

Weekly Aviation Headline News

WORLD NEWS

Ural Airlines A321 emergency landing

Russian carrier Ural Airlines deploying an A321 aircraft made an emergency landing in a cornfield outside one of Moscow's airports after colliding with a flock of birds. The airline said in a statement that the birds got into both of the plane's engines, causing them to malfunction. The pilot then made an emergency landing in a cornfield about half a mile from the airport. The Emergencies Ministry said that 55 people asked for medical assistance after the incident.

SAS to start Stavanger to Manchester route

SAS will be introducing a new direct service from Stavanger to Manchester. The service will be operating all year round, with two departures a week. The direct flight from Stavanger to Manchester will operate twice a week, Monday and Friday, the service will be operated with a Boeing 737 aircraft. First departure from Stavanger is 8 November. SAS also flies to Manchester from Oslo and Bergen, as well as several daily flights between Oslo and London.

British Airways to trial VR in-flight entertainment

British Airways passengers will be transported to their own 3D cinema in the skies as the airline exclusively trials a new virtual reality headset in a UK first. From now until the end of 2019, travellers on select flights in First Class from London Heathrow to New York JFK will be able to sample a selection of popular films, documentaries and travel programmes in 2D, 3D or 360° formats.



Virgin and Delta will boost their UK and US presence.

Photo: Virgin Atlantic

Virgin and Delta strengthen ties

With new schedule between the UK and US

Virgin Atlantic and Delta Air Lines are boosting flights between the U.K and U.S. from next summer, which sees Delta join Virgin Atlantic at Gatwick Airport for the first time together. It means that between the two airlines, capacity across the Atlantic has increased by nearly 10,000 seats per week over the last year.

Gatwick will become Delta's seventh trans-Atlantic destination served nonstop from Boston when flights begin on 22nd May 2020. One day before, Virgin Atlantic will launch a daily flight to New York-JFK from Gatwick. Together the airlines will offer

up to four daily flights to three U.S. cities next summer.

Delta's return to Gatwick will mark the first time the airlines have both served the airport since their part-

burgh and Glasgow.

Beginning March 29, 2020, Delta and Virgin Atlantic will increase capacity between New York-JFK and London Heathrow by 15% – providing more flight options for when customers want to travel. Delta will increase its services to three daily frequencies, with Virgin Atlantic operating five. This includes a daytime slot from JFK-Heathrow for the first time, operated by Delta, complementing the daytime Boston-Heathrow and JFK-Heathrow service currently offered by Virgin Atlantic.

“Our announcement today marks another phase of growth.”

Juha Jarvinen, EVP Commercial at Virgin Atlantic

nership began in 2014. U.K.-bound passengers flying from the north-east United States will benefit from up to 18 daily flights between Boston and New York and two London airports, plus Manchester, Edin-

Continued on page 3

MRO

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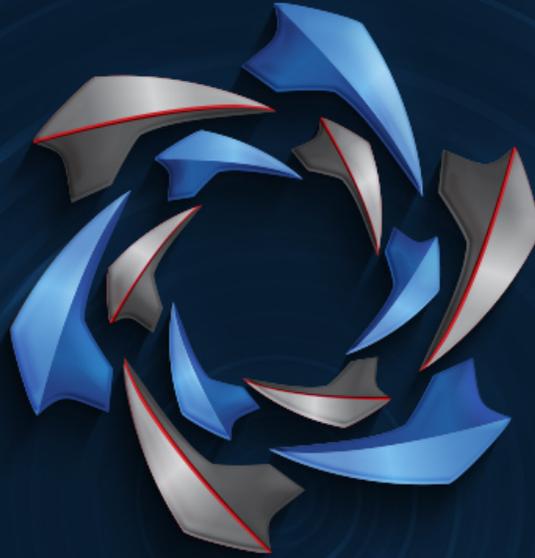
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Virgin Atlantic is also set to increase flights to important west coast hubs, as it ups frequencies from Heathrow to Seattle from seven to 11 per week, representing a 57% growth in seat capacity since Delta originally launched the route in 2014. Los Angeles will also see services rise from 14 to 17 flights per week, with up to three services per day operating in the busy summer months and will be the second route to be operated by the A350 next year.

Delta will return to Manchester, with a new peak-summer service to Boston effective May 21, 2020 taking over Virgin Atlantic's current operation. Flights will increase from the current three per week to a daily service, offering an extra 45% capacity versus last year.

Juha Jarvinen, EVP Commercial at Virgin Atlantic, commented: "Our announcement today marks another phase of growth, both for our transatlantic network and for our partnership with Delta. I'm delighted that between us, we're increasing our presence across our hub airports of Heathrow, Gatwick and Manchester, reaffirming our commitment to provide our customers with more choice, convenient schedules and an unrivalled customer experience across the Atlantic. Our increased services



Shawn Cole of Delta Cargo (L) and Dominic Kennedy of Virgin Atlantic Cargo
Photo: Virgin Atlantic

to Los Angeles and Seattle further cement our commitment to our west coast flights, which follow the introduction of our exceptionally popular Manchester – Los Angeles route that launched earlier this year."

AIRCRAFT & ENGINE NEWS

Delivery of Boeing's ultra-long-range 777X version delayed

The knock-on effects of problems with the 737 MAX and engine troubles with the 777X has seen Boeing push back estimated entry into service of the 777X. Projected first flights of the wide-body jet will now take place in 2020. Carriers affected by this delay are Qantas and Emirates who, respectively, have ordered 35 and ten of the planes, though it was reported in the Seattle Times in June that Emirates were looking to renegotiate their 777X orders. With what would appear to be the freezing of engineering development work in the ultra-long-range version of the 777X, this could play nicely into the hands of Airbus and its ultra-long-range version of the A350-1000. Both Airbus and Boeing have submitted 'best and final offers' to Qantas to supply jets capable of flying 17,000 km non-stop for the Australian carrier's Sydney-to-London route.

Gulfstream delivers first G600 one month after certification

Gulfstream Aerospace has reported the first customer delivery of its all-new Gulfstream G600™ aircraft. The milestone comes approximately one month after the aircraft earned its U.S. Federal Aviation Administration (FAA) type and production certificates. A U.S. customer took delivery of the aircraft at Gulfstream's Savannah headquarters.



Gulfstream delivers first G600 aircraft to a U.S. customer
Photo: Gulfstream

The G600 received both FAA type and production certificates on June 28, 2019. The aircraft entered service after a design and test program that included flying nearly 100,000 hours in the company's labs and more than 3,200 hours of flying in the air.



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AirAsia receives first A330neo

AirAsia has taken delivery of its first A330neo aircraft, to be operated by its long-haul affiliate AirAsia X Thailand. The aircraft was delivered via lessor Avolon and is the first of two A330neos set to join the airline’s fleet by the end of the year. With its enhanced economics, the A330neo will bring a step-change in fuel efficiency for AirAsia’s long-haul operations. The new-generation A330neo will be based at Bangkok’s Don Mueang International Airport in Thailand, supporting the airline’s growth and network expansion plans to key markets such as Australia, Japan and South Korea. The AirAsia X Thailand A330-900 features 377 seats in a two-class configuration, comprising 12 Premium Flatbeds and 365 economy class seats. AirAsia’s long-haul affiliate, AirAsia X currently operates 36 A330-300 aircraft and is the largest customer for the A330neo with 66 on firm order.



