

# AviTRADER WEEKLY AVIATION HEADLINES

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## WORLD NEWS

### Emirates' Australian fine

Emirates agreed to pay a fine of A\$10m (\$10.2m) to settle a case launched by the Australian Competition and Consumer Commission in 2009, claiming that the Dubai-based carrier was part of a cartel that fixed surcharges for fuel and other prices in the air freight market. Emirates is the 10th airline to concede that it had acted illegally, with cases against Singapore Airlines, Cathay Pacific, Air New Zealand and Thai Airways still to be heard. The Emirates settlement brings the total amount in penalties to date to \$A68m.

### Grounded Kingfisher

Beleaguered Indian carrier Kingfisher Airlines cancelled all flights until October 20th as pilots, technicians and engineers, many of whom haven't been paid since March, extended their two-week long strike. Kingfisher, which holds debts of \$1.5bn and has never turned a profit since it launched in 2005, received a letter from the aviation regulator asking why its licence should not be cancelled, after failing to provide a 'safe, efficient and reliable service'.

### Ex-Im loan to flydubai

The US Export-Import Bank authorized a \$117.5m loan guarantee supporting exports of Boeing aircraft to flydubai, the low-cost carrier based in Dubai. According to *Arabian Business*, the Ex-Im Bank will guarantee a 12-year loan from the Private Export Funding Corp. The carrier's CEO, Ghaith Al Ghaith, said he was 'delighted' with the support, adding that he believed it was the "right time, in flydubai's third year of operation, to diversify the sources of funding for our aircraft".



A merged EADS and BAE, which would have become the world's largest aerospace company by sales, collapsed last week under the weight of political obstacles

BAE

## Recriminations fly after EADS-BAE merger talks collapse

**Backers lament lost chance to depoliticize EADS, consolidate European defence**

Europe's attempt to create the world's largest aerospace and defence firm failed spectacularly last week after talks between the British, French and German governments foundered over what some have labelled political 'bickering', with Germany taking much of the early blame.

The proposed merger between UK defense giant BAE Systems and EADS, the European aerospace group, had been championed by the two companies' respective chief executives, Sir Ian King and Tom Enders. Writing in *The Financial Times*, Karl-Theodor zu Guttenberg, a former German defence minister, said their proposal was 'visionary', and based on sound industrial logic that 'would have delivered real synergies and cost savings, and increased competitiveness for all involved'.

It became clear that a successful outcome to the talks would depend on containing the political influence of France and Germany, which were both determined to maintain significant stakes in

the new company, but as Enders himself said in a letter to EADS employees, he had 'never imagined facing such opposition to the deal, particularly not from Berlin'.

It is still unclear if the deal was vetoed by Angela Merkel, the German chancellor, over fears that Germany would end up as a 'lesser' partner, or if, according to sources in Berlin, a dispute between London and Paris over France's eventual share in the merged company led to the deal's ultimate collapse.

Merkel's concerns were based on fears that investment - and jobs - would flow to UK and French sites, leaving Germany marginalised in the deal. Guttenberg said the deal-breaker was Merkel's demand that the future EADS-BAE corporate headquarters be based in Munich, an example of how 'big projects and ideas can fail over rather small details'.

There is no doubt that the deal was highly politically sensitive. Any hint of German job losses,

**EADS without BAE**  
2011 sales by division (%)

Company	Division	% sales
Airbus	Airplanes	66
Cassidian	Defense	11
Eurocopter	Helicopters	11
Astrium	Aerospace	10
Other		2
<b>Total sales</b>		<b>€49bn</b>

*Deutsche Bank, Der Spiegel*

**EADS with BAE**

Division	% sales
Defence and security	43
Civilian aviation	41
Helicopters	7
Aerospace	7
Other	2
<b>Total sales</b>	<b>€73bn</b>

*Deutsche Bank, Der Spiegel*

particularly in Bavaria, a year before national and state elections, was almost certain to heighten resistance - and should have come as no surprise, according to *Der*

*Continued on page 4*

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## AIRCRAFT &amp; ENGINE NEWS

**Alaska Airlines expands CFM-powered Boeing 737 fleet**

Alaska Airlines placed the largest order in its history, announcing the purchase of CFM engines to power 50 new Boeing 737 aircraft. The announcement includes firm orders for 13 Boeing Next-Generation 737-900ER airplanes powered by CFM56-7B engines, in addition to 20 737 MAX 8 and 17 737 MAX 9 airplanes powered by the advanced LEAP-1B engines.

**Macquarie AirFinance assists with establishment of Air Côte D'Ivoire**

Macquarie AirFinance, a global aircraft leasing company based in Dublin, Ireland, announced that it has delivered an Airbus A319-100 on lease to the newly established national airline of the Ivory Coast, Air Côte d'Ivoire. The aircraft, a CFM56-5B5/P-powered, 2004-model, MSN 2213, configured in 12 Business and 96 Economy seats, will be based in Abidjan, and the airline will initially operate it on routes to various West African destinations in partnership with Air Burkina & Air Mali.

**Embraer delivers 35 commercial and 20 executive jets in third quarter**

In the third quarter of 2012, Embraer delivered 27 jets to the commercial aviation market and 13 to executive aviation. Deliveries for the year end-September, total 83 commercial and 46 executive jets, seven more than for the same period of 2011. The mid-size Embraer 190 family accounted for 66 deliveries, or 51% of the total. Embraer's firm order backlog to 30 September stands at \$12.4bn, on 178 firm orders.



An Embraer E-190 delivered in 2012 to KLM Cityhopper  
AirTeamImages

**AWAS delivers first A320 aircraft to Philippine Airlines**

Dublin-based global aircraft lessor, AWAS, has delivered the first of two new Airbus A320 aircraft to Philippine Airlines (PAL). The new A320s will support the airline's on-going fleet modernization program in response to regional demand and expansion opportunities.

**Turkish Airlines orders another 15 Airbus A330 aircraft**

Turkish Airlines has placed an order for 15 A330-300s, their seventh order for the A330 family of aircraft and their twentieth Airbus order overall. The aircraft will be operated on

medium and long haul routes from the Turkish Airlines hub in Istanbul. Turkish Airlines placed their first order with Airbus in 1984, and now operate 101 Airbus aircraft including 17 A330 Family aircraft.

**ITC-Aerospace orders two AW169 Helicopters**

AgustaWestland, a Finmeccanica company, announced that ITC-Aerospace of Japan has placed an order for two AW169 light intermediate helicopters. The aircraft will be leased to private operators. The contract was signed during a ceremony held at Japan Aerospace 2012 in Nagoya. This contract marks the en-

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GE Aviation



**Continued from page 1**

*Spiegel*, which said that Germany has 'long shown interest in exerting a greater role in EADS'. In fact, the state-owned KfW Bank is now expected to proceed with taking over German automotive group Daimler's 7.5% stake in EADS to shore up German government influence in the company.

Peter Hintze, a senior government official in the German economics ministry and a member of Merkel's CDU party, said he was 'convinced that EADS can best show its strengths on the global market independently', adding that German EADS production sites and small business suppliers would benefit from that.

The official German stance stood in stark contrast to observers from all sides of the political spectrum, however. According to an editorial in business daily *Hanselsblatt*, "the failure of the EADS-BAE merger means that an excellent chance to consolidate the European defense sector has been wasted".

*Die Welt*, the conservative daily, said the failure of the deal was 'embarrassing'.

"It would have been good for continental Europe to combine its defence industry with that of Britain in order to better compete with the US. But instead of supporting the project, the German government became bogged down in questionable positions that made little sense'.

The centre-left *Süddeutsche Zeitung* lamented the 'disaster of the failed merger which shows that EADS is still under state control to a greater degree than is generally obvious... The merger with BAE would have been an opportunity to leave such outdated structures behind."

In France, there was a general outpouring of anger over the failure of the deal, with François Hollande, the French president, saying he was 'disappointed'.

Left-leaning *Le Monde* wrote of Mrs Merkel's 'industrial imperialism and political provincialism'; it said German reticence over the deal was in part due to a profound 'pacifism' and that the country's leaders were reluctant to be part of a world-leading military company. But it railed against Germany's refusal to join an alliance when it is the dominant partner, yet demand parity when it is not.

"Merkel demands that Germany's European partners undertake painful financial reforms. 'Become more competitive', she says,

'and you will attract business'. But when it becomes apparent that Germany will not be favoured by a particular deal, Berlin demands that the rules be changed - as in the EADS-BAE affair'.

Harsh words indeed from Germany's strongest partner in Europe - and words that were echoed across the channel. *The Economist* stated that Merkel was 'wrong to stand in the way of a more integrated European defence and aerospace industry'. The Americans were happy, it said, for the Germans, French and British to have take-over-blocking shares, and suggested that Merkel would have had enough influence over the new entity to protect Germany's security interests.



EADS boss Tom Enders, seen here in Berlin in 2010 with German chancellor Angela Merkel, said he 'never imagined' he'd face such opposition from Germany

Airbus

It cited 'her natural caution', voter distaste for the arms business and a suspicion that the new merged company would be more Anglo-French than German as reasons for her refusal - all of which should be a cause for concern for Europeans. "If a generally logical merger can fall apart on such petty grounds, what hope is there of a banking union?"

EADS boss Tom Enders came under fire in *The Telegraph*, where he was accused of political naivety, both for failing to understand the nature of Berlin's political structure and for not having approached Merkel directly over the proposed merger.

But there was also focus on the discontent within BAE's shareholder structure, with investors accusing BAE of having a 'muddled strategy that threatened shareholder value'. One top-10 BAE shareholder told *The Financial Times* that 'we had thought that BAE was a defence company and then we discover that it is now trying to get back into the aerospace business. We need more strategic clarity.'

The view from the US is that further consolidation in the defence industry would be frowned upon by the Pentagon, and that the potential for a takeover of a 'weakened' BAE by a US company such as Lockheed Martin or General Dynamics, the first and fourth largest defence companies in the world respectively, was unlikely.

Enders and King issued a joint statement expressing their disappointment and confirming their belief that the merger presented a 'unique opportunity to combine two world-class and complementary businesses to create a world-leading aerospace, defence and security group. Enders concluded with the words: "It is, of course, a pity we didn't succeed, but I'm glad we tried".

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trance of the AW169 helicopter into the Japanese market. ITC-Aerospace Inc. already operates AW109 Power light twin helicopters.

## GE Aviation's H80 turboprop engine gains Russian type certification

GE Aviation's H80 turboprop engine received type certification from the Interstate Aviation Committee Aviation Register (IAC AR). The Russian agency issued the type certificate on September 24, 2012. To date, the H80 engine has received type certifications from the European Aviation Safety Agency (EASA), the U.S. Federal Aviation Administration (FAA), the Brazilian Civil Aviation agency (ANAC) and the Argentine Administración Nacional de Aviación Civil. GE is pursuing type certificates for the H80 in other countries, including Canada and China, to support of the expanding global customer base.

