware and software platform took place over the last three weeks at Reno-Stead airport in Reno, Nevada.

Delta will launch services connecting New York’s John F. Kennedy International Airport with Mumbai beginning Dec. 22. This route establishes a link between the financial capitals of two large trade partners and boosts competition, choice and options for customers traveling between the United States and India. The JFK-Mumbai flight will be operated out of Delta’s premier international gateway at New York-JFK and will offer convenient connections from more than 50 communities throughout the United States, Canada and Latin America. Demand for flights between the U.S. and India has increased significantly in the last decade, and New York is the largest U.S. market to India with the largest base of corporate customers.

Responding to a critical need for aviation maintenance technicians, **Collins Aerospace Systems** has unveiled the first Aviation Maintenance Technician (AMT) apprenticeship with **Coastal Alabama Community College** at its aerostructures facility in Foley, Alabama. This four-year program will provide apprentices with on-the-job training, college credit toward an associate’s degree in airframe technology, and a Federal Aviation Administration airframe license. This program, recognized by the U.S. Department of Labor and benchmarked by the top apprentice



Photo: Qantas

Only two hurdles now remain for **Qantas** to overcome as it looks to provide record-breaking 21-hour non-stop flights between Sydney and London – approval from both **Australia’s aviation regulator** and pilots themselves to agree to what are currently unprecedented duty times. With planes such as the Boeing 777X and Airbus A350 now capable of travelling such distances without having to refuel, the gateway to more-profitable flights has been opened, with non-stop flights looking to command a 20 percent premium. However, the current ‘duty time’ limit for pilots is 20 hours, which includes time on the ground while working. The flights between Sydney and London will require an estimated 23 hours duty time. Qantas currently provides a 17-hour non-stop flight between Perth and London, which includes four pilots on board. The principal concern relates to pilot fatigue, which the **Australian Civil Aviation Safety Authority (CASA)** are currently evaluating for the Perth London route. “The technological change is obviously there but the human physiological side hasn’t changed since the Wright brothers flew,” said Mark Sedgwick, the head of the Qantas pilots’ union, **The Australian and International Pilots Association (AIPA)**. “We really need to understand the effects on human performance on the flight deck of these ultra-long-range flights.” According to Reuters, the Australian Transport Safety Bureau released a study on pilot fatigue in January which revealed that 60 percent of long-haul pilots had experienced moderate to severe fatigue on their most recent flight. Currently, the world’s longest non-stop flight is Singapore Airlines’ almost 19-hour journey between Singapore and New York. Singapore’s aviation regulators require the presence of two captains and two first officers where duty time exceeds 18 hours, to “optimize their alertness throughout the flight.” Currently, to reduce costs on Qantas’ Perth to London route, which has a duty time of 20 hours, the carrier uses one captain, one first officer and two second officers, though second officers can fly only at cruising altitudes and cannot take off or land the aircraft.

programs globally, goes beyond the classroom by showing students with an interest in aviation and mechanics how to apply these skills in real life. These students will have the opportunity to work alongside mechanics in the facility. In 2017, Collins announced the expansion of its Foley fa-

cility, and has exceeded its commitment to bring 260 additional jobs to the area and now employs over 1,000 people. This apprenticeship demonstrates Collin’s continued vested interest in developing the local Alabama workforce.

INDUSTRY PEOPLE



Paul Dollman

- Air Partner has appointed **Paul Dollman** as Non-Executive Director of the Company with effect from May 1, 2019. He will also take up the role of Chair of the Audit and Risk Committee, replacing **Shaun Smith**, with effect from June 26, 2019, being the date of Air Partner's 2019 Annual General Meeting. Dollman has significant PLC experience and has held Chair and Non-Executive Director positions at a range of listed companies. In addition, he has excellent knowledge of the aviation industry, having been Group Finance Director at John Menzies PLC, the holding company of Menzies Aviation, from 2002 to 2013. He understands the sector's operational, strategic and commercial environment well, and is credited with nearly trebling Menzies Aviation in size during his tenure.