Air Asia receives first A330neo, operated by AirAsia X Thailand

Photo: Airbus

Embraer’s Praetor 500 awarded Brazilian certification



Embraer’s Praetor 500 has been awarded the Brazilian Type Certification

Photo: Embraer

Embraer’s new Praetor 500 midsize business jet was granted its Type Certificate by Brazil’s Civil Aviation Authority (ANAC—Agência Nacional de Aviação Civil). The Type Certificate was awarded during a ceremony at LABACE (Latin American Business Aviation Conference and Exhibition). The Praetor 500 surpassed its certification goals achieving an intercontinental range of 3,340 nautical miles (6,186 km—NBAA IFR Reserves with four passengers), a high-speed cruise of 466 KTAS, a full-fuel payload of 1,600 lb (726 kg), a takeoff distance of only 4,222 ft (1,287 m) and an unfactored landing distance of 2,086 ft (636 m). For a 1,000-nautical-mile mission, the takeoff distance is a mere 2,842 ft (867 m).

Boeing delivers first of eight 787-10 Dreamliner aircraft to Vietnam Airlines

Boeing has delivered the first of eight 787-10 Dreamliner airplanes to Vietnam Airlines via lease from Air Lease Corporation. The Vietnamese flag carrier plans to put the 787-10 – the most fuel-efficient twin-aisle airplane in the industry – on the busiest routes in its expanding network. The new 787-10 will complement Vietnam Airlines’ existing fleet of 787-9 jets. Both feature the Dreamliner’s ultra-efficient technology and passenger-pleasing comforts. Vietnam Airlines is outfitting its 787-10 models with 367 seats (24 in Business Class and 343 in Economy Class). In addition to its size and fuel efficiency, the 787-10 can cover long distances. With a published range of 6,430 nautical miles (11,910 km), the 787-10 can fly more than 95% of the world’s twin-aisle routes.



Vietnam Airlines takes delivery of its first 787-10 Dreamliner

Photo: Boeing

TRANSITIONING out of 737NG or A320 fleets? FORECASTING engine maintenance costs?

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MRO & PRODUCTION NEWS

Pratt & Whitney to open new PT6A and PW200 engine overhaul center in Brazil

Pratt & Whitney has released that it is collaborating with Indústria de Aviação e Serviços (IAS) to open a new overhaul facility in Belo Horizonte, Brazil, for PT6A and PW200 engines. Pratt & Whitney has operated in Brazil for more than 75 years and remains the country's leading supplier of General Aviation engines. The company also powers a large number of the nation's aircraft for government, commercial and business use. This experience gives Pratt & Whitney's local team the unique insight and ability to personalize services and solutions to meet customers' needs. This new facility builds on an existing service network in the country including Sorocaba, a hot section inspection and parts distribution center. More recently, three sites joined the Pratt & Whitney designated maintenance facilities network in Brazil for the line maintenance and mobile repair of PT6A and helicopter engines. ABA Manutenção de Aeronaves in Barreiras serves the needs of agricultural operators, Rico Táxi Aéreo in Manaus serves PT6A general aviation operators and Helipark Manutenção in São Paulo services several Pratt & Whitney helicopter engines. The company expects the Belo Horizonte facility to be operational by the end of 2019.

Magnetic MRO produces record number of interior details for Finnair's ATR fleet

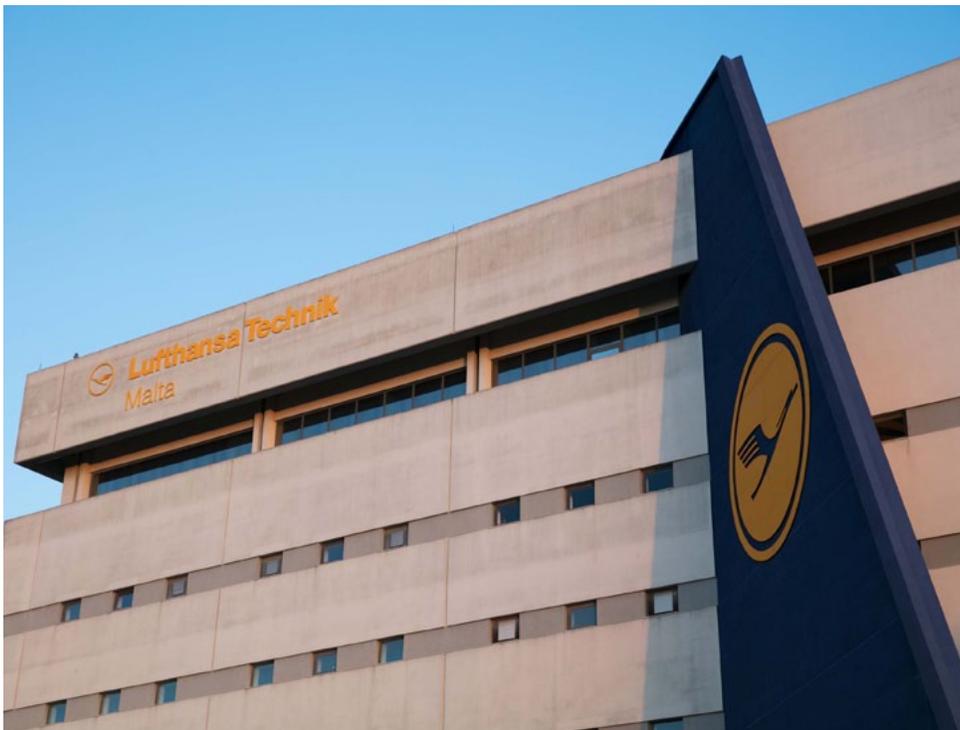


Magnetic MRO to refurbish and maintain Finnair's 12 ATR 72s

Photo: Magnetic MRO

Magnetic MRO, a provider of total technical care for aircraft operators and lessors, and Finnair have signed a contract for complete paint work, full interior refurbishment and maintenance of all 12 of the airline's ATR 72's operated for Finnair by its partner company Norra. All 12 of the aircraft will receive full interior refurbishment, which includes the painting of overhead bins, attendant seats, galleys, bin doors, stairs and linings, to achieve a fresh look for the aircraft interior; complete refurbishment of the lavatories and installing new seats and carpets. For Magnetic MRO's interior team, this project involves producing the largest number of new in-house made details for an aircraft that the company has ever manufactured for a single interior project. This includes new kickstrips, stickers, latches and hinges for overhead bins, and other design elements.

Lufthansa Technik Malta receives approval for Airbus A350-1000 overhauls



Lufthansa Technik Malta is officially prepared to carry out all overhaul work on the Airbus A350-1000

Photo: LHT

Lufthansa Technik Malta is now officially prepared to carry out all overhaul work on the Airbus A350-1000. The company has received the requisite license from the German Federal Aviation Office (LBA). The recent certification amends the approval to perform overhaul work on the baseline A350-900, which had already been received in 2018. With immediate effect, Lufthansa Technik Malta is hence also permitted to work on the stretched version of the twin-engine wide-body. The necessary overhaul lines and docks were already adapted to the new subtype at the time of the earlier approval. Already in 2018, more than 50 employees of Lufthansa Technik Malta attained the necessary qualifications and practical knowledge to work on the A350-900. These skills are now also being used to perform overhauls on the larger type. A total of more than US\$3 million has been invested in the preparation for overhauls of both types, with the first three customers expected until the end of this year.