## ATR enters the Japanese market

The European turboprop aircraft manufacturer ATR and Japan's new regional carrier LINK announced the introduction of the very first ATRs that will fly in Japan, one of the last Asian countries where ATR aircraft had not entered yet. LINK will start operations in 2013 with the introduction into its fleet of three leased ATR 72-600s. The aircraft will be delivered starting in late 2013. This major commercial announcement has been unveiled on the occasion of the Japan Aerospace Airshow, held in Nagoya (Japan). The arrival of these three 70-seat ATR 72-600 aircraft into the Japanese market represents a major milestone for ATR, which is already well established all over Asia and the Pacific region, with 250 aircraft currently operated by some 50 airlines over 25 countries. These ATR 72-600s will be equipped with new Pratt & Whitney 127M engines and new full-glass cockpit developed by Thales. They will also be equipped with the new Armonia cabin, developed by Italian designer Giugiaro.

## MRO & PRODUCTION

### Cimber A/S teams up with TP Aerospace Solutions

Through a two year Program, TP Aerospace Solutions will provide Cimber A/S dedicated and exclusive access to its extensive CRJ200 Wheels & Brakes inventory in direct support of Cimber A/S' growing ACMI operation in Copenhagen, Denmark on behalf of SAS Scandinavian Airlines. The Program covers

the first 5ea CRJ200 aircraft operated by Cimber A/S and any future additions.

### Minoan Air awards TP Aerospace Technics a three year program

Minoan Air selected TP Aerospace Technics, the technical division of TP Aerospace in Hamburg, Germany, for a long-term Wheels & Brakes Maintenance as well as Leading Edge Boot Replacement Program, covering all removals from its rapidly growing fleet of F50 aircraft. Minoan Air is a regional carrier

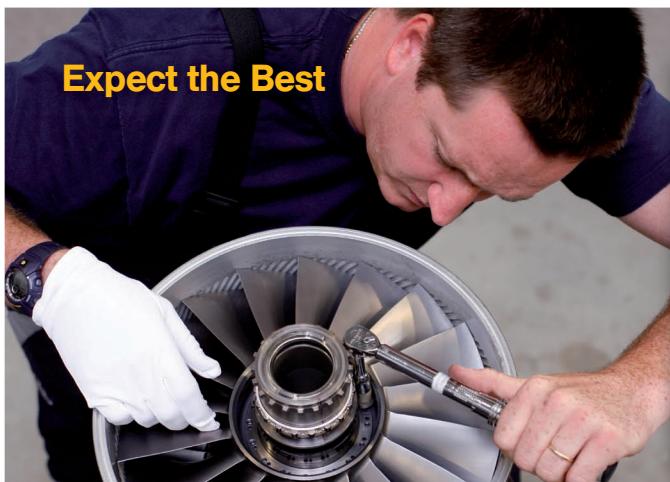
### A J Walter Aviation signs four new power-by-the-hour agreements

A J Walter Aviation signed new power-by-the-hour agreements with four key European customers – Air Moldova, Cosmo Airlines, BH Air and Aerosvit Airlines. These contracts bring the combined fleet that AJW has under PBH or pooling contract to over 400 aircraft globally. AJW will support these customers from its network of strategic hubs across Europe and the rest of the world, which comprise service ready Boeing and Airbus component inventories valued at over \$450m.

- The new PBH agreement with **Air Moldova** covers the entire Airbus A320 fleet of the national carrier. Declan Meagher, director – Europe, explains "Our support hub in Prague will provide Air Moldova with enhanced flexibility and this was one of the main factors in its decision to select AJW as their new service provider."
- Based in Madrid, **Cosmo Airlines** operates routes in Europe, with the main focus of charter operations. AJW will support its current fleet of two A320 aircraft, growing to four aircraft over the coming year.
- **BH Air**, founded in 2001 in Bulgaria, increased its existing service contract with AJW in June to cover its full fleet of eight Airbus aircraft – benefiting significantly from AJW's comprehensive Airbus inventory.
- Ukraine-based airline **Aerosvit**, with its significant mixed fleet of 25 B737CL/NG aircraft, chose AJW in August to fulfil its extensive, fleet-wide servicing requirements. All four airlines will benefit from complete operational peace of mind with AJW's competitive and all-inclusive servicing programme.



Air Moldova sealed a new PBH agreement with AJW for its entire A320 fleet  
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## ITP enters medium-sized commercial aircraft engine market with Pratt & Whitney

At ITP headquarters (Zamudio, Spain), ITP and Pratt & Whitney Commercial Engines, signed a collaboration agreement for manufacturing, engineering and maintenance work for the PurePower Geared Turbofan (GTF) engine. This will mean estimated sales of more than €2.5m over the life of the program. As put forward in their strategic plan 2011-2015, ITP has entered the medium-sized commercial aircraft engine market after the agreement reached with Pratt & Whitney. The agreement is a risk and revenue sharing arrangement and includes the supply of structures and tubes for all four existing applications of the Geared Turbofan (GTF) engine. The GTF engine family covers the range from 15,000 to 35,000 pounds of thrust, and is currently selected for the Airbus A320neo aircraft, the Canadian Bombardier C-Series, the Japanese Mitsubishi Regional Jet and the Russian Irkut MC-21. The single-aisle aircraft segment is the biggest in commercial aviation with a current worldwide fleet of 12,000 aircraft. Over the next 20 years, this fleet is expected to reach 23,000 aircraft. In order to satisfy the demand generated by this growth in the fleet, worldwide medium-sized engine production during those 20 years will reach over 40,000 units. As a result of their collaboration in the GTF, ITP will gain a presence in more than one third of all single-aisle commercial aircraft engines at a time when they already have a 50% stake-holding in twin-aisle engines (transatlantic aircraft).



P&W's deal with Spain's ITP - a rare piece of good news for the Spanish economy

ITP

headquartered in Heraklion, Crete where affordable flights are offered within the Greek archipelago to popular tourist destinations such as Thessaloniki, Santorini and Kos. In addition Minoan Air flies on behalf of a Spanish tour operator from Leon and Burgos to among other destinations Valencia, Palma de Mallorca, Malaga and Alicante. In early 2013 it is the intention to establish a new hub out of London Oxford Airport offering premium business flights to Munich, Amsterdam, Copenhagen, Dublin and Edinburgh.

## Norwegian Air Shuttle and Lufthansa Technik sign Total Base Maintenance Support

Norwegian Air Shuttle and Lufthansa Technik AG recently signed a contract for a Total Base Maintenance Support TBS. The contract runs over a period of five years and covers Base maintenance services for Norwegian's growing Boeing 737-800 fleet, which already comprises 55 aircraft of this type. The main features of TBS are a sweeping slot guarantee and a commercial package that is geared towards the customer's needs. For example, one of Norwegian's requirements was that all of its TBS aircraft should be overhauled at the Lufthansa Technik site in Budapest / Hungary during the winter season, as Budapest is a high frequency destination of the airline and therefore no ferry-flights are needed. Furthermore – as a TBS customer – Norwegian has access to LHT's whole Base Maintenance Network of facilities for any additional or unplanned Maintenance needs. To simplify technical data exchange and to optimize electronic maintenance management for the customer Lufthansa Technik has created an interface to the AMOS system of Norwegian.

## Vostok Technical Service signs agreement with SR Technics for engineering and maintenance support

SR Technics, part of the Mubadala Aerospace MRO network, signed an agreement to provide development support for Vostok Technical Service, one of the major Russian independent maintenance providers, in Moscow. Under the agreement SR Technics will utilize its knowledge and experience in key fields of expertise including line maintenance, base maintenance, maintenance control, material and supply chain management, training and product management to allow Vostok Technical Service to realize its potential and maximize its well-established presence in the market. The maintenance collaboration agree-

ment will cover activities relating to Boeing 767, 737CL and 737NG and Airbus aircraft types. For training SR Technics will work to help Vostok Technical Service to secure EASA 145 approvals, widening the customer's capabilities and assisting with the creation of continuous improvement programs.

## Bombardier boosts business aircraft support network in India

Bombardier Aerospace further enhanced its worldwide aftermarket service network for business aircraft customers with the announcement of the addition of a second Line Maintenance Facility (LMF) in India. Air Works in New Delhi has been named an LMF for Challenger 604, Challenger 605, Global

## AFI KLM E&M and Lufthansa Technik developing new joint Embraer E-Jet component support

AFI KLM E&M and Lufthansa Technik agreed to launch a new joint offer dedicated to component support for Embraer E-Jet family aircraft (E-170/E-175 and E-190/E-195). The two companies are currently developing an appropriate business model for the new product. Initially focusing on component services in a second step the product could also be enlarged with other services which are requested by the market. The starting point for the new E-Jet services is envisaged to be in the first half of 2013. Currently, AFI KLM E&M and Lufthansa Technik are already supporting about 150 aircraft of the E-Jet family within their fleets but also of third-party customers. In developing and launching the joint offering on the world aircraft maintenance and overhaul market, AFI KLM E&M and Lufthansa Technik will be providing operators of E-Jet fleets with a reliable and competitive alternative to existing services. Dr. Burkhard Andrich, SVP Aircraft Component Services, Lufthansa Technik, said: "The experience and know-how of the two groups, which have a global reputation for top-quality services, will guarantee the competitiveness and high performance levels of the solutions on offer." AFI KLM E&M and Lufthansa Technik mandated their joint venture Spairliners to develop the project. Robert Anton, SVP Component Services, Air France Industries, said: "With its now-proven A380 component support capabilities, the Spairliners pool access model will constitute an asset for future client airlines, offering substantial scale effects."

Express and Global Express XRS business jets. The facility will complement Air Works' centre in Mumbai, which has been part of Bombardier's Authorized Service Facility network since 2008.

### **Lufthansa Technik, CFM International enter into joint cooperation agreement**

Lufthansa Technik AG and CFM International signed a new cooperation agreement for the support of CFM56 engines. Under the terms of the agreement, CFM and Lufthansa Technik will jointly develop component repairs, overhaul technology and other technical support for their respective maintenance, repair and overhaul operations. CFM will supply OEM replacement parts, component repairs, and repair technology to Lufthansa Technik.

### **Monarch Aircraft Engineering signs handling contract with Avion Express**

Monarch Aircraft Engineering (MAEL) signed a line maintenance technical handling agreement with Avion Express. Under the terms of agreement, MAEL's highly experienced engineering team will provide support for the Lithuanian airlines' fleet of Airbus A320 aircraft operating at Gatwick.

### **Donbassaero signs 5 year full support contract with Sabena technics for its fleet of Airbus A320**

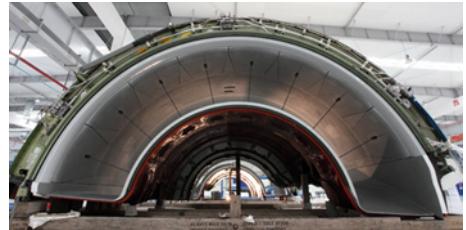
Sabena technics signed a five-year integrated services contract with Donbassaero, one of Ukraine's largest carriers, for its fleet of nine Airbus A320. Within the scope if the contract, Sabena technics will provide Donbassaero with component support, logistics services, as well as pool access and implementation of a Main Base Kit. In the next years, Donbassaero aims at increasing its Airbus A320 fleet.