- Macquarie Capital, the corporate advisory, capital markets and principal investment arm of Macquarie Group (Macquarie), has announced that **Fady Lahame** has joined the firm to take up the role of Head of France for its division covering Americas, Europe and Asia (AEA). Lahame brings over 20 years' experience to Macquarie Capital, beginning his career at Credit Suisse in London, eventually becoming Co-head of France and BeLux for the investment banking department in Paris. During his Credit Suisse tenure, Lahame advised corporates and private equity firms on several high-profile M&A and capital market transactions across a range of sectors. Later, in 2015, he joined the French advisory firm Messier Maris & Associés as a partner, leading domestic and cross-border M&A transactions primarily involving French large cap corporates.

- Jet Parts Engineering (JPE) has announced the addition of two new members to its sales team: **Andrew Bonefas**, Regional Sales Director for Western North America, and **Pascal Lethien**, Regional Sales Director for Europe Key Accounts. Prior to joining Jet Parts Engineering, Andrew Bonefas had extensive PMA and DER repair experience while serving as Director of Sales West Region North America at The Wencor Group and Regional Sales

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Manager at AAR PMA Products. Prior to this, he was managing airline materials at Southwest Airlines. In addition to bringing a wealth of sales knowledge to the JPE team, Bonefas is passionate about innovation, product, and partnerships. He is based in Pearland, Texas. Pascal Lethien also brings extensive sales and aerospace knowledge to the JPE team, having previously worked in the MRO and OEM sector. He gained experience in strategic customer account management and business development by working in sales at Standard Aero, Meggitt, Airfoil Technology International, The Nordam Group, and Titanox Aerospace. He is based outside of Montpellier, France.

- Qantas has announced that current Chief Financial Officer, **Tino La Spina**, will move to become Chief Executive Officer of Qantas International. This follows the recent resignation of previous CEO, **Alison Webster**. **Vanessa Hudson**, who is currently the Group's Chief Customer Officer, will move to the role of Chief Financial Officer. These changes will take effect from October 1, 2019, allowing La Spina to close out the current fiscal year through to annual reporting. From mid-May, Vanessa Hudson will be CFO Designate and will work closely with La Spina to ensure a smooth handover. Narendra Kumar will remain Acting Qantas International CEO while the CFO transition is completed.