FINANCIAL NEWS

Willis Lease Finance posts quarterly pre-tax profit of US\$21.8 million

Willis Lease Finance has reported pre-tax profit of US\$21.8 million and total revenues of US\$95.8 million in the second quarter of 2019. The Company's second-quarter 2019 pre-tax results were driven by continued revenue growth in its core leasing business and spare parts sales as well as gains associated with the active management of its portfolio. Aggregate lease rent and maintenance reserve revenues were US\$71.5 million for the second quarter of 2019. Total revenue increased by 21.7% to US\$95.8 million in the second quarter of 2019 compared to US\$78.7 million in the same quarter of 2018. Lease rent revenue was US\$45.0 million in the second quarter of 2019; 4.5% growth from US\$43.1 million in the same quarter of 2018. Quarterly maintenance reserve revenue increased by US\$4.4 million, or 20.1%, to US\$26.5 million in the second quarter of 2019, compared to US\$22.0 million in the same quarter of 2018. Spare parts and equipment sales increased by 25.2% to US\$14.6 million in the second quarter of 2019, compared to US\$11.7 million in the same quarter of 2018. Other revenue increased by US\$2.7 million to US\$4.6 million in the second quarter of 2019, compared to US\$1.9 million in the same quarter of 2018, primarily reflecting performance fees earned managing engines on behalf of a third party. Earnings before tax were US\$21.8 million in the second quarter of 2019, compared to US\$11.6 million in the same quarter of 2018 and were US\$49.6 million year to date, compared to US\$21.2 million in the first half of 2018.

Sale of India's Jet Airways under threat as two potential investors walk away



Jet Airways

Photo: AirTeamImages

The sale of India's Jet Airways has been thrown into doubt after two potential investors have backed away. Anil Agarwal, the head of Vedanta and whose family trust, Volcan, had investigated taking a stake in the failed airline has confirmed that there is no longer any interest from their side. Etihad, the Gulf carrier which has held a 24% stake in Jet Airways since 2013, has also confirmed that it has no intentions of investing further owing to the Indian carrier's liabilities, stating that: "Etihad remained engaged in the process, but despite the endeavors of everyone involved there remained very significant issues relating to Jet's previous liabilities." Expressions of interest (EOIs) in Jet Airways had to be submitted by August 13, and while there had been three EOIs submitted, that number is likely to be reduced to two with the withdrawal of Volcan. The only criterion that has been set for submission of an EOI is that any bidder must have a minimum net worth of 10 billion Indian rupees (US\$140 million). With the current situation little different to that where Jet Airways' lenders had previously requested submissions of EOIs and had failed to attract any firm bidders, the carrier is now stuck in what appears to be a state of limbo, which can only decrease any value left. The carrier ceased all operations in April this year after racking up over US\$1 billion in debt, with over 90% of its planes grounded either through maintenance difficulties or aircraft being seized by lessors for lack of lease payments.

Thomas Cook in talks to secure additional £150m with creditors

Thomas Cook has released that it is in advanced discussions with its largest shareholder, Fosun

Tourism Group and its affiliates (Fosun), and its core lending banks on the key commercial principles on which they would make a substantial new capital investment as part of a proposed re-

capitalization of the Group. Since this announcement, Thomas Cook has made significant progress towards finalizing the key transaction terms of the recapitalization with Fosun, the Group's core lend-



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ing banks and subsequently with noteholders representing approximately 50% of the Company's 2022 and 2023 senior notes. The discussions with noteholders include the injection of additional capital on top of the previously announced £750 million. This additional capital, of approximately £150 million, will provide further liquidity headroom through the coming 2019/20 winter cash-low period and ensure the business can continue to invest in its strategy. As stated in the Company's announcement on 12 July 2019, the proposed recapitalization will require a reorganization of the ownership of the Tour Operator and Airline businesses which would result in a significant amount of the Group's external bank debt (£650 million) and bond debt (€1.15bn) being converted into equity, resulting in a substantial deleveraging of the Group. Existing shareholders are therefore expected to be significantly diluted as part of the recapitalization, although they may be given the opportunity to participate in the recapitalization on terms to be agreed between among others, the Company, Fosun, and the converting financial creditors. The Group expects to implement the recapitalization in early October 2019. The recapitalization proposal remains subject to certain conditions including performance conditions, due diligence, further discussions and reaching agreement with a range of company stakeholders (including the pension trustees, noteholders, other financial creditors and Fosun's shareholder approval), and receipt of any regulatory and anti-trust clearances or approvals. (£1.00 = US\$1.21 at time of publication.)

Héroux-Devtek reports strong first-quarter results

Landing gear manufacturer Héroux-Devtek, has reported strong financial results for the first quarter ended June 30, 2019. Consolidated sales grew 67.2% to CA\$143.4 million, up from CA\$85.8 million in the same period last year. CA\$44.6 million of this increase was driven by the CESA and Beaver acquisitions while the growth of Héroux-Devtek legacy sales contributed 15.2% or CA\$13.1 million. Commercial sales grew 47.4% to CA\$67.4 million, up from CA\$45.8 million in the same period last year. The strong increase was driven by the CESA and Beaver acquisitions and growing legacy sales from the ramp-up of the Boeing 777/777x programs. Defense sales grew 89.9% to CA\$76.0 million, up from CA\$40.0 million in the same period last year. This strong increase was driven by the CESA and Beaver acquisitions, growing Héroux-Devtek legacy sales mainly from the ramp-up of the F-35 program and higher after-market sales. Gross profit increased to CA\$24.2 million, or 16.9% of sales, up from CA\$13.1 million, or 15.2% of sales last year. The increase is attributable to the impact of the Beaver and CESA

TUI earnings hit hard by 737 MAX grounding



TUI

Photo: AirTeamImages

European tourism group TUI has reported a 46% decline in underlying quarterly earnings which it predominantly puts down to the grounding of Boeing's 737 MAX jet. 10% of the group's fleet of planes (15 in number) are 737 MAXs, while a further eight of these planes are currently on order, but until the grounding order is lifted, no delivery date can be provided. It is anticipated problems with the 737 MAX will cost TUI in the region of €300 million for the 2019 financial year, current figures so far reflecting a loss of €144 million. TUI Chief Executive Fritz Jousen also indicated that many British travelers had been discouraged after sterling losses which had resulted from the election of the new U.K. Prime Minister, Boris Johnson. TUI posted underlying earnings before interest, taxes, and amortisation (EBITA) of €100.9 million in the quarter to the end of June, the third quarter of the group's financial year. (€1.00 = US\$1.12 at time of publication.)

acquisitions and positive foreign exchange rate fluctuations, partially offset by higher manufacturing costs at our Longueuil facility. Operating income increased to CA\$10.4 million, or 7.2% of sales, up from CA\$4.9 million, or 5.7% of sales last year. This quarter's operating income included CA\$0.6 million of non-recurring items, up from CA\$0.4 million of non-recurring items in the same period last year. These non-recurring items are mainly acquisition-related costs. Adjusted EBITDA, which excludes these non-recurring items, stood at CA\$21.5 million, or 15.0% of sales, compared with CA\$12.2 million, or 14.3% of sales, one year ago. Net income for the first quarter of fiscal 2020 stood at CA\$6.4 million up from CA\$3.6 million in the corresponding period of last fiscal year. Excluding non-recurring items net of taxes, adjusted net income reached CA\$7.0 million up from CA\$3.8 million last year. (US\$1.00 = CA\$1.32 at time of publication.)