### **AFI KLM E&M signs long-term maintenance contract with Flybe Finland**

Flybe Finland now has access to AFI KLM E&M's MRO expertise and know-how for its regional aircraft, after the MRO provider signed a long-term maintenance and pooling contract with Flybe-Finnair joint venture Flybe Finland. The agreement covers an extensive array of components, including the propellers of the turboprop aircraft. Three ATR 42s

### **Taikoo Spirit secures eight CF6-80C2 thrust reversers**

Taikoo Spirit AeroSystems (Jinjiang) Composite Co., a HAECO Group company, recently purchased eight CF6-80C2 (Boeing 747/767) thrust reversers. These thrust reversers will be overhauled at Taikoo Spirit according to Component Maintenance Manual (CMM), and all applicable Service Bulletins (SB) will be accomplished. Upon completion, these thrust reversers will be used to acquire business specifically in the Asia Pacific region and to support HAECO's and Taikoo Aircraft Engineering Co. Ltd.'s customers, which are operating Boeing 747 and 767 aircraft.



Taikoo Spirit's new CF6-80C2 thrust reversers

Haeco

### **MNG Technic completes A300-600 conversion for MNG Airlines**

MNG Technic successfully completed the conversion of an Airbus A300-600 passenger aircraft into freighter configuration belonging to MNG Airlines. The passenger to freighter conversion installation was performed by MNG Technic at its Istanbul MRO facility using an STC (Supplemental Type Certificate), conversion kit and onsite support supplied by B/E Aerospace. In addition to the conversion MNG Technic also performed a comprehensive heavy maintenance check, including several avionic upgrades, engine changes and complete paint strip and new paint.



Successful conversion of an Airbus A300-600

MNG Technic

and eleven ATR 72s are concerned – a number which may nevertheless change in line with client requirements and its ambition to grow in the Nordic market. The contract includes access to a spares pool located at AFI KLM E&M's Roissy-CDG Logistics Centre, and the lease of a Main Base Kit, to be positioned at Flybe Finland's Vantaa-Helsinki airport main base.

### **AirBridge Cargo inks long-term leasing contract with AFI KLM E&M**

AirBridgeCargo renewed its trust in AFI KLM E&M by inking a long-term leasing contract for a CF6-80C2 engine. This new contract involves the provision of a spare engine all year round for the Russian carrier's Moscow-based Boeing 747-400 freighters. It will enable the client to ensure 100% service continuity during off-wing engine repair and overhaul operations.

### **Lufthansa Technik enters into cooperation agreement with GE**

Lufthansa Technik AG and GE Aviation entered into a long-term cooperation agreement related to material supply, which also extends to the supply of OEM spare parts, and parts repairs of CF6-80C2 and CF34 engines operated by Lufthansa Technik's customers. As part of this agreement, Lufthansa Technik and GE will jointly develop and utilize each other's component repairs as well as other support elements for their respective maintenance, repair and overhaul services. "GE Aviation and Lufthansa Technik have deep experience in developing innovative component repair and overhaul solutions for their customers," said David Joyce, president and chief executive officer of GE Aviation. "By working closely together, we anticipate

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increasing the number of component repair and overhaul technologies developed each year to further help our customers lower their cost of ownership."

## Volaris and Lufthansa Technik sign 6-year component services contract

Mexican low cost carrier Volaris and Lufthansa Technik have recently signed a 6-year component supply contract, completely effective from September 1st, 2012, for the carrier's fleet of currently 37 aircraft of the A320 family. Within the framework of the TCS contract, Lufthansa Technik's experts will take care of all aspects relating to daily component supplies for Volaris. The contract includes maintenance, repair and overhaul services for the components of the current 24 Airbus A319 and 13 A320 aircraft including further Airbus aircrafts to be delivered to the airline in the coming years. Spare components shall be supplied to the airline's customized home base in Mexico City. The repair and pooling of the components will be done at Lufthansa Technik facilities in Hamburg and Tulsa / Oklahoma.

## Gama Support Services expands supply chain capability

Gama Group, the global business aviation service provider, announced an exclusive agreement with Professional Aviation Associates to hold consignment stock for European based Hawker Beechcraft aircraft. Gama Support Services (GSS), a Gama Group company, held a signing ceremony at its Farnborough, UK headquarters with US based Professional Aviation Associates (PAA). This agreement significantly expands the range of stock GSS holds for Hawker Beechcraft aircraft. Gama is already established as a Hawker Beechcraft Corporation (HBC) Service Centre, providing maintenance for King Air series, Premier jets and piston engine aircraft, enabling Gama to provide owners and operators with a complete service support package, including airframe, engine, design, modification, avionics and warranty coverage.

## PPG Aerospace special-effect coatings bring Virgin Atlantic Airways' livery to life

Special-effect coatings by PPG Industries' aerospace coatings group enabled Virgin Atlantic Airways to have the unique reflectivity and bright, vibrant color the airline's design and engineering teams wanted for its new livery. The airline has taken delivery of the first new aircraft – an Airbus A330 – painted with DESOTANE(R) topcoats by PPG Aerospace colored with ANDARO(R) special-effect pigment. The proprietary PPG pigment was used in coatings that create the red tail

## easyJet CEO urges EU to break down walls of aviation protectionism

Carolyn McCall, CEO of easyJet, encouraged the EU to break down the remaining walls of protectionism in European aviation on slots and ground handling.

Speaking at the European Aviation Club before an audience of MEPs, EU officials, academics and aviation industry representatives, she urged the EU to continue the liberalisation of European aviation that was launched with the opening of Europe's skies in 1994.

*"Europe's free market created a revolution in European aviation. It has given airlines like easyJet the chance to grow across Europe to meet passenger demand. In the years since then, passengers across Europe have benefited from 170% more routes at fares 40% lower."*

*"Smaller cities and regions across Europe now have aviation links they never had before, stimulating trade and tourism and providing the platform for economic growth."*

*"Despite the best intentions of Europe's single aviation market we too often find that we are being held back by the defensive walls of protectionism which still shield airports, airlines and ground handling from the benefits of true and full competition."*

*"In particular, Europe must now press ahead with reform of the allocation of slots at airports to enable new entrants to build up enough frequencies to mount serious challenges to the legacy operators and overhaul the archaic practices around ground handling to ensure there is real competition at every airport."*

*"If the EU pushes through these reforms European consumers will benefit from more new routes, more services and lower fares."*

easyJet is a product of the EU Single Market. Since it was established in the UK in 1995, easyJet has grown to become the fourth largest airline in Europe and now flies more than 58 million passengers per year. This success has been achieved by providing affordable and convenient flights, with safety as the number one priority. The airline has grown because it has provided what passengers want at a price they like.

easyJet welcomes initiatives from Brussels that help airlines improve their passengers' experience and create the right incentives for airlines to use airport infrastructure more efficiently.

However, easyJet is concerned that some elements of the Airports Package proposals rely too heavily on extra rules that will reduce its ability to serve its passengers well and make it more difficult to keep prices at a reasonable level.

and engines and the aubergine Virgin Atlantic lettering across the aircraft. The fuselage is painted with Desothane topcoats in high-sparkle silver mica. Traditional mica aircraft coatings have about 30 percent reflectivity, while coatings with Andaro pigment reflect about 90% of visible light, according to Alex Reid, PPG Aerospace account manager at the North Europe application support center in Shildon, England.

## A J Walter Aviation and British Airways Engineering extend strategic partnership

A J Walter Aviation (AJW), a leading independent provider of integrated aviation services, and British Airways Engineering, a leading Maintenance, Repair & Overhaul (MRO) provider, announced they are entering the aftermarket arena for the Boeing 787 with a fully integrated programme of aircraft spares support and repair capability. This bespoke service for the new aircraft type combines the strengths of a leading airline and future B787 operator with the flexibility and

customer-centric business approach of the world's largest independent component services specialist. Together, AJW and British Airways Engineering will offer operators immediate access to significant B787 unique stock and a sophisticated range of support options designed to maximise operational efficiency. "Considerable numbers of these pioneering aircraft are due to be delivered over the next few years and airlines need to assess the best way to extract total value from their flagship fleet assets" comments Boris Wolstenholme, CEO of A J Walter Aviation.

## Corsairfly chooses AFI KLM E&M for Boeing 747 and Airbus A330 cabin modifications

AFI KLM E&M is to carry out cabin modification work on three Corsairfly 747s. The contract includes engineering development, EASA major certification and kit procurement, prior to any actual modification work. These engineering studies began in September 2011 in Paris and were completed summer 2012. On September 23rd this year, the first

# NOTICE OF PUBLIC SALE

NOTICE IS HEREBY GIVEN that on October 22, 2012 (the "Date of Sale"), at 1:00 pm Eastern Daylight Time, or alternatively on October 25, 2012 (also the "Date of Sale"), or on October 29, 2012 (also "Date of Sale"); at 1:00 pm Eastern Daylight Time, in the office of White & Case LLP, 1155 Avenue of the Americas, New York, NY 10036, mba aircraft solutions (the "Auctioneer") as Auctioneer for U. S. Bank National Association, not in its individual capacity, but solely as security trustee (the "Security Trustee"), will sell at public auction any and all of the right, title and interest in twenty-six (26) Embraer ERJ-145 airframes and fifty-two (52) Allison model AE 3007-A1 engines held by Wells Fargo Bank Northwest, National Association, not in its individual capacity but solely as owner trustee (the "Owner Trustee") under the various Trust Agreements associated with the equipment specified below, all of such items of equipment to be sold as part of a group and not on an individual basis (the "Collateral"). The Owner Trustee holds title to the Collateral in trust for various owner participants and has pledged to the Security Trustee for the benefit of Agencia Especial de Financiamiento Industrial - FINAME (the "Lender") its interest in the Collateral as security for certain debt obligations.

<b>Reg.</b>	<b>MSN</b>	<b>Reg.</b>	<b>MSN</b>	<b>Reg.</b>	<b>MSN</b>	<b>Reg.</b>	<b>MSN</b>
N825MJ	145179	N832MJ	145310	N844MJ	145481	N855MJ	145614
N826MJ	145214	N833MJ	145327	N849MJ	145534	N856MJ	145626
N828MJ	145218	N836MJ	145359	N850MJ	145568	N857MJ	145765
N829MJ	145228	N837MJ	145367	N852MJ	145567	N858MJ	145767
N830MJ	145259	N838MJ	145384	N853MJ	145464	N859MJ	145769
N831MJ	145273	N840MJ	145429	N854MJ	145490	N860MJ	145773
						N851HK	145340
						N852HK	145353

Such Collateral includes any manufacturer warranties related thereto as are then in effect, together with all records, manuals, logs, appliances, parts, components, modules, instruments, appurtenances, accessories, furnishings, gear, avionics and other equipment of whatever nature incorporated or installed in or attached to such Collateral.