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-200	Castlelake	CFM56-5B6/3	3560	2008	Now	Lease	Michael Hackett	Michael.hackett@castlelake.com	+44 20 7190 6120
A319-200	Castlelake	CFM56-5B6/3	3533	2008	Now	Lease	Michael Hackett	Michael.hackett@castlelake.com	+44 20 7190 6120
A320-200	ORIX Aviation	V2527-A5	3807	2007	Q1/2020	Lease	Matthew Gialopsos	Matthew.Gialopsos@orix.ie	+353 83 167 2233
A320-200	ORIX Aviation	V2527-A5	4603	2011	Q1/2020	Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	ORIX Aviation	CFM56-5B4/3	5213	2012	Q2/2020	Lease	Matthew Gialopsos	Matthew.Gialopsos@orix.ie	+353 83 167 2233
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
A320-200	Castlelake	V2533-A5	1648	2001	Q4/2019	Lease	Michael Hackett	Michael.hackett@castlelake.com	+44 20 7190 6120
A320-232	DVB Bank	V2527-A5	2156	2004	Q4/2019	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
A320-232	DVB Bank	V2527-A5	2395	2005	Q1/2020	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
A321-200	Castlelake	V2533-A5	3274	2007	Q4/2019	Lease	Michael Hackett	Michael.hackett@castlelake.com	+44 20 7190 6120
A330-200	DVB Bank	CF6-80E	814	2007	Q2/2020	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
A330-200	Castlelake	CF6-80E1A4	473	2002	Q4/2019	Lease	Michael Hackett	Michael.hackett@castlelake.com	+44 20 7190 6120
A330-200	Castlelake	CF6-80E1A4	489	2003	Q4/2020	Lease	Michael Hackett	Michael.hackett@castlelake.com	+44 20 7190 6120
A330-200	TrueAero Asset Management	CF6-80E1A4/B	882		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	901		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	932		May 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-300	DVB Bank	Trent 772B-60	1485	2014	Q1/2020	Sale / Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
B737-700	Kellstrom Aerospace	CFM56-7B26	28210	1998	Now	Sale	Michael Garcia	info@kellstromaerospace.com	+1 (847) 233-5800
B737-5H6	Bristol Associates	CFM56-3C1	26445	1992	Now	Sale	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
B737-800	DVB Bank	CFM56-7B27	28178	1999	Q4/2019	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
B737-800	ORIX Aviation	CFM56-7B24E	40317	2012	Q4/2019	Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ORIX Aviation	CFM56-7B24	33641	2007	Q2/2020	Lease	Matthew Gialopsos	Matthew.Gialopsos@orix.ie	+353 83 167 2233
B737-800	Willis Lease				soon	Sale / Lease	Nick Pittler	willisassetsales@willislease.com	+1 (415) 408-4775
B757-200PCF	Wahoo Aviation	RB211-535E4B	22210	1984	Now	Sale	Tim Corley	tcorley@wahooaviation.com	+1 (360)870-9172
B747-400	Bristol Associates		28812	1999	Now	Sale	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
B747-400	Bristol Associates		30023	2000	Now	Sale	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
B757-223 (7x)	Jetran	RB211-535E4B	various	91/92	Now	Lease	Nick Blowers	blowers@jetran.aero	+1 (210) 269 3471
(2) B787-800					soon	Sale / Lease	Nick Pittler	willisassetsales@willislease.com	+1 (415) 408-4775

Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
CRJ-200LR	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164
CRJ-700	Regional One	CF34-8C5B1	10205	2005	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164
Dash 8 Q400	DVB Bank	PW150A	4160	2007	Now	Sale	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
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	1700123		Now	Sale / Lease	Auvinash Narayan	Auvinash.Narayan@aerfin.com	+44 (0) 7766384581
ERJ-170LR	AerFin	CF34-8E	1700119		Now	Sale / Lease	Auvinash Narayan	Auvinash.Narayan@aerfin.com	+44 (0) 7766384581
ERJ-170LR	AerFin	CF34-8E	1700124		Now	Sale / Lease	Auvinash Narayan	Auvinash.Narayan@aerfin.com	+44 (0) 7766384581

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THE AIRCRAFT AND ENGINE MARKETPLACE

Regional Jet / Turboprop Aircraft (cont.)

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
ERJ-170LR	AerFin	CF34-8E	1700142		Now	Sale / Lease	Auvinash Narayan	Auvinash.Narayan@aerfin.com	+44 (0) 7766384581
ERJ-170LR	AerFin	CF34-8E	1700152		Now	Sale / Lease	Auvinash Narayan	Auvinash.Narayan@aerfin.com	+44 (0) 7766384581
ERJ-170LR	AerFin	CF34-8E	1700155		Now	Sale / Lease	Auvinash Narayan	Auvinash.Narayan@aerfin.com	+44 (0) 7766384581
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

Commerical 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
CF34-10E5A1	Now - Lease	DASI	Ed Blyskal	ed.blyskal@dasi.com	+1 305-525-7308
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				
(2) CF34-10E7	Now - Sale/Lease/Exch.	Werner Aero	Cliff Topham	ctopham@wernereraero.com	+1-703-402-7430
(multiple) CF34-8E5	Now - Sale / Lease	AerFin	Oliver James	Oliver.James@aerfin.com	+44 (0) 7930463293
(1) CF34-8E5A1	Now - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204x202
(2) CF34-8C5B1	Feb 19 - Lease				
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
CF34-8E(s)	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1 (513) 782-4272
CF& Engines	Sale / Lease	Company	Contact	Email	Phone
(2) CF6-80C2A2	Now - Lease	Castlelake	Stuart MacGregor	stuart.macgregor@castlelake.com	+44 2071906138
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-7B26/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-5B3/P	Now - Lease				
(1) CFM56-7B26/E	Now - Lease				
(1) CFM56-3B1	Soon - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 415 516 4837