Air Canada increases purchase price for Air Transat

Air Canada has agreed to increase the purchase price for the acquisition of all issued and outstanding shares of Transat A.T., from CA\$13 to CA\$18 per share and have amended the Arrangement Agreement dated June 27, 2019 accordingly. Based on the increased consideration, the value of the all-cash transaction is approximately CA\$720 million. Air Canada has also

entered into a lock-up and support agreement with Transat's largest shareholder, Letko Brosseau & Associates Inc., who beneficially owns or has control or direction over 7,277,104 Class B voting shares or approximately 19.3% of all issued and outstanding shares of Transat. Under the terms of its Lock-up and Support Agreement, Letko Brosseau has agreed to support and vote all of the Class B voting shares of Transat it controls at the Special Meeting of Shareholders of Transat on August 23, 2019 or at any adjournment or postponement thereof, in favor of Air Canada's acquisition of Transat. (US\$1.00 = CA\$1.32 at time of publication.)

ST Engineering posts higher revenue and profits in second quarter 2019

Singapore Technologies Engineering (ST Engineering) has reported that it registered higher revenue and profits for its second quarter ended 30 June, 2019 (2Q2019) compared to the same period a year ago. Quarterly revenue grew 8% y-o-y to SG\$1.78 billion from SG\$1.65 billion, and profit before tax (PBT) rose 13% to SG\$169.7 million from SG\$150.4 million. Profit attributable to shareholders (Net Profit) was up 18% to SG\$138.2 million from SG\$117.5 million. Newly acquired MRAS was consolidated from April 18, as part of its aerospace sector's Engineering & Material Services business group. At the business sectors, revenue for the aerospace sector was up

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17% y-o-y to SG\$836 million from SG\$713 million, with MRAS as the main contributor, partly offset by the absence of engine sales and Jet Airways revenue. Despite contribution from MRAS, its Net Profit was 4% lower y-o-y at SG\$64.2 million from SG\$66.6 million, mainly due to the absence of prior year's profits arising from the divestment of an associated company and opportunistic engine sales. Revenue for the Electronics sector was SG\$495 million, down 3% from SG\$512 million a year ago and Net Profit was 5% lower y-o-y at SG\$44.3 million from SG\$46.7 million, largely due to timing in revenue recognition for projects and higher selling and distribution expenses as a result of increased sales activities to support international expansion. (US\$1.00 = SG\$1.39 at time of publication.)

Embraer reports 2nd quarter results

Embraer has delivered 26 commercial and 25 executive (19 light and 6 large) jets during 2Q19, compared to 28 commercial jets and 20 executive (15 light and 5 large) jets in 2Q18; The Company's firm order backlog at the end of 2Q19 was US\$16.9 billion, up from the US\$16.0 billion reported at the end of 1Q19. Embraer achieved book-to-bills of above 1x in each of its major business units during the quarter, led by sales performance in the Executive Jets segment; EBIT and EBITDA in 2Q19 were US\$26.6 million and US\$67.0 million, respectively, yielding EBIT margin of 1.9% and EBITDA margin of 4.9%. In the first six months of 2019 the Company's EBIT was US\$11.4 million (EBIT margin of 0.5%) and EBITDA was US\$97.9 million (EBITDA margin of 4.4%); 2Q19 net income attributable to Embraer shareholders and Earnings per ADS were US\$7.2 million and US\$ 0.04, respectively. Adjusted net loss (excluding deferred income tax and social

thyssenkrupp Materials Services is continuing its digitalization offensive with the introduction of a flexible IT infrastructure for smart, agile management of all processes along the supply chain. Material deliveries, customer purchase orders, order execution, transportation logistics – the digital accelerator DESCAs can process and forward millions of datasets in seconds. And it's customers who benefit the most: With DESCAs, Materials Services is shortening order lead times, optimizing warehousing logistics and paving the way for new supply chain services. So, the system truly lives up to its name: DESCAs stands for Digital Extended Supply Chain Accelerator. DESCAs is an important element of thyssenkrupp Materials



Photo: thyssenkrupp Aerospace

Services' strategy. Under its "Materials as a Service" approach the Western world's biggest materials distributor guarantees its customers access to global supply markets combined with in-house process expertise in the form of tailored supply chain solutions. So, in addition to its core materials distribution business, Materials Services is systematically expanding its portfolio of services. DESCAs is based on SAP HANA. Unlike conventional ERP systems, DESCAs allows flexible integration of data from various internal and external sources. For example, order information can be compared with processing data from Materials Services-connected machinery – in the future also in real time and via an app. This is a particularly attractive option for sectors that place high demands on a flexible supply chain such as the aerospace industry. That's why DESCAs was first put through its practical paces at selected branches of **thyssenkrupp Aerospace** in North America. "Smart data integration is the key to greater efficiency and customer service. Our new ERP system creates the technological platform for this," says Patrick Marous, CEO of thyssenkrupp Aerospace. "We're playing a pioneering role as one of the first major users in the aerospace industry to switch to the latest SAP environment. The first phase showed that DESCAs helps us significantly strengthen our core capabilities in smart supply chain management." Visualizations display the relevant data at a glance. "DESCAs has a dashboard that shows us what we have to do in the next few hours and helps us systematically align our management model to the future," adds Marous. DESCAs is the engine of the digitalization offensive at Materials Services: The data gathered from all areas of the supply chain in the new ERP system are fed to "alfred", the in-house artificial intelligence solution launched by the materials distributor at the beginning of 2019. DESCAs also communicates with "toii", the company's IIoT platform that connects all its machinery worldwide.



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contribution) for 2Q19 was US\$(13.9) million, with Adjusted loss per ADS of US\$(0.08). Embraer reported adjusted net loss in 2Q18 of US\$ (0.4) million, for an adjusted loss per ADS of US\$(0.002) in the quarter; Embraer reported 2Q19 Free cash flow of US\$ 1.5 million, versus free cash flow of US\$43.3 million reported in 2Q18. The Company expects free cash flow generation to improve in the second half of the year given higher expected aircraft deliveries and cash inflows related to Defense & Security contracts; The Company finished the quarter with total cash of US\$2,478.8 million and total debt of US\$3,569.1 million, yielding a net debt position of US\$1,090.3 million at the end of 2Q19; The Company reaffirms all aspects of its 2019 financial and deliveries guidance.