Terms and conditions of the public sale are as follows:

1. THE COLLATERAL WILL BE AUCTIONED ON OCTOBER 22, 2012 (THE "FIRST AUCTION") IN ONE LOT ("LOT 1"). SHOULD THE OCTOBER 22 AUCTION NOT CLOSE WITH A WINNING BID, THE COLLATERAL WILL BE AUCTIONED ON OCTOBER 25, 2012 (THE "SECOND AUCTION") IN THREE LOTS ("LOT 2", "LOT 3" AND "LOT 4"). LOT 1 WILL CONSIST OF ALL TWENTY-SIX (26) AIRFRAMES AND ALL FIFTY-TWO (52) ENGINES. LOT 2, LOT 3 AND LOT 4 WILL CONSIST OF THE AIRFRAMES DESCRIBED BELOW AND THEIR RESPECTIVE ENGINES. SHOULD THE OCTOBER 25 AUCTION NOT CLOSE WITH WINNING BIDS FOR ALL THE AIRFRAMES AND THEIR RESPECTIVE ENGINES, THE REMAINING COLLATERAL WILL BE AUCTIONED ON OCTOBER 29, 2012 (THE "THIRD AUCTION") SEPARATELY. ALL COLLATERAL WILL BE SOLD ON AN "AS IS - WHERE IS" BASIS WITH ALL FAULTS, AND WITHOUT RECOURSE TO THE SECURITY TRUSTEE, THE OWNER TRUSTEE, THE LENDER, OR ANY OF THEIR RESPECTIVE AGENTS OR REPRESENTATIVES, WITHOUT ANY REPRESENTATIONS OR WARRANTIES AS TO THE VALUE, CONDITION, MERCHANTABILITY OR FITNESS FOR USE OR PARTICULAR PURPOSE OF ANY OF THE COLLATERAL AND NONE OF SECURITY TRUSTEE, OWNER TRUSTEE OR LENDER MAKES ANY REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO ANY MATTER WHATSOEVER WITH RESPECT TO THE COLLATERAL.

LOT 2 Airframes (MSN): 145.568; 145.567; 145.534; 145.367; 145.273; 145.327

LOT 3 Airframes (MSN): 145.490; 145.429; 145.353; 145.384; 145.259; 145.481; 145.179; 145.218; 145.769; 145.765

LOT 4 Airframes (MSN): 145.340; 145.310; 145.359; 145.626; 145.614; 145.773; 145.464; 145.767; 145.214; 145.228

2. The Collateral will be sold at a public auction to the bidder(s) with the highest or otherwise best bid(s) as determined by the Auctioneer and the Security Trustee, acting at the direction of the Lender, for cash, except as otherwise provided herein, and on such other commercially reasonable terms as the Security Trustee may determine. The minimum bid for Lot 1 will be \$29,100,000. The minimum bid for Lot 2 will be \$4,800,000. The minimum bid for Lot 3 will be \$11,500,000. The minimum bid for Lot 4 will be \$18,000,000. The minimum bidding increment for all Lots is \$100,000. In the case of a third auction, the minimum bid for each of the airframes and its respective engines of the Lot 2 separately will be \$840,000; the minimum bid for each of the airframes and its respective engines of the Lot 3 separately will be \$1,200,000; and the minimum bid for each of the airframes and its respective engines of the Lot 4 separately will be \$1,880,000. The Security Trustee reserves the right to (a) reject any and all bids and terminate the sale or adjourn the sale to a later date by notice given on the Date of Sale but without further publication, and (b) create, modify, waive or amend any terms or conditions of the sale.

3. In order for a prospective bidder to be eligible to bid at the public auction, such prospective bidder must (i) pass an Office of Foreign Assets Control check, and (ii) register and deposit with the Auctioneer the sum of \$150,000 for deposit into a non-interest bearing account, no later than 1:00 EDT on the applicable Date of Sale. Deposits will be refunded to bidders, other than the Successful Bidder(s) (as defined below) and Backup Bidder(s) (as defined below), after the Auctioneer has identified the Successful Bidder(s) and Backup Bidder(s). The initial deposit must be paid in cash, by certified or bank check, or by wire transfer of immediately available funds.

4. Upon the conclusion of the bidding, the auction will be closed and the Auctioneer will as soon as practicable identify the highest or otherwise best bids (the "Successful Bid(s)") as well as the next-highest or otherwise best bid(s) (the "Backup Bids"), for the particular lot. The Backup Bid(s) will remain open and binding until two (2) business days after the Security Trustee closes the sale with the person(s) tendering the Successful Bid(s) (the "Successful Bidder(s)").

5. Immediately upon the Auctioneer's identification of the Successful Bid(s), the Successful Bidder(s) will be required to deposit ten percent (10%) of the purchase price (less the initial deposit of \$150,000) with the Auctioneer, for deposit in a non-interest bearing account. The Successful Bidder(s) must pay the balance of the purchase price upon the execution and delivery of the definitive sale documents. The deposit and purchase price must be paid in cash, by certified or bank check, or by wire transfer of immediately available funds. The sale closing(s) will take place no later than twenty (20) business days after the auction closes, unless otherwise mutually agreed upon in writing by both the Successful Bidder and the Owner Trustee's agents. All sales or transfer taxes, if any, related to the sale of the Collateral will be paid by the purchaser(s) to the Owner Trustee at the closing, and will be in addition to the purchase price. At the closing, each purchaser will receive a document evidencing the transfer of the Owner Trustee's right, title and interest in the relevant Collateral, in form and substance acceptable to the Security Trustee.

6. In the event the Owner Trustee is unable for any reason to consummate the sale of the Collateral with the Successful Bidder(s), the Security Trustee's and Owner Trustee's sole liability to the Successful Bidder(s) will be the return of the deposit paid from the amount registered with the Auctioneer. In the event a Successful Bidder(s) is unable for any reason to consummate the purchase of the Collateral, the Security Trustee will retain the deposit paid and registered with the Auctioneer by such Successful Bidder, as liquidated damages for the costs of the sale and for the loss of a bargain, in lieu of other damages, and the Security Trustee may close the sale of the Collateral with the person submitting the relevant Backup Bid (a "Backup Bidder"). By bidding at the auction each bidder acknowledges that it would not be possible to ascertain the Security Trustee's, Owner Trustee's or Lender's actual damages under the aforementioned circumstances.

7. Security Trustee reserves the right, on or prior to the Date of Sale, to modify, waive or amend any terms or conditions of any sale or impose any other terms or conditions on any sale and, if the Security Trustee deems appropriate, to reject any bids and/or to adjourn, delay or terminate any sale. Potential bidders are encouraged to perform such due diligence as they deem necessary. Requests for due diligence materials and requests for inspection should be directed to Jacob Agnew, mba aircraft solutions, 2101 Wilson Blvd. Suite 1001, Arlington, VA 22201, telephone (703) 276-3200, facsimile (703) 276-3201, e-mail: [jagnew@mba.aero](mailto:jagnew@mba.aero). Further important information about the Collateral, terms of sale, purchase agreement, disclaimers, auction process, arranging inspections, pre-qualifications, potential sales tax and deposits can be found at [www.mba.aero](http://www.mba.aero), or can be obtained by contacting Mr. Agnew.

aircraft was sent to AFI KLM E&M's Amsterdam facility for modification implementation. The modifications included the installation of new seating, a new generation video system and new galleys. AFI KLM E&M was also responsible for cabin modifications on two Corsairfly A330s. Both cabins were modified and delivered a few months ago in Orly.

### **Regional entrusts care of E-jet APUs to AFI KLM E&M**

Regional has signed a long-term agreement with AFI KLM E&M for the maintenance of the Auxiliary Power Units (APUs) equipping its fleet of Embraer E-170s and E-190s, for a total of 26 aircraft. The scope of the contract, carried out by EPCOR, the AFI KLM E&M group subsidiary specializing in the maintenance of APUs and pneumatic systems, includes repair services for the APUs concerned and, where necessary, the supply of spare units.

### **First Sukhoi Superjet 100 for Interjet arrives for completion in Venice**

The first Sukhoi Superjet 100 aircraft for the first western customer, Interjet, landed in Venice (Italy) for the completion activities at the SuperJet International (SJI) facility. On October 5th the "green" aircraft (MSN 95023) took off from Sukhoi Civil Aircraft (SCAC) assembly plant in Komsomolsk on-Amur (Russia), it flew through the airports of Novosibirsk and Zhukovsky (Moscow Region) and landed in Venice on October 6th. SuperJet International, joint venture between Alenia Aermacchi (51%) and Sukhoi Holding (49%), is responsible for the SSJ100 completion and delivery to the Western customers. The interiors' installation, customization and painting activities on Interjet aircraft will be accomplished at the SJI completion centre, based in Tessera (Venice) Italy, SJI is also developing the "Supplemental Type Certificate" (EASA-STC) which allows to complete the aircraft interior installation. Interjet SSJ100 interiors will be marked by Pininfarina Italian Style.

### **Spirit AeroSystems ACS signs spare parts deal with Ethiopian Airlines**

Spirit AeroSystems and Ethiopian Airlines announced the signing of a supply agreement whereby Spirit Aftermarket Customer Support (ACS) will provide thrust reverser, fuselage, and wing component spare parts for Ethiopian Airlines' fleet of Boeing aircraft. This multi-year contract will enable Ethiopian Airlines to obtain predictable and competitive pricing for all parts in the Spirit catalog while ensuring availability for key parts and components. Ethiopian Airlines' fleet includes five Boeing Next-Generation 737-700, seven 737-800W [three with Sky Interior], four 757-200, two 757-260F (cargo), 12 767-300, five 777-200LR and one 787 Dreamliner. "As this is our first contract customer in Africa, this is a significant milestone for our company as we continue to expand our global support footprint," said Mike Williams, VP/GM of Spirit Aftermarket Customer Support.



Parts awaiting placement in Spirit's after-market facilities  
Spirit AeroSystems

### **FINANCIAL NEWS**

#### **ILFC enters into \$2.3b committed unsecured credit facility**

International Lease Finance Corporation, a wholly owned subsidiary of American International Group (AIG), announced that it has entered into a new \$2.3bn committed unsecured revolving credit facility, replacing its \$2.0bn unsecured revolving credit facility entered into in January 2011. The new facility, which is available for general corporate purposes, further enhances the company's strong liquidity position. A total of ten banks participated in the transaction. They include Citibank, Bank of America, JPMorgan Chase, Barclays Bank, Morgan Stanley, Royal Bank of Canada, Credit Suisse, Deutsche Bank, Goldman Sachs and UBS.

#### **HEICO Corporation acquires niche aircraft component repair company**

HEICO Corporation released that its Flight Support Group has acquired 80.1% of the assets and certain liabilities of Action Research Corporation of Greer, SC. Financial terms were not disclosed, but HEICO stated that it expects the acquisition to be accretive within the first year after the closing. Action Research Corporation (ARC) is an FAA-Approved Repair Station located in Greer, South Carolina. ARC has developed unique proprietary repairs that extend the lives of certain engine and airframe components. ARC brings a seasoned engineering team with decades of experience in the design and repair of gas turbine fuel systems, heated airframe components and other technical, high value accessories. Greg Braselton, who founded ARC, will continue to lead the company and own 19.9%. HEICO also stated that it does not expect any employee turnover to result from the acquisition.



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## MILITARY & DEFENCE

### Boeing receives \$2bn C-17 aircraft sustainment contract

Boeing will continue assuring the worldwide availability of C-17 aircraft, which provide vital military and humanitarian airlift capability, through a \$2 bn follow-on contract it recently received from the U.S. Department of Defense. The C-17 Globemaster III Integrated Sustainment Program (GISP) provides support services such as forecasting, purchasing and material management for the C-17 and all C-17-unique support. This Performance-Based Logistics (PBL) program, which started in 1998 with 42 aircraft, now covers 246 worldwide. It provides lower costs through economies of scale from supporting the entire global fleet. The latest contract covers fiscal years 2013 through 2017.