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commerical 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) CFM56-7B20/2	Now - Sale / Exchange	CFM Materials	Jimmy Hill	jimmy.hill@cfmmaterials.com	+1 -214-988-6670
(1) CFM56-7B26/2					
(1) CFM56-5B	Now - Sale/Lease/Exch.	Werner Aero Services	Cliff Topham	ctopham@wernerairo.com	+1-703-402-7430
(1) CFM56-7B	Now - Sale/Lease/Exch.				
(2) CFM56-7B26/27	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
JT8D and JT9D Engines	Sale / Lease	Company	Contact	Email	Phone
(1) JT8D-217C	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
(1) JT8D-219	Now - Sale / Lease	LCHAerospace	Carlos Miranda	cmiranda@lchaerospace.com	+1 954-644-9617
GENx Engines	Sale / Lease	Company	Contact	Email	Phone
(2) GENx1B74/75 Propulsor	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (415) 408 4742
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(2) LEAP-1B28	Soon - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (415) 408 4742
(1) LEAP1A-32	Now - Lease	Rolls-Royce & Partners Finance	Charlie Ferguson	charlie.ferguson@rolls-royce.com	+44-(0)7772224895
PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW121	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(2) PW123B/E	Now - Sale / Lease				
(1) PW127E/F/M	Now - Sale / Lease				
(1) PW150A	Now - Sale / Lease				
(2) PW121	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 415 516 4837
(2) PW123	Now - Sale/Lease/Exch.				
(1) PW127	Now - Sale/Lease/Exch.				
(2) PW127F	Now - Sale/Lease/Exch.				
(2) PW150A	Now - Sale/Lease/Exch.				
(1) 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

Commerical Engines (cont.)

(1) PW4056-3	Now - Sale/Lease	Jet Midwest	Kevin Lee	engines@jetmidwest.com	+1-310-652-0296
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
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) V2530-A5	Soon - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (415) 408 4742
(1) V2533-A5	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(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/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) GTCP331-500B, (1) APS3200	Now - Sale/Lease/Exch.				
767-300ER 413K, 737-300 LANDING GEAR	Now - Sale/Lease/Exch.	AZURE RESOURCES INC.	Jeff Young	jeff@azures.com	1-954-249-7935
GTCP36-300A, GTCP85-98DHF APU	Now - Sale/Lease/Exch.				
A320 Nose Landing Gear	Now - Sale/Lease/Exch.				
CFM56-3 LPT MODULE, REPAIRED	Now - Sale/Lease/Exch.				
CFM56-3 ENGINE STAND	Now - Lease				
(1) GTCP36-150RJ, (2) GTCP36-100M,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A					
(1) APS1000-C12, (1) APS1000-C3					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
(1) GTCP131-9B	Now - Sale/Lease/Exchange	LongReach Aviation	Melanie Wood	info@longreach.com	+1-305-271-6650
(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					
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	+1 602 517 8210
APS3200, APS2300, GTCP85-129H					
APU GTCP 331-500	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (415) 408 4742
Engine stands now available	Now - Lease				
ENGINE STANDS: Trent 800, PW4000 112"/V2500		National Aero Stands		support@stands.aero	+ 1 305-558-8973
/ CFM56/ PW2000 & Bootstrap kits					
GTCP131-9A, GTCP 131-9B	Now - Sale / Lease	Werner Aero Services	Julien Levy	jlevy@Wernerero.com	+1 201-674-9999
737-800 Winglets	Now - Sale / Lease				
737-700 & 737-800 Landing Gear	Now - Sale / Lease				
(3) APS 2300	Now - Sale/Lease/Exch.		Mike Cazaz	mike@wernerero.com	+1 201-661-6804
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368