INFORMATION TECHNOLOGY

With recent approval from **EASA, TP Aerospace** has become a frontrunner in MRO digitalization as they ditch paperwork and implement paperless processes throughout their inhouse MRO shops. The new system enables digital sign-off of work orders, digital tasks lists, as well as increased efficiency through time optimization and reduced risk of human errors. Finally, it brings improvements to quality controls and safety protocols. The initial phase of the paperless project began in 2018 along with the launch of the Green Sunrise strategy – an ambitious growth plan for increasing proximity to airline customers worldwide and provide the best possible wheel and brake support, wherever in the world their aircraft may be. A result of the Green Sunrise is a continuously increasing network of in-house MRO facilities and, thus, it has become vital to develop a stronger data foundation to sustain the growth and ensure that all MRO facilities within the TP Aerospace network continues to meet and exceed the highest standards in the market. TP Aerospace has managed to use their current ERP system, developed by Component Control, to customize the Paperless System for the company’s specific needs and MRO workshops, making all processes involved in raising, completing and signing off a work order electronic. The new system can process work orders from the introduction of a unit, through the maintenance procedures, and to the end of the final inspection where ARC can be signed off electronically. The Paperless System is a direct data entry method where no paper is needed on any work processes. It will replace the old barcode scanning system, where barcoding was needed on all tools and hardcopy work orders. With the new system, the number of procedures to be completed are linked to digital protocols. This provides a stronger quality control and reduces the risk of mistakes.



Virgin Galactic unveils “gateway to space

Photo: Virgin Galactic

Virgin Galactic has revealed a first look at the interior fit-out of its Gateway to Space building at Spaceport America in New Mexico. The work completed showcases two floors of the building primarily focused on spaceflight operations, which also incorporates communal spaces designed for use in the future by Virgin Galactic customers, along with their friends and families. Completion of this interior work means the spaceport facility is now operationally functional and able to support Virgin Galactic’s flight requirements. One of the hallmarks of the Virgin brand for over nearly half a century has been the use of inspired and bold design to transform customer experiences. It is an ethos that has been successfully applied across industrial sectors and design disciplines. From aircraft cabins to hotel bedrooms and from fitness classes to bank accounts, Virgin Galactic has striven to remain faithful to that tradition by choosing an elegant, experience-focused concept for the space launch system itself. Similarly, the company’s choice to operate from Spaceport America in New Mexico was due in no small part to the state’s decision to commission landmark architecture for the world’s first purpose-built commercial spaceport. **The Foster + Partners Gateway** to Space facility pays homage to the past in its respect for the ancient surrounding landscape while powerfully embracing the future through energy efficiency and sustainability. It was also specifically designed to enable Virgin Galactic to create an unparalleled experience as its customers prepare for journeys of a lifetime before graduating as astronauts.



Qantas and Australian Post renew agreement to support ecommerce growth
Photo: Qantas

Australia Post and **Qantas** have expanded their domestic and international air freight agreement to support the growing demand for parcels. Marking nearly a century of partnership between the two brands, it will benefit online shoppers and businesses across Australia by increasing capacity and providing greater network

flexibility to meet customer expectations. The seven-year agreement valued at over AU\$1 billion (US\$675 million) will give Australia Post customers access to Qantas Freight’s dedicated freighter aircraft and priority access to the cargo space on up to 1,500 Qantas and Jetstar passenger flights to over 110 destinations each day, in addition to space on partner airlines globally. It will also see the introduction of up to three Airbus A321P2Fs (Passenger to Freighter) to the freighter network used for Australia Post. Qantas will be the first airline to operate the A321 as a freighter aircraft. Each A321P2F will add nearly 50% more capacity – or an additional nine tonnes – compared to the existing Boeing 737 freighters, with the first A321P2F due to enter the fleet in October 2020

Digital signage, which was launched for passengers at **Prague Airport** and is located at the entrance to pier B in Terminal 1, is available in six language versions. The signage offers information displayed on digital screens and reflects the current traffic and passenger flow throughout the day. The new technology is now being tested. If it proves successful, the airport is planning to install it in other locations as part of its daily operations. The new digital signage system can be found at the entrance to pier B in Terminal 1 and includes a total of eight screens. It responds in six selected languages depending on the specific locations from where passengers have come or to where they are going at any given moment. This means that during the day, active language versions change depending on the composition of the passenger flow. In addition to the standard Czech and English versions, the navigation also offers Arabic, Russian, Korean and Chinese, which are the main languages for passengers who may not be able to speak English well enough. Thanks to its state-of-the-art technology, the signage system provides much more information than conventional information boards. In pier B, it shows passengers who are getting ready to depart which gate they have to go to and how many minutes they will need to get there. With the help of pictograms, passengers can learn about the services located in the vicinity, such as restaurants and bathrooms, as well as where they can find a first aid defibrillator. Passengers arriving in Prague can read which path to take to reach a specific part of the airport, such as passport control, how long it will take them to get there, which carousel will have their luggage, and what the current weather in Prague is. The digital signage system also displays, in a flexible and quick manner, necessary and clear information about any unexpected situation or non-standard operation at the airport.



Photo: Prague International Airport



Photo: Air BP supports customers in Brazil

Air BP, the international aviation fuel products and services supplier, will highlight the expansion of its pioneering carbon offset program for business aviation in Brazil during the largest business aviation conference and exhibition in Latin America, LABACE from August 13 to 15. The program will be extended to two of Voa São Paulo's airports, a Brazilian private airport administration consortium, which are now part of Air BP's supply network. Jundiaí and Amarais airports are the first to join the program and there is the potential to expand the offer to more of Voa São Paulo's locations in the future. Air BP launched its carbon offsetting offer for business aviation in Brazil in 2018. Its first customer, business aircraft management company Avantto, offset more than 1,000 tons of carbon emissions from June 2018 to May 2019 – the equivalent of 1,588 trips from São Paulo (SP / HBR) to Angra dos Reis (RJ) or the carbon that could be captured by almost 73,000 adult trees. The agreement with Avantto has been renewed for another year, enabling customers to offset the emissions related to the fuel supplied to the company by Air BP.



Air Canada's two-class cabin on the A220 will have a total of 137 seats: 12 in a 2x2 configuration in Business Class and 125 in a 3x2 layout for Economy passengers
Photo: Air Canada

Air Canada has announced the first two new routes to be operated with the Airbus A220-300, the only non-stop service between Montreal and Seattle, and between Toronto and San Jose, California, both beginning in spring 2020. As well, the carrier also provided a first look at the interior features of its newest aircraft, which will offer customers a choice of Business and Economy Class service, its newest in-flight entertainment system, onboard Wi-Fi and more. Air Canada's two-class cabin on the A220 will have a total of 137 seats: 12 in a 2x2 configuration in Business Class and 125 in a 3x2 layout for Economy passengers. Every seat on the A220 features a Panasonic eX1 in-flight entertainment system with content available in 15 languages and featuring more than 1,000 hours of high-quality entertainment, including access to **Bell Media's** premium entertainment service, Crave, and Canadian-based multi-platform audio service, Stingray. "This aircraft is a game changer for Air Canada as there is simply no rival in this category. The A220 will further strengthen our position on transborder and transcontinental markets and be instrumental in our continued growth. Our customers will benefit from innovative design features

in a spacious and comfortable cabin. When connecting through our hubs across Canada onward to international destinations, customers travelling on an A220 will benefit from a virtually seamless cabin experience offering the same level of service and comforts as on a widebody aircraft," said Mark Galardo, Vice President of Network Planning at Air Canada.