### GE Aviation begins core testing on advanced engine technology

GE Aviation began testing its engine core for the ADaptive Versatile ENgine Technology (ADVENT) program with the U.S. Air Force Research Laboratory. The core test demonstrates GE's most advanced core propulsion technologies including lightweight, heat-resistant ceramic matrix composite (CMC) materials. These core technologies, along with an adaptive low pressure spool, will result in a 25% improvement in fuel efficiency, a 30% increase in operating range and a 5-10% improvement in thrust compared to today's fixed-cycle engines. The ADVENT program is scheduled to conclude in 2013 with a full engine test. GE will continue to mature the ADVENT technologies through the Air Force's Adaptive Engine Technology Development (AETD) program, which will conclude in 2016 following fan rig testing and a core engine test.

### Rolls-Royce awarded \$103.3m engine services contract for US Navy T-45 trainer aircraft

Rolls-Royce was awarded a \$103.3m MissionCare contract by the US Department of Defense to provide support for the F405 (Adour) engines that power the US Navy's T-45 training aircraft. The contract reflects the continued success of MissionCare support for the US Navy and exercises the fourth option year to provide guaranteed engine availability. This includes support ranging from on-wing through intermediate and depot level maintenance, under a five-year base contract that began in 2008. Rolls-Royce uses MissionCare to apply commercial PBH principles to the unique requirements of the defense industry. Rolls-Royce will provide inventory control, as well as integrated logistics support and required engineering elements for both the F405 engine and the aircraft gas turbine starting system.

## INFORMATION TECHNOLOGY

**Component Control** reported that global component service provider **Avtrade**, has upgraded its **Quantum Control MRO and Logistics software** to run on Oracle, allowing the Company to benefit from a selection of enhanced product features. The Oracle upgrade has delivered immediate benefits to Avtrade's Quantum users, in terms of performance and stability, further streamlining business activities and maximizing performance. Backups of databases can now be done at any time throughout the day, whilst users are logged in, and Avtrade now also have access to additional functionality such as Remote Inventory, Warranty Module and improved Reporting features. A Component Control customer for the past eight years, Avtrade now operates on a highly scalable and secure Oracle database, which includes a range of logistics and business modules.

**Component Control** also released that **Kelly Aviation Center** selected its Quantum software to manage the company's MRO and fully integrated logistics processes. Kelly Aviation Center will be using Quantum Control as its new enterprise solution to manage commercial services, including complete engine tear-

down and reassembly management end-to-end, and financials. As the benchmark solution for aviation services companies, Quantum Control is a comprehensive MRO and logistics operations management software solution that can be configured to meet a company's specific operational requirements, from single site businesses to global organizations with multiple locations.

**Sabre Airline Solutions** equipped **Aerolíneas Argentinas (AR)** with the necessary technology to enable their recent official entrance into the SkyTeam global airline network. This much anticipated milestone for AR is part of its long-term restructuring plan, which includes upgrading their entire IT platform including revenue, network and flight planning solutions. In May 2011, the airline renewed its technology agreement with Sabre, including SabreSonic Customer Sales & Service (CSS). SabreSonic CSS is the industry's only seamless customer sales and service solution enabling powerful points of sale and service. This industry-leading solution was the instrumental technology centerpiece to meet SkyTeam alliance integration requirements.

# Aircraft Asset Management Training Seminar

29-30 October 2012, Novotel Century Hong Kong



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## OTHER NEWS

**WestJet** announced that the name of its new regional airline will be **WestJet Encore**. The regional airline will launch in the second half of 2013, using Bombardier Q400 aircraft to serve smaller Canadian communities.

**Comlux Aviation Services**, based in Indianapolis, the exclusive jet maintenance center of Comlux, The Aviation Group announced the expansion of additional hangar space to accommodate the growing Bombardier Authorized Service Facility(ASF) demands. Comlux Aviation Services is an approved Bombardier Authorized Service Facility (ASF) for Learjet, Challenger, and Global aircraft model types and has extensive experience in heavy aircraft inspections, major structural repair, avionics, and aircraft interior refurbishment.

**Finnair** and **Flybe** signed a definitive agreement according to which Finnair's Embraer 190 aircraft will be operated by **Flybe Finland Oy** from October 28, 2012 onwards. The companies signed a Memorandum of Understanding on the cooperation on May 22, 2012. This cooperation is a part of Finnair's efforts to improve the profitability of its European network, and it offers, when fully matured, potential savings in excess of 25% in cost categories impacted by this cooperation. Under the agreement, Finnair will transfer the operation of its twelve 100-seat Embraer aircraft to Flybe in a transfer of business. From October 28, 2012 onwards, Flybe will operate these aircraft for Finnair as contract flights, which means that the commercial control and risk for these routes remains with Finnair. Finnair continues to be responsible for sales, marketing and customer support for these flights. The cooperation is not expected to have an impact on Finnair's revenues or balance sheet, but Finnair is looking for significant cost savings through Flybe's more efficient operating model.

Dublin-based aircraft lessor **AWAS** announced that its corporate rating has been raised to a BB+ by S&P. Simon Glass, AWAS chief financial officer, stated, "We are very pleased that S&P has recognised the active steps we have taken to strengthen our balance sheet as well as the success of our business model."

**Bombardier Learjet** released that following an official vote on Saturday, October 6, 2012, Wichita employees belonging to the International Association of Machinists and Aerospace Workers (IAMAW) union have rejected a proposed labour agree-

## Europe's economic malaise reflected in October airline capacity: OAG

The continued weakness of European economic recovery is evident in a further decline in regional and long-haul flights and seat capacity in October, according to the latest statistics from OAG, a global provider of flight schedule data.

The OAG FACTS (Frequency and Capacity Trend Statistics) report for October 2012 reveals that flight operations and seats within Europe are expected to drop by 3% and 1% respectively versus October 2011, resulting in 18,000 fewer flights and 1m fewer seats. The picture is similarly depressed in long-haul air travel between Europe and other regions, which is expected to show 1% reductions in flights (1,500 fewer) and seats (138,000 fewer) compared to the previous year. Capacity within the European Union will show the greatest reductions in Europe, with 21,000 fewer flights and 1.9m fewer seats.

Low-cost carriers (LCCs) within Europe will show an 8% reduction in flights and seats, driven mainly by reductions in domestic and international capacity in Germany and Italy and significant reductions in Spanish international seat capacity.

Rob Shaw, director of analytics at OAG, says: "As Europe's political and business leaders await the impact of Spain's austerity programme and potential economic bailout request, air travel statistics show

the region is holding its breath. Flight operations and seat capacity within Europe remain locked in gradual decline compared to a year before, with a similar picture apparent for long-haul travel between Europe and other regions. October's figures reflect sharp reductions in Spanish international seat capacity, but all domestic markets in the EU's largest countries, excepting France, will show capacity reductions.

"The picture in North America is similarly weak, providing an uncertain backdrop for the forthcoming US presidential elections. Although seat capacity within North America should show a modest 1% increase in October versus the year before, the number of flight operations will in fact be down 1%, meaning 5,900 fewer flights. Seat capacity growth therefore appears to reflect changes in carriers' fleet composition rather than signs of returning economic confidence."

In contrast to the mature economies of Europe and North America, air travel within the Asia Pacific region continues to grow strongly. In October 2012, OAG forecasts a 5% increase in flights (an extra 30,000) and a 6% increase in seat capacity (an additional 6.2m). Within the region, LCCs will continue to expand aggressively, adding 25,000 more flights and 5m more seats compared to a year before, rises of 19% and 26% respectively.

## Qatar Airways set to join oneworld alliance

Qatar Airways is to join oneworld, adding one of the world's fastest growing and most highly rated airlines to one of the world's leading quality airline alliance. Its election as a oneworld member designate was announced at a press conference in New York on October 9th – home of oneworld's central alliance management office – with senior executives of Qatar Airways and the alliance's established member airlines in attendance. The Doha-based airline's implementation into oneworld is expected to take between 12 and 18 months. The carrier is set to move into a brand new home in 2013 with the opening of the New Doha International Airport, designed to strengthen its position as a premium global hub with an eventual capacity for 50 million passengers a year.

As a member of one-world, Qatar Airways will fly alongside some of the biggest and best brands in the airline business. British Airways will serve as its sponsor in joining oneworld, supported by the central oneworld alliance team, mentoring the recruit through its alliance implementation programme.



Qatar Airways CEO Akbar Al Baker, left, with IAG CEO Willie Walsh during the one-world press conference in New York  
Qatar Airways

ment and have voted in favour of a work disruption. While the company is disappointed that the offer was rejected with a vote in favour of a strike, the negotiations team is available to continue negotiations and is hopeful that the Union representing Bombardier Learjet employees will soon return to the bargaining table and, by working together, the two parties can resolve all outstanding issues. A contingency plan at the Wichita site has been implemented and Bombardier Learjet is working towards minimizing disruption to the production line, its customers and the community.

**JBT AeroTech** business was awarded orders in excess of \$4m by **Air Namibia**. The contract is for the supply of a variety of airport ground support equipment including cargo transporters, aircraft push back tractors and mobile passenger boarding steps to support the expanding domestic and intercontinental flight operations of Namibia's national air carrier. The order was received in the third quarter of 2012 with equipment shipments currently scheduled to begin in the fourth quarter of 2012 and continue into the first quarter of 2013.

## Recommended Events



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**Aircraft Asset Management Training Seminar**  
Hong Kong, 29-30 October, 2012. (Event brochure)

**Maintenance Reserves Training Seminar**  
Hong Kong, 31 October, 2012. (Event brochure)

**AVM Summit**  
London, UK, 8-9 November. (Event brochure)

**Airshow China 2012**  
Zhuhai Guangdong, China, 13-18 November. (Event brochure)

**MRO Middle East**  
Dubai World Trade Centre, Dubai, UAE, 22-23 January 2013. (Event brochure)

**ISTAT Americas 2013**  
Orlando, FL, USA, 10-12 March, 2013. (Event brochure)

[Click here for more aviation events](#)

### MONTHLY TRAFFIC STATISTICS - SEPTEMBER

- **AMR**'s September consolidated traffic fell 2.8% compared to the same period in 2011, while consolidated capacity was 3.4% lower year-over-year. This resulted in a consolidated load factor of 81.1%, an increase of 0.5 points versus the same period last year.
- **China Eastern Airlines** posted an 18% drop in international passenger traffic in September over the previous month.
- **Norwegian** (NAS) flew 1,647,702 passengers in September. The total passenger

traffic increased by 20% and the total capacity increased by 21%. The load factor was 80%, down 1.0 point compared to the previous year.

- **United Continental Holdings** reported September 2012 combined operational results for its airline units. UAL's consolidated traffic in September 2012 decreased 2.1% and consolidated capacity decreased 1.3% versus September 2011. UAL's consolidated load factor in September 2012 decreased 0.7 points to 82.1% compared to September 2011.

### PEOPLE

- **Bruno Bernard** was named president of Safran Engineering Services, replacing **Bruno Bergoend**, who was appointed chief executive officer of Technofan. **Thierry Lasbleis**, who was CEO of Technofan, has been named special advisor to Turbomeca's corporate management, effective November 1st.
- Emirates announced the appointment of **Jon Sheppard** as its new manager, National Accounts for the UK. Sheppard will lead the sales management team in London to further develop commercial strategies and initiatives to drive Emirates' business with corporate and trade partners. He will report to Laurie Berryman, Emirates vice president UK. Previously, Sheppard was Field Sales manager London & UK South at AIR FRANCE KLM, leading a team which also included Delta Air Lines and SkyTeam Alliance partners.

# AviTRADER

**AviTrader Publications Corp.**

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Canada V7A 3P9

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A310-324F	Amentum Capital	PW4152-3A	684	1993	Now	Sale	Noel Healy	marketing@amentum-capital.com	+353 1 639 8111
A310-324F	Amentum Capital	PW4152-3A	693	1994	Now	Sale	Noel Healy	marketing@amentum-capital.com	+353 1 639 8111
A310-324F	Amentum Capital	PW4152-3A	697	1994	Now	Sale	Noel Healy	marketing@amentum-capital.com	+353 1 639 8111
A310-300F	Apollo Aviation Group	CF6-80C2	1986	Now	Sale / Lease	Erik Castillo	erikc@apollo.aero	+ (305) 579-2340	
A310-300F	Apollo Aviation Group	CF6-80Cs	1990	Now	Sale / Lease	Erik Castillo	erikc@apollo.aero	+ (305) 579-2340	
A319-100	ORIX Aviation	V2522-A5	1445	2001	Q1/2013	Lease	James Carroll	james.carroll@orix.ie	+353 87 9589567
A319-100	ORIX Aviation	V2522-A5	1604	2001	Q1/2013	Lease	James Carroll	james.carroll@orix.ie	+353 87 9589567
A320-212	AeroTurbine	CFM56-5A3	395	1993	Now	Sale	Todd Power	tpower@aeroturbine.com	+1 214-240-1145
A320-200	Amentum Capital	V2527-A5	2007	3162	Jan 2013	Lease	Noel Healy	marketing@amentum-capital.com	+353 1 639 8111
A320-200	Amentum Capital	V2527-A5	2007	3316	Jan 2013	Lease	Noel Healy	marketing@amentum-capital.com	+353 1 639 8111
A320-200	World Star Aviation Services	CFM56-5A1	371	1992	Now	Lease	Garrett Slevin	gslevin@worldstaraviation	+1 415-956-9426
A320-200	ORIX Aviation	only airframe	249	1991	Now	Sale	James Carroll	james.carroll@orix.ie	+353 87 958 9567
A340-300	Willis Lease	CFM56-5C		Q2/2013	Sale / Lease	John Molloy	jmolloy@willislease.com	+44 (0) 20 7389 0122	
A340-300	Willis Lease	CFM56-5C		Q2/2013	Sale / Lease	John Molloy	jmolloy@willislease.com	+44 (0) 20 7389 0122	
B737-232	Jet Midwest Inc.	JT8D-15A	23086	1984	Now	Sale / Lease	Paul Kraus / Cathy Liu	p.jt8dlease@verizon.net	+1 310 652 0296
B737-2H4	Jet Midwest	JT8D-9A	22062	1980	Now	Sale / Lease	Paul Kraus / Cathy Liu	p.jt8dlease@verizon.net	+1 310 652 0296
B737-300	AerSale	CFM56-3B1	23440	1986	Now	Sale / Lease	Craig Wright	craig.wright@aersale.com	+1 (305) 764 3238
B737-300	AerSale	CFM56-3B1	23441	1986	Now	Sale / Lease	Craig Wright	craig.wright@aersale.com	+1 (305) 764 3238
B737-300	AerSale	CFM56-3B2	27469	1997	Now	Sale / Lease	Craig Wright	craig.wright@aersale.com	+1 (305) 764 3238
B737-300	AerSale	CFM56-3B2	27910	1997	Now	Sale / Lease	Craig Wright	craig.wright@aersale.com	+1 (305) 764 3238
B737-300	World Star Aviation Services	CFM56-3B2	23717	1987	Now	Sale / Lease	Garrett Slevin	gslevin@worldstaraviation	+1 415-956-9426
B737-300	World Star Aviation Services	CFM56-3B2	23833	1987	Now	Sale / Lease	Garrett Slevin	gslevin@worldstaraviation	+1 415-956-9426
B737-300	World Star Aviation Services	CFM56-3C1	28738	1998	Mid 2013	Lease	Garrett Slevin	gslevin@worldstaraviation	+1 415-956-9426
B737-300	World Star Aviation Services	CFM56-3C1	28872	1998	Spring 13	Lease	Tommy Guttman	tguttman@worldstaraviation.com	+972-5-4422-0000
B737-300	ORIX Aviation	CFM56-3B2	24450	1990	Q1/2013	Lease	James Carroll	james.carroll@orix.ie	+353 87 9589567
B737-300F	Safair Operations	CFM56-3B2		Now - Wet Lease / ACMI	C. Schoonderwoerd			corneliss@safair.co.za	+27 11 928 0000
B737-300QC	Safair Operations	CFM56-3B2		Now - Wet Lease / ACMI	C. Schoonderwoerd			corneliss@safair.co.za	+27 11 928 0000
B737-400	World Star Aviation Services	CFM56-3C1	24332	1990	Spring 13	Lease	Tommy Guttman	tguttman@worldstaraviation.com	+972-5-4422-0000
B737-400	AerSale	CFM56-3C1	25417	1991	Now	Sale / Lease	Craig Wright	craig.wright@aersale.com	+1 (305) 764 3238
B737-500	ORIX Aviation	CFM56-3C1	25791	1992	Q1/2013	Sale / Lease	Dave Houlihan	dave.houlihan@orix.ie	+353 87 2458418
B737-500	ORIX Aviation	CFM56-3C1	27368	2013	Sale	James Carroll	james.carroll@orix.ie	+353 87 9589567	
B737-700	Amentum Capital	CFM56-7B22	34320	2005	Aug 2013	Lease	Noel Healy	marketing@amentum-capital.com	+353 1 639 8111
B737-700	Amentum Capital	CFM56-7B22	34321	2005	Nov 2013	Lease	Noel Healy	marketing@amentum-capital.com	+353 1 639 8111
B737-800	ORIX Aviation	CFM56-7B26	27981	1997	Dec 2013	Lease	James Carroll	james.carroll@orix.ie	+353 87 9589567
B737-800	ORIX Aviation	CFM56-7B24	33995	2005	Q4/2013	Lease	James Carroll	james.carroll@orix.ie	+353 87 9589567
B737-800	ORIX Aviation	CFM56-7B24	33602	2006	Q4/2013	Lease	James Carroll	james.carroll@orix.ie	+353 87 9589567
B747-400	AerSale	CF6-80C2B1F	25064	1991	Now	Sale / Lease	Bill Kmiotek	bill.kmiotek@aersale.com	+1 (786) 347-4408
B747-400	AerSale	PW4056	27043	1994	Now	Sale / Lease	Craig Wright	craig.wright@aersale.com	+1 (305) 764 3238
B747-400ERF	Amentum Capital	CF6-80C2B5F	37303	2009	Now	Sale	Noel Healy	marketing@amentum-capital.com	+353 1 639 8111
B747-400ERF	Amentum Capital	CF6-80C2B5F	35170	2006	Now	Sale / Lease	Noel Healy	marketing@amentum-capital.com	+353 1 639 8111
B747-400ERF	Amentum Capital	CF6-80C2B5F	35172	2007	Now	Sale / Lease	Noel Healy	marketing@amentum-capital.com	+353 1 639 8111
B747-400-SF	GA Telesis	PW4056	24346	1989	Now	Sale	Mark Fabian	mfabian@gatelesis.com	+1 720-221-5282
B747-400-SF	GA Telesis	PW4056	24347	1990	Now	Sale	Mark Fabian	mfabian@gatelesis.com	+1 720-221-5282
B747-400-SF	GA Telesis	PW4056	24348	1990	Now	Sale	Mark Fabian	mfabian@gatelesis.com	+1 720-221-5282
B747-400 Co	Apollo Aviation Group	Cf6-80C2	1992	Jan 2013	Sale / Lease	Erik Castillo	erikc@apollo.aero	+ (305) 579-2340	
B747-422	Apollo Aviation Group	PW4056	1992	Dec 2012	Sale / Lease	Erik Castillo	erikc@apollo.aero	+ (305) 579-2340	
B757-200	World Star Aviation Services	RB211-535-E4	24544	1990	Q4/2012	Lease	Tommy Guttman	tguttman@worldstaraviation.com	+972-5-4422-0000
B757-200	Aerolease Aviation, LLC	PW2040	24749	1990	Now	Sale / Lease	Jep Thornton	jep@aerolease.com	+1 407-782-7600
B757-200	Aerolease Aviation, LLC	PW2040	25436	1991	Now	Sale / Lease	Jep Thornton	jep@aerolease.com	+1 407-782-7600
B757-200	Aerolease Aviation, LLC	PW2040	25437	1991	Now	Sale / Lease	Jep Thornton	jep@aerolease.com	+1 407-782-7600
B757-200	Aerolease Aviation, LLC	PW2040	25438	1992	Now	Sale / Lease	Jep Thornton	jep@aerolease.com	+1 407-782-7600
B757-200	Aerolease Aviation, LLC	PW2040	25439	1992	Oct 2012	Sale / Lease	Jep Thornton	jep@aerolease.com	+1 407-782-7600
B757-200	Aerolease Aviation, LLC	PW2040	25440	1992	Nov 2012	Sale / Lease	Jep Thornton	jep@aerolease.com	+1 407-782-7600
B757-200	Aerolease Aviation, LLC	PW2040	25441	1992	Dec 2012	Sale / Lease	Jep Thornton	jep@aerolease.com	+1 407-782-7600
B757-200	Aerolease Aviation, LLC	PW2040	25901	1992	Dec 2012	Sale / Lease	Jep Thornton	jep@aerolease.com	+1 407-782-7600
B757-200	Aerolease Aviation, LLC	PW2040	26433	1993	Jan 2013	Sale / Lease	Jep Thornton	jep@aerolease.com	+1 407-782-7600
B757-200	Aerolease Aviation, LLC	PW2040	26434	1993	Feb 2013	Sale / Lease	Jep Thornton	jep@aerolease.com	+1 407-782-7600
B757-200	Aerolease Aviation, LLC	PW2040	26435	1993	Now	Sale / Lease	Jep Thornton	jep@aerolease.com	+1 407-782-7600
B757-200F	AerSale	RB211-535E4	23767	1987	Now	Sale / Lease	Craig Wright	craig.wright@aersale.com	+1 (305) 764 3238
B767-200ER	Jet Midwest Inc.	PW4056	24007	1988	Now	Sale / Lease	Paul Kraus	paul.kraus@jetmidwest.com	+1 310 652 0296
B767-200ER	Jet Midwest Inc.	JT9D-7R4D	24325	1989	Now	Sale / Lease	Paul Kraus	paul.kraus@jetmidwest.com	+1 310 652 0296
B767-200ER	Jet Midwest Inc.	JT9D-7R4D	24145	1988	Now	Sale / Lease	Paul Kraus	paul.kraus@jetmidwest.com	+1 310 652 0296
B767-222	Jet Asia Aiways Co. Ltd.	JT9D-7R4D	21868	Now	ACMI, Wet L.	Kevin Lee	klee@flyjetasia.com	+1 310 944 0327	
B767-246	Jet Asia Aiways Co. Ltd.	JT9D-7R4D	23214	Now	ACMI, Wet L.	Kevin Lee	klee@flyjetasia.com	+1 310 944 0327	
DC9-15	Jet Midwest Inc.	JT8D-7B	47152	1967	Now	Sale / Lease	Paul Kraus	paul.kraus@jetmidwest.com	+1 310 652 0296