OTHER NEWS

In July 2019, the **Lufthansa Group airlines** welcomed around 14.6 million passengers. This shows an increase of 3.3% compared to the previous year's month. Capacity was up 2.5% over the previous year and traffic increased by 3.1%. In addition, as compared to July 2018, the seat load factor increased by 0.6 points to 86.9%. The network airlines including **Lufthansa German Airlines**, **SWISS** and **Austrian Airlines** carried more than 10.6 million passengers in July – 4% more than in the prior-year period. Compared to the previous year, capacity increased by 3.8% in July, traffic was up by 4.6% over the same period, with an increasing seat load factor by 0.6 points to 87.1%. In July, the strongest passenger growth of the network airlines was recorded at Lufthansa's hub in Zurich with 6.5%. The number of passengers increased by 5.7% in Vienna and by 5.3% in Munich. In Frankfurt, however, the number of passengers decreased slightly with a decline of 0.4%. Lufthansa German Airlines transported more than 6.9 million passengers in July, a 2.8% increase compared to the same month last year. A 4.1% increase in capacity corresponds to a 5.1% increase in traffic. The seat load factor rose by 0.9 points year-on-year to 86.9%. **Eurowings** (including **Brussels Airlines**) carried around 4.0 million passengers in July. A 3.1% decline in capacity in July was offset by a 2.9% decline in traffic, resulting in a seat load factor of 86.2%, which is 0.2 points higher than the previous year.

Norwegian will stop flights between Ireland and the U.S. in September, after its finances were hit by the grounding of the Boeing 737 Max. In a statement Matthew Wood, SVP Long-Haul Commercial at Norwegian said: "As the airline moves from growth to profitability, we have conducted a comprehensive review of our transatlantic operations between Ireland and North America and considering the grounding of the Boeing 737 MAX aircraft, we have concluded that these routes are no longer commercially viable. Compounded by the global grounding of the 737 MAX and the continued uncertainty of its return to service, this has led us to make the difficult decision to discontinue all six routes from Dublin, Cork and Shannon to the U.S. and Canada from September 15, 2019. Since March, we have tirelessly sought to minimize the impact on our customers by hiring (wetleasing) replacement aircraft to operate services between Ireland and North America. However, as the return to service date for the 737 MAX remains uncertain, this solution is unsustainable."

AdaCore, a provider of software development and verification tools, has announced the opening of **AdaCore Ltd**, which will serve as the company's U.K. center-of-excellence for the development of safety- and security-critical software tools. AdaCore has a long and successful history serving customers in



Delta Air Lines

Photo: AirTeamImages

Delta Air Lines (Delta) will move all its Tokyo-bound flights from Tokyo's Narita Airport to the city's closer and more convenient airport, Haneda, in March 2020. Subsequent to the move, the airline will become the largest U.S. carrier serving Japan's capital city, with seven daily flights between Haneda and Seattle, Detroit, Atlanta, Honolulu, Minneapolis, Los Angeles and Portland. As part of its Asia-Pacific network strategy, Delta will also suspend flights between Narita and Nina Aquino Airport, Manila in March 2020, while launching a new daily flight between Incheon International Airport, Seoul, and Nina Aquino Airport, Manila. In September the carrier intends to shelve its Narita to Singapore direct connection, though through its partnership with Korean Air, Delta passengers will still be able to reach Singapore by flying to Incheon International Airport and then connecting onwards to Singapore with Korean Air. "We have proudly served Japan for more than 70 years and our commitment to our Tokyo legacy remains strong," said Steve Sear, President – International and Executive Vice President – Global Sales. "This new service is a game-changer for Delta's ability to offer competitive and comprehensive access to the city, which is one of the world's most important business markets. It's a win for our customers, giving them much quicker access to the city center, and it complements our overall strategy of growth across the Pacific."



Mandeep Johal pushes the 100,000th British Airways aircraft using a Mototok

Photo: BA

British Airways has celebrated its 100,000th aircraft pushback using the airline's fully-electric, remote-controlled Mototok devices, which have been used to swiftly maneuver the airline's 140-strong short-haul fleet out to the runway for take-off for the last two years. British Airways is the first and only airline to use the eco-friendly, emissions-free Mototok tugs, which replace traditional diesel tugs and are part of the British Airways' wider environmental commitment to run an emissions-free airside operation. The airline's team of highly skilled pushback operators use a remote-control to move the Mototok Spacer 8600. They wear a wireless headset to keep in direct contact with the pilots on board the aircraft while it is pushed out to the runway. The devices move planes with exacting precision and British Airways now has 25 in use at Heathrow, with a vehicle ready to go on each one of its short-haul aircraft stands at Terminal 5. Previously, the airline used diesel tugs to push its smallest aircraft back, but these were shared between stands and could slow down the departure process.

OTHER NEWS

the U.K. The company maintains relationships with many of the world’s major aerospace, defense and rail contractors. It is a member of ADS, the premier trade organization for companies in the U.K. in Aerospace, Defense, Security and Space sectors. And it actively participates in standards-related working groups and committees (such as for DO-178C). “Our decision to open AdaCore Ltd is part of a larger corporate strategy to invest our intellectual property, tools, and services in regions where the demand for secure software-based systems continues to grow,” said Cyrille Comar, AdaCore Group President. “This move will enable us to better support our existing customers in the U.K.; collaborate on new contractual, research, and mentorship opportunities within the British ecosystem; and share our expertise in product qualification and certification.” As it does in other countries around the globe, AdaCore plans to expand its offering of public Ada training courses and events in the U.K. to help new users get up to speed with the Ada and SPARK languages.

After the swearing in ceremony of Stephen Dickson as the new administrator of the **U.S. Federal Aviation Authority (FAA)**, U.S. Transportation Secretary Elaine Chao confirmed that she asked Dickson to make an assessment of the agency’s performance subsequent to the two Boeing 737 MAX crashes, making it clear that: “it is an important opportunity to take stock of how well the FAA is doing in carrying out its critical safety functions.” Chao also asked him “to assess the performance of the agency and the results of the ongoing investigations to make recommendations about any needed reforms.” Dickson’s response was similar to that of Acting Administrator Dan Elwell in that the Boeing 737 MAX: “will not fly in commercial service until I am completely satisfied that it is safe to do so. FAA is following no timeline in returning the aircraft to service. Rather we are going to where the facts lead us.”



Photo: Ryanair

With **Ryanair** cabin crew unions in Britain, Ireland and Portugal having already announced plans to strike over the coming weeks, Spanish workers’ unions, **SITCPLA** and **USO**, are backing cabin crews’ intentions to hold ten days of strikes on September 1, 2, 6, 8, 13, 15, 20, 22, 27 and 28, unless Ryanair makes suitable concessions over the next few days. Unlike other grievances which relate to pay and conditions, the Spanish strikes are in protest at the planned closure of Ryanair bases at Gran Canaria, Tenerife South and Girona airports. SITCPLA spokesman Manuel Lodeiro commented that the unions were open to mediation by Spanish labor agency SIMA, but pessimistically declared: “we doubt very much the willingness of Ryanair to reach an agreement.” Spanish pilots are also due to vote on industrial action over pay and conditions. Further unrest at Ryanair has been created by the announcement two weeks ago that owing to problems with the grounding of the 737 MAX jet and subsequent delays in deliveries of the jet, the Irish low-cost carrier would have 900 pilots and crew surplus to requirements at the end of the summer holiday season.