# The AviTrader Aircraft and Engine Marketplace

Page 2 of 4

## Commercial Jet Aircraft (cont.)

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
DC10-30F	Bristol Associates	CF6-50C2	47925	1974	Now	Sale	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
DC10-30F	Bristol Associates	CF6-50C2	47929	1975	Now	Sale	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
L100-30	Safair Operations	501-D22			Now - Wet Lease	ACMI	C. Schoonderwoerd	corneliss@safair.co.za	+27 11 928 0000
MD82	GA Telesis	JT8D-219	49924	1990	Now	Sale / Lease	Harris Koutounidis	hkoutounidis@gatelesis.com	+1-954-676-3111
MD82	Jet Midwest Inc.	JT8D-217C	49988	1990	Now	Sale / Lease	Paul Kraus	paul.kraus@jetmidwest.com	+1 310 652 0296
MD82	Jet Midwest Inc.	JT8D-219	49325	1986	Now	Sale / Lease	Paul Kraus	paul.kraus@jetmidwest.com	+1 310 652 0296
MD82	Jet Midwest Inc.	JT8D-217C	49286	1985	Now	Sale / Lease	Paul Kraus	paul.kraus@jetmidwest.com	+1 310 652 0296
MD82	Jet Midwest Inc.	JT8D-217C	49287	1985	Now	Sale / Lease	Paul Kraus	paul.kraus@jetmidwest.com	+1 310 652 0296
MD82	Jet Midwest Inc.	JT8D-217C	49342	1987	Now	Sale / Lease	Paul Kraus	paul.kraus@jetmidwest.com	+1 310 652 0296
MD82	Jet Midwest Inc.	JT8D-217C	49988	1990	Now	Sale / Lease	Paul Kraus	paul.kraus@jetmidwest.com	+1 310 652 0296
MD83	Jet Midwest Inc.	JT8D-219	53189	1995	Now	Sale / Lease	Paul Kraus	paul.kraus@jetmidwest.com	+1 310 652 0296
MD83	Jet Midwest Inc.	JT8D-219	49663	1987	Now	Sale / Lease	Paul Kraus	paul.kraus@jetmidwest.com	+1 310 652 0296
MD90-30	AerSale	V2528-D5	53493	1998	Now	Sale / Lease	Shane O'Connell	shane.oconnell@aersale.com	+353 (87) 0638243
MD90-30	AerSale	V2528-D5	53497	1998	Now	Sale / Lease	Shane O'Connell	shane.oconnell@aersale.com	+353 (87) 0638243
MD90-30	AerSale	V2528-D5	53506	1998	Now	Sale / Lease	Aidan Harrison	aidan.harrison@aersale.com	+353 (86) 3890787

## Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
ATR42-300	Willis Lease	PW121			Now	Sale / Lease	John Molloy	jmolloy@willislease.com	+44 (0) 20 7389 0122
ATR72-200	Willis Lease	PW124B			Now	Sale / Lease	John Molloy	jmolloy@willislease.com	+44 (0) 20 7389 0122
ERJ-135ER	Bristol Associates		145176	1999	Now	Sale	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
ERJ-135ER	Bristol Associates		145186	1999	Now	Sale	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
ERJ-135ER	Bristol Associates		145192	1999	Now	Sale	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
ERJ-135LR	Bristol Associates		145332	2000	Now	Sale / Lease	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
ERJ-135LR	Bristol Associates		145334	2000	Now	Sale / Lease	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
ERJ-135LR	Bristol Associates		145323	2000	Now	Sale / Lease	Ed McNair / Pete Seidlitz	bristol@bristolassociates.com	+1 202-682-4000
Focker 50 PX	AeroCentury	PW125B	20108		Now	Sale	Byron Hurey	byron.hurey@aeroCentury.com	+1 650 340 1888
Focker 50 PX	AeroCentury	PW125B	20110		Now	Sale	Byron Hurey	byron.hurey@aeroCentury.com	+1 650 340 1888
Focker 50 PX	AeroCentury	PW125B	20112		Now	Sale	Byron Hurey	byron.hurey@aeroCentury.com	+1 650 340 1888
Focker 50 PX	AeroCentury	PW125B	20115		Now	Sale	Byron Hurey	byron.hurey@aeroCentury.com	+1 650 340 1888
Focker 50 PX	AeroCentury	PW125B	20116		Now	Sale	Byron Hurey	byron.hurey@aeroCentury.com	+1 650 340 1888
Fokker 100 PX	AeroCentury	Tay 650-15	11303	1990	Now	Lease	Byron Hurey	byron.hurey@aeroCentury.com	+1 650 340 1888
Fokker 100 PX	AeroCentury	Tay 650-15	11333		Now	Lease	Byron Hurey	byron.hurey@aeroCentury.com	+1 650 340 1888
Saab 340B PX	AeroCentury	CT7-9B	237		Now	Lease	Byron Hurey	byron.hurey@aeroCentury.com	+1 650 340 1888
Saab 340B PX	AeroCentury	CT7-9B	239		Now	Lease	Byron Hurey	byron.hurey@aeroCentury.com	+1 650 340 1888
Saab 340B PX	AeroCentury	CT7-9B	242		Now	Lease	Byron Hurey	byron.hurey@aeroCentury.com	+1 650 340 1888
Saab 340B PX	AeroCentury	CT7-9B	310		Now	Lease	Byron Hurey	byron.hurey@aeroCentury.com	+1 650 340 1888



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## Commercial Engines

Engine Type	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
<b>AE3007 Engines</b>					
(2) AE3007A1	Now - Sale / Lease	Engine Lease Finance	Ciaran McGlynn	ciaran.mcglynn@elfc.com	+353 61 291729
(1) AE3007	Now - Sale/Lease/Exch.	Willis Lease	Marty Jones	mjones@willislease.com	+1 (561) 809-0454
(1) AE3007A1	Now - Sale / Lease	Rolls-Royce & Partners Finance	Bobby Janagan	bobby.janagan@rolls-royce.com	+44 20 7227 9078
<b>CF34 Engines</b>					
CF34-3A1/B1 (multiple available)	Now - Sale/Lease/Exch.	Magellan Group	Bill Poli	bill.poli@magellangroup.net	+1 (704) 504-9204
(1) CF34-8E5	Now - Lease	Lufthansa Technik AERO Alzey	Tobias Konrad	t.konrad@lhaero.com	+49 (0) 6731 497461
(2) CF34-10E5					
(3) CF34-3B1	Now - Sale / Lease	GA Telesis	Eddy Weijer	e.weijer@gatelesis.com	+1-954-676-3111
(1) CF34-3B1	Now - Sale/Lease/Exch.	Willis Lease	Marty Jones	mjones@willislease.com	+1 (561) 809-0454
(1) CF34-8E5A1	Now - Lease	AeroCentury	Frank Pegueros	frank.pegueros@aerocentury.com	+1 650 340 1888
CF34-8E(s)	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1 (513) 782-4272

**Commerical Engines (cont.)**

Engine Type	Sale / Lease	Company	Contact	Email	Phone
<b>CF6 Engines</b>					
(2) CF6-80C2B1F (multiple) CF6-80C2A2/A5	Now - Sale/Lease/Exch. Now - Sale/Lease/Exch.	Apollo Aviation Group	Erik Castillo	erikc@apollo.aero	+1 (305) 579-2340
(1) CF6-50C2	Now - Sale / Lease	CTS Engines	Konrad J Walter	kwalter@ctsengines.com	+1 954 889 0600
(1) CF6-80C2B4	Now - Sale / Lease				
(1) CF6-80C2B6	Now - Sale / Lease				
(1) CF6-80C2B6	Now - Lease	AeroTurbine	Todd Power	tpower@aeroturbine.com	+1 214-240-1145
(1) CF6-80C2B1F	Now - Sale / Lease	Fortress Investment Group	Thomas Garbaccio	tgarbaccio@fortress.com	+1 (212) 497-2917
(1) CF6-80C2B6F	Apr 13 - Lease	ORIX Aviation	James Carroll	james.carroll@orix.ie	+353 87 9589567
(1) CF6-80C2A2	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijs@gatelesis.com	+1-954-676-3111
(1) CF6-80C2B6F	Now - Sale/Lease/Exch.				
(1) CF6-80C2A5	Now - Sale / Lease				
(1) CF6-50 C2/E2	Now - Sale	Patriot Aviation Services	Virgil Pizer	virgil@patriotaviation.com	+1 (954) 462-6040
(5) CF6-50	Now - Sale / Lease	Phoenix Aer Capital	Bob Gallagher	r.gallagher@aircraftsystemsgroup.com	+1(727)376-9292
(1) CF6-80C2B1F	Now - Lease	Engine Lease Finance	Joe Hussar	joseph.hussar@elfc.com	+1 (617)828-3569
(2) CF6-80C2B1F (QEC available)	Now - Sale/Lease/Exch.	AerSale. Inc.	Tom McFarland	tom.mcfarland@aersale.com	+1 305 764-3208
<b>CFM56 Engines</b>					
(1) CFM56-7B24	Now - Lease	Engine Lease Finance	Joe Hussar	joseph.hussar@elfc.com	+1 617 828-3569
(1) CFM56-5A3	Now - Lease				
(1) CFM56-3B2	Now - Sale	International Aircraft Associates	Al Vorhauer	al.vorhauer@internationalaircraft.com	+1 (954) 441-2234
(1) CFM56-3B2	Now - Sale				
(3) CFM56-3B2	Now - Sale	World Star Aviation Services	Garrett Slevin	gslevin@worldstaraviation	+1 415-956-9426
(1) CFM56-3C1	Now - Sale				
(3) CFM56-3C1	Now - Sale / Lease	Royal Aero	Frank Rustmeier	frank@royalaero.com	+49 (0)8025 99360
(1) CFM56-5A3	Jan 13 - Sale / Lease				
(2) CFM56-5B4P	Now - Sale / Lease				
(1) CFM56-5C4	Now - Sale / Lease				
(4) CFM56-3C1	Now - Sale / Lease	Aergo Group	Michael Moore	mmoore@aergogroup.com	+353 1 676 1077
(1) CFM56-3C1	Now - Sale	Patriot Aviation Services	Virgil Pizer	virgil@patriotaviation.com	+1 (954) 462-6040
(2) CFM56-5C3	Now - Sale/Lease/Exch.	Magellan Group	Bill Poli	bill.poli@magellangroup.net	+1 (704) 504-9204
(2) CFM56-2C1 (with QEC)	Now - Sale	AerSale. Inc.	Tom McFarland	tom.mcfarland@aersale.com	+1 305 764 3208
(1) CFM56-3C1 (ZERO TSLSV)	Now - Sale/Lease/Exch.	Lufthansa Technik Airmotive Irel.	Alan Phelan	alan.phelan@ltai.ie	+353-87-2786738
(2) CFM56-3B2 (SERV)	Now - Sale / Lease				
(2) CFM56-3B1 (SERV)	Now - Sale/Lease/Exch.				
(1) CFM56-3B1	Now - Sale / Lease	GA Telesis	Eddo Weijer	eweijs@gatelesis.com	+1-954-676-3111
(1) CFM56-3C1	Now - Sale/Lease/Exch.				
(1) CFM56-5B4	Now - Sale / Lease				
(2) CFM56-5A1	Now - Sale / Lease				
(3) CFM56-5A1/F	Now - Sale / Lease				
CFM56-3(s)	Now - Sale/Lease/Exch.	SES	Ivan Graydon	marketing@ses.ie	+ 353 61 70 6463
CFM56-5A(s)	Now - Sale/Lease/Exch.				
CFM56-5B(s)	Now - Sale/Lease/Exch.				
CFM56-7B(s)	Now - Sale/Lease/Exch.				
(1) CFM56-5A3	Now - Lease	Willis Lease	Ann Lee	alee@willislease.com	+1 (415) 408 4769
(1) CFM56-3C1	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-7B24 (Non-TI)	Now - Lease				
(2) CFM56-7B24/3	Now - Lease				
(2) CFM56-3C1	Now - Sale / Exchange	AeroTurbine	Todd Power	tpower@aeroturbine.com	+1 214-240-1145
(1) CFM56-7B20	Now - Sale				
(1) CFM56-3B2	Now - Sale/Lease/Exch.				
(2) CFM56-3B2	Now - Lease				
(1) CFM56-3C1	Now - Lease				
(2) CFM56-3	Now - Sale / Lease	Apollo Aviation Group	Erik Castillo	erikc@apollo.aero	+1 (305) 579-2340
(multiple) CFM56-5C4	Dec 12 - Sale/Lease/Exch.				
(2) CFM56 - 5C3	Now - Sale/Lease/Exch.	Magellan Group	Bill Poli	bill.poli@magellangroup.net	+1 (704) 504-9204
(1) CFM56-7B20	Now - Sale/Lease/Exch.				
(2) CFM56-5C4	Now - Lease	ORIX Aviation	James Carroll	james.carroll@orix.ie	+35387 958 9567
(1) CFM56-3C1	Now - Sale				
(2) CFM56-3B2	Now - Lease				
(1) CFM56-3B2	Now - Sale/Lease/Exch.	TES Aviation Group	Lee Whitehurst	lee.whitehurst@tes-uk.com	+ 44 (0) 7760884250
(2) CFM56-3C1	Now - Sale/Lease/Exch	PSG Turbines LLC	Karl Drusch	kdrusch@psgjets.com	+1-817-296-2705
(2) CFM56-5A	Now - Sale	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272