INDUSTRY PEOPLE



Zahira Bouaouda
Photo: Jawhar Kodadi/Safran

- **Zahira Bouaouda** has been appointed President of MATIS Aerospace, a 50/50 joint venture between Safran Electrical & Power and Boeing, specializing in electrical wiring interconnection systems. She thus became the

first woman to manage an aerospace company in Morocco. Zahira Bouaouda began her career in 1997 as an auditor with Dorlian & Associés and then MCA & Associés. She joined KPMG Morocco in 2001 as a Senior Manager and joined MATIS Aerospace in 2006 as Finance Director, before becoming Operations Director in 2017.

- Werner Aero Services has announced that **Teimuraz (Temur) Muzashvili** has joined its team. He will focus on overseeing and expand-



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INDUSTRY PEOPLE

ing Werner's current business in CIS countries. Muzashvili joins Werner Aero Services with over nine years' experience in the airline industry as a power plant manager. His arrival reinforces Werner Aero Services' commitment to increase its presence and services in EMEA and CIS with a local solution and expand the APU, engine nacelle, and component business in the region.



Kevan Craske

- Cambridge Airport's new Director, **Kevan Craske**, has unveiled ambitious plans to increase business at the airport. Among his initiatives are major upgrades to the airport's navigational aids and a high-profile marketing campaign to help attract more executive- and light-aviation customers. Craske took up the permanent role as Airport Director last month with full responsibility for airport operations, air traffic services and fire and security, having been in post on an interim basis since the spring. He's been with the Marshall Aerospace and Defence Group since March 2010 and is seen as an industry heavyweight, with a track record for business improvement and strategic growth.



John Hardy

- Avant Aerospace has promoted **John Hardy** to Director, based at their East Alton, IL (ALN) facility while overseeing all Avant locations. Hardy has been with West Star Aviation for 13 years, formerly serving as Director of Avionics, Accessories, NDT, and Aircraft Services. He graduated from SIU-Carbondale and has over 30 years of aviation experience with previous positions held at Standard Aero Springfield. In this new position, Hardy will report to Avant's Senior VP of Parts and Components, **Pete McKernan**, and will be responsible for Sales, Marketing, and Inventory Sourcing.

- CAVU Aerospace has hired well-respected industry veteran, **William "Bull" Johnson**. With over 30 years' experience in the aviation and aerospace industry, focused on both line and heavy aircraft maintenance, Johnson is an aviation professional with experience in air carrier, repair sta-

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Effective Risk Management in Aircraft Leasing & Aviation Finance
September 18, 2019 – Holiday Inn Kensington High Street, London

Aircraft Economic Life Summit
November 18, 2019 – Gibson Hotel, Dublin, Ireland

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tion and military environments on various types of rotary and fixed wing platforms. Prior to joining CAVU, he completed twenty-two years with AAR in various positions. Most recently, he was assigned to the AAR Expeditionary Services/Airlift, a DoD-contracted Part 135 OCONUS intra-theater airlift provider. Johnson will assume the role of General Manager of CAVU Aerospace's 145 Certificated Repair Station in Roswell, New Mexico.

- **Jeanette Pinard** has joined Stifel Aviation as a Managing Director. She will be responsible for transaction diligence and documentation in the company's growing engine ownership and leasing business, including transaction management and execution relating to the acquisition, financing and disposition of engine and aircraft portfolios. Pinard brings a unique combination of legal and commercial expertise, along with a strong command of the nuances of managing global aviation assets. Prior to joining Stifel, she held various roles at GECAS for over 23 years, including as Associate General Counsel establishing GECAS' China platform for aircraft before being promoted to SVP & General Counsel at GECAS Engine Leasing and later adding GECAS Materials to her responsibilities. Pinard was one of the founding executives critically instrumental in building GECAS' engine leasing business.

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	DVB Bank	CFM56-5B6	3346	2007	Q1/2020	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
A320-200	ORIX Aviation	V2527-A5	3807	2009	Q1/2020	Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	ORIX Aviation	CFM56-5B4/3	5213	2012	Q2/2020	Lease	Ross O'Kane	Ross.O'Kane@orix.ie	+353 87 702 8669
A320-200	TrueAero Asset Management	V2527E-A5	5794		Nov 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5531		Oct 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5296		Aug 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5089		Jun 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5050		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-232	DVB Bank	V2527-A5	2156	2005	Q1/2020	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
A330-200	DVB Bank	CF6-80E	814	2007	Q2/2020	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
A330-200	GA Telesis	CF6-80E1A4	507	2002	Now	Sale / Lease	Kevin Ford	kford@gatelesis.com	+1-954-676-3111
A330-200	GA Telesis	CF6-80E1A4	510	2002	Now	Sale / Lease	Mauro Francazi	mfrancazi@gatelesis.com	+1-954-676-3111
A330-200	TrueAero Asset Management	CF6-80E1A4/B	882		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	901		Apr 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	932		May 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-300	DVB Bank	Trent 772B-60	1485	2014	Q1/2020	Sale / Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
A330-300	DVB Bank	Trent 772B-60	1146	2010	soon	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
B737-700	Kellstrom Aerospace	CFM56-7B26	28210	1998	Now	Sale	Michael Garcia	info@kellstromaerospace.com	+1 (847) 233-5800
B737-5H6	Bristol Associates	CFM56-3C1	26445	1992	Now	Sale	Ed McNair / Pete Seidnitz	bristol@bristolassociates.com	+1 202-682-4000
B737-800	DVB Bank	CFM56-7B27	28178	1999	Q4/2019	Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
B737-800	ORIX Aviation	CFM56-7B24E	40317	2012	Q4/2019	Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ORIX Aviation	CFM56-7B24	33641	2007	Q2/2020	Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	GA Telesis	CFM56-7B	33813	2004	Now	Sale / Lease	Priscilla Ang	pang@gatelesis.com	+1-954-676-3111
B737-800	GA Telesis	CFM56-7B	33814	2004	Now	Sale / Lease	Mauro Francazi	mfrancazi@gatelesis.com	+1-954-676-3111
B737-800	Willis Lease				soon	Sale / Lease	Nick Pittler	willisassetsales@willislease.com	+1 (415) 408-4775
B747-400	Bristol Associates		28812	1999	Now	Sale	Ed McNair / Pete Seidnitz	bristol@bristolassociates.com	+1 202-682-4000
B747-400	Bristol Associates		30023	2000	Now	Sale	Ed McNair / Pete Seidnitz	bristol@bristolassociates.com	+1 202-682-4000
B757-223 (7x)	Jetran	RB211-535E4B	various	91/92	Now	Lease	Nick Blowers	blowers@jetran.aero	+1 (210) 269 3471
B777-300ER	DVB Bank	GE90-115b	35161	2008	Q3/2019	Sale / Lease	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
(2) B787-800					soon	Sale / Lease	Nick Pittler	willisassetsales@willislease.com	+1 (415) 408-4775

Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
CRJ-200LR	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164
CRJ-700	Regional One	CF34-8C5B1	10205	2005	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164
Dash 8 Q400	DVB Bank	PW150A	4160	2007	Now	Sale	Jonathan Louch	Jonathan.louch@dvbbank.com	+44 207 256 4449
D0328 Jet	Regional One	PW306B	3185	2001	Jul 2019	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164
Do328-100	Jetran	PW119B	3049	1996	Now	Sale	Nick Blowers	blowers@jetran.aero	+1 (210) 269 3471
Do328-110	Jetran	PW119B	3024	1994	Now	Sale	Nick Blowers	blowers@jetran.aero	+1 (210) 269 3471
Do328-110	Jetran	PW119B	3034	1995	Now	Sale	Nick Blowers	blowers@jetran.aero	+1 (210) 269 3471
ERJ-170LR	AerFin	CF34-8E	1700155		Now	Sale / Lease	Auvinash Narayan	Auvinash.Narayan@aerfin.com	+44 (0) 7766384581
ERJ-170LR	AerFin	CF34-8E	1700124		Now	Sale / Lease	Auvinash Narayan	Auvinash.Narayan@aerfin.com	+44 (0) 7766384581

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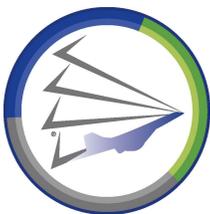
THE AIRCRAFT AND ENGINE MARKETPLACE

Regional Jet / Turboprop Aircraft (cont.)

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
ERJ-145LR	Regional One	AE3007A1	145304	2001	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164
ERJ-145LR	Regional One	AE3007A1	145331	2000	Now	Sale / Lease	Chris Furlan	cfurlan@regionalone.com	-1(305) 759-0670 Ext.164

Commercial Engines

Multiple Types	Sale / Lease	Company	Contact	Email	Phone
Multiple Engines GE / CFM / RB211	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
AE3007 Engines	Sale / Lease	Company	Contact	Email	Phone
(3) AE3007A1P	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 786-623-3936
(1) AE3007A1	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
CF34-8E5	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
CF34-10E	Now - Lease				
CF34-8C	Now - Lease				
CF34-3B1	Now - 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) CF34-10E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (415) 408 4742
(2) CF34-10E7	Now - Sale/Lease/Exch.	Werner Aero	Cliff Topham	ctopham@wernerero.com	+1-703-402-7430
(1) CF34-8E5A1	Now - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204x202
(1) CF34-8C5B1	Now - Lease				
(1) CFM34-8C5A1	Aug 2019 - Lease				
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
CF34-8E(s)	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1 (513) 782-4272
CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF6-80C2B6F	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(1) CF6-80C2B1F	Now - Sale / Lease				
(1) CF6-80C2B7F	Aug 2019 - Sale / Lease				
(1) CF6-80C2B1F	Jul 2019 - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(2) CFM56-5B	Q3/2019 - Sale / Lease	Conrail Aviation	Kevin Milligan	kevin@conrail.com	+1 949-933-0797
(1) CFM56-5B4/3	Sep 19 - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (415) 408 4742
(1) CFM56-7B24	Aug 19 - Lease				



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

(2) CFM56-5A	Now - Sale	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
(1) CFM56-5B3/3	Now - Lease	Rolls-Royce & Partners Finance	Charlie Ferguson	charlie.ferguson@rolls-royce.com	+44-(0)7772224895
(2) CFM56-7B27	Now - Lease	CFM Materials	Jimmy Hill	jimmy.hill@cfmmaterials.com	+1-214-988-6670
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B27	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(2) CFM56-5B4/P	Now 2019 - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(1) CFM56-5B	Now - Sale/Lease/Exch.	Werner Aero Services	Cliff Topham	ctopham@werner aero.com	+1-703-402-7430
(1) CFM56-7B	Now - Sale/Lease/Exch.				
(2) CFM56-7B26/27	Now - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
JT8D and JT9D Engines	Sale / Lease	Company	Contact	Email	Phone
(1) JT8D-217C	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azures.com	1-954-249-7935
(1) JT8D-219	Now - Sale / Lease	LCHAerospace	Carlos Miranda	cmiranda@chaerospace.com	+1 954-644-9617
GE90 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) GE90-115	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
GENx Engines	Sale / Lease	Company	Contact	Email	Phone
(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	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (415) 408 4742
(1) LEAP-1A33	Aug 19 - Lease				
(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	Aug 2019 - Sale / Lease				
(3) PW123	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 415 516 4837
(1) PW127	Now - Sale/Lease/Exch.				
(1) PW127F	Now - Sale/Lease/Exch.				
(1) PW150A	Now - Sale/Lease/Exch.				
(4) PW127M	Aug 19 - 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 Kryns	rkryns@logix.aero	+33.6.2079.1039
(4) PW127M					
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(1) Trent 772B	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) V2533-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
(1) V2533-A5	Sep 19 - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (415) 408 4742
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(2) V2527-A5	Aug 2019 - Sale / Lease				
(2) V2500-A5	Now - Sale / Lease	Contrail Aviation	Kevin Milligan	kevin@contrail.com	+1 949-933-0797
(1) V2533-A5	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(1) V2527-A5	Now - Lease				
(1) V2533-A5	Now - Sale/Lease/Exch.	Werner Aero Services	Cliff Topham	ctopham@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) APS2300	Now - Sale/Lease/Exch.				
APUs (2) GTCP331-500B, (1) APS3200	Now - Sale/Lease/Exch.				
Neutral CFM56-7B QEC Kit	Q4/2019 - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
767-300ER 413K, 737-300 LANDING GEAR	Now - Sale/Lease/Exch.	AZURE RESOURCES INC.	Jeff Young	jeff@azures.com	1-954-249-7935
GTCP36-300A, GTCP85-98DHF APU	Now - Sale/Lease/Exch.				
A320 Nose Landing Gear	Now - Sale/Lease/Exch.				
CFM56-3 LPT MODULE, REPAIRED	Now - Sale/Lease/Exch.				
CFM56-3 ENGINE STAND	Now - Lease				
(1) GTCP36-150RJ, (2) GTCP36-100M,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A					
(1) APS1000-C12, (1) APS1000-C3					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Q3+Q4/2019 - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) GTCP131-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com	+1 954-801-3592
(multiple) APS2300, (1) GTCP331-350C	Now - Sale / Lease	AirFin	Nick Filce	Nick.Filce@aerfin.com	+44 7770 618 791
(1) GTCP36-300A, (1) GTCP131-9A					
GTCP131-9A, GTCP131-9B, GTCP331-350C	Now - Sale/Lease/Exch.	Logix.Aero	Jean-Christian Morin	jcmorin@logix.aero	+33.6.4782.4262
GTCP331-500B, GTCP331-200/250, APS5000			Rich Lewsley	rlsley@logix.aero	+1 602 517 8210
APS3200, APS2300, GTCP85-129H					
(1) APU GTCP331-500, (1) APU GTCP131-9A	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (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