**Engine Lease Finance Corporation**

Supporting the world's airlines

**Engines available for lease:**

CFM56-7B24/26	CFM56-5A3	AE3007-A1
CF6-80C2B1F	CFM56-5C3/4	V2527/33-A5
CFM56-3C1	CF34-8C5B1	PW4168A

Call Joe Hussar at 1 617 828 3569

# The AviTrader Aircraft and Engine Marketplace

Page 4 of 4

## Commercial Engines (cont.)

Engine Type	Sale / Lease	Company	Contact	Email	Phone
<b>JT8D Engines</b>					
(2) JT8D-219	Now - Sale/Lease/Exch	PSG Turbines LLC	Karl Drusch	kdrusch@psgjets.com	+1-817-296-2705
(1) JT8D-17A	Now - Sale	ORIX Aviation	James Carroll	james.carroll@orix.ie	+35387 958 9567
(2) JT8D-217C	Now - Sale / Lease	GA Telesis	Eddy Weijer	eweijer@gatelesis.com	+1-954-676-3111
(1) JT8D-219	Now - Sale / Lease				
(1) JT8D-219 or -217	Now - Sale / Lease	Jet Midwest	Jim Green	jgreen@ctsengines.com	+1 954 889 0639
(2) JT8D-219	Now - Sale / Lease	Phoenix Aer Capital	Bob Gallagher	r.gallagher@aircraftsystemsgroup.com	+1(727)376-9292
<b>JT9D Engines</b>					
(2) JT9D-7R4D/E	Now - Sale	Patriot Aviation Services	Virgil Pizer	virgil@patriotaviation.com	+1 (954) 462-6040
(1) JT9D-7A	Now - Sale				
(2) JT9D-7R4	Now - Sale / Lease	Phoenix Aer Capital	Bob Gallagher	r.gallagher@aircraftsystemsgroup.com	+1(727)376-9292
(1) JT9D-7R4D overhauled	Now - Sale / Lease	Jet Midwest	Jim Green	jgreen@ctsengines.com	+1 954 889 0639
(34) JT9D-7R4D	Now - Sale / Lease				
<b>PW Small Engines</b>					
PW100's (all models)	Now - Sale/Lease/Exch.	Magellan Group	Bill Poli	bill.poli@magellangroup.net	+1 (704) 504-9204
PW100s (all models)	Now - Sale / Lease	Lufthansa Technik AERO Alzey	Tobias Konrad	t.konrad@lhaero.com	+49 (0) 6731 497461
(5) PW150A (also Pooling available)	Now - Lease				
(2) PW121 (ATR)	Now - Sale/Lease/Exch.	Willis Lease	Marty Jones	mjones@willislease.com	+1 (561) 809-0454
(1) PW121 (Dash 8)	Now - Sale/Lease/Exch.				
(2) PW127F	Now - Sale/Lease/Exch.				
(1) PW124B	Now - Sale/Lease/Exch.				
(2) PW150A	Now - Sale/Lease/Exch.				
(1) PW121	Oct 12 - Sale / Lease	Royal Aero	Frank Rustmeier	frank@royalaero.com	+49 (0)8025 99360
(1) PW150 (TT=0)	Now - Sale/Lease/Exch.	Magellan Group	Bill Poli	bill.poli@magellangroup.net	+1 (704) 504-9204
<b>PW4000 Engines</b>					
PW4000-112"(s) (PW4090/PW4084)	Now - Sale / Lease	Pratt & Whitney Engine Leasing	Lincoln Brooks	gppwengineleasing@pw.utc.com	+1 (860) 565-3134
(1) PW4056-3	Now - Sale / Lease	Fortress Investment Group	Thomas Garbaccio	tgarbaccio@fortress.com	+1 (212) 497-2917
(1) PW4077	Now - Sale / Lease	GA Telesis	Eddy Weijer	eweijer@gatelesis.com	+1-954-676-3111
(1) PW4056-3	Now - Sale/Lease/Exch.				
(1) PW4060-3	Dec 14 - Sale / Lease	Royal Aero	Frank Rustmeier	frank@royalaero.com	+49 (0)8025 99360
(1) PW4168A	Now - Sale / Lease	Engine Lease Finance	Joe Hussar	joseph.hussar@elfc.com	+1 (617)828-3569
(1) PW4056-1C	Now - Sale / Lease	Jet Midwest	Jim Green	jgreen@ctsengines.com	+1 954 889 0639
<b>RB211 Engines</b>					
(1) RB211-535E4	Now - Sale/Lease	Rolls-Royce & Partners Finance	Bobby Janagan	bobby.janagan@rolls-royce.com	+44 20 7227 9078
(1) RB211-535E4B	Now - Sale/Lease/Exch.	GA Telesis	Eddy Weijer	eweijer@gatelesis.com	+1-954-676-3111
(1) RB211-535E4-37/B (with QEC)	Now - Sale / Lease	AerSale Inc.	Tom McFarland	tom.mcfarland@aersale.com	+1 305 764 3208
(1) RB211-535E4	Now - Sale/Lease/Exch.	TES Aviation Group	Lee Whitehurst	lee.whitehurst@tes-uk.com	+ 44 (0) 7760 884250
<b>Trent Engines</b>					
(1) Trent 556A-62-61	Apr 15 Sale / Lease	Royal Aero	Frank Rustmeier	frank@royalaero.com	+49 (0)8025 99360
(2) Trent 722B-60/16	Now - Sale/Lease/Exch.	GA Telesis	Eddy Weijer	eweijer@gatelesis.com	+1-954-676-3111
<b>Tay Engines</b>					
(multiple) Tay 650-15	Now - Sale / Lease	Jet Midwest	Jim Green	jgreen@ctsengines.com	+1 954 889 0639
<b>V2500 Engines</b>					
(1) V2527-A5	Now - Lease	Willis Lease	Ann Lee	alee@willislease.com	+1 (415) 408 4769
(1) V2500-A1	Now Sale / Lease				
(2) V2533-A5	Now - Lease				
(1) V2500-A1	Now - Lease	ORIX Aviation	James Carroll	james.carroll@orix.ie	+35387 958 9567
(2) V2528-D5 (with QEC)	Now - Sale / Lease	AerSale Inc.	Tom McFarland	tom.mcfarland@aersale.com	+1 305 764 3208
(1) V2500-A1	Now - Sale / Lease	GMT Global Republic Aviation	Michael Coviello	mcoviello@GMT-Aviation.com	+1-303-923-2167
(1) V2500-A5	Now - Sale/Lease/Exch.	TES Aviation Group	Lee Whitehurst	lee.whitehurst@tes-uk.com	+ 44 (0) 7760 884250
(1) V2527-A5	Now - Lease	Engine Lease Finance	Joe Hussar	joseph.hussar@elfc.com	+1 617 828-3569
(1) V2533-A5	Now - Sale / Lease				
(1) V2533-A5 w/QEC	Now - Lease	Rolls-Royce & Partners Finance	Bobby Janagan	bobby.janagan@rolls-royce.com	+44 20 7227 9078
(1) V2527-A5 w/QEC	Now - Lease				
(2) V2500-A1	Now - Sale / Lease				
<b>Aircraft and Engine Parts, Components and Misc. Equipment</b>					
Description	Company	Contact	Email	Phone	
(2) JT9D-7R4G2 HPT Modules	Now - Sale	Patriot Aviation Services	Virgil Pizer	virgil@patriotaviation.com	+1 (954) 462-6040
NEW QEC for V2500	Now - Sale	Willis Lease	Ann Lee	alee@willislease.com	+1 (415) 408 4769
(1) GTCP-331-200(ER)	Now - Sale / Lease	Willis Lease	Ann Lee	alee@willislease.com	+1 (415) 408 4769
APU 3800298-1-2 (B767)	Now - Sale / Lease	Jet Midwest	Jim Green	jgreen@ctsengines.com	+1 954 889 0639
GTCP331-200ER PN 3800298-1-6 SVC	Now - Sale	Reliance Aircraft	Terry Hix	thix@relianceaircraft.com	+1 512-439-6988
(2) V2500-A1 teardown material inventory	Now - Sale	World Star Aviation Serv.	Garrett Slevin	gslevin@worldstaraviation	+1 415-956-9426
CFM56-5B QEC kit 642K9001-211 for A320, A321 available now		Tradewinds Engine Serv.	Brad Pleimann	bpleimann@tesllc.aero	+1 954 242 5924
V2500 QEC kit p/n 745K9001	available now	Tradewinds Engine Serv.	Brad Pleimann	bpleimann@tesllc.aero	+1 954 242 5924
CFM56-3 Serv Modules (Fan/Booster/HPT/LPT/Gearbox)		LHT Airmotive Ireland	Alan Phelan	alan.phelan@ltai.ie	+353-87-2786738
(1) PW901A	Now - Lease	LHT AERO Alzey	Tobias Konrad	t.konrad@lhaero.com	+49 (0) 6731 497461
GTCP131-9B, PW901A, 331-200ER,	Now - Sale/Lease/Exch.	Aeroturbine	Aaron Putman	aputman@aeroturbine.com	+1 214-729-4268
GTCP131-9A, RE220RJ					
APU T62-T-46C12 (Dash 8 Q400) SVC – available now - sale/exchange		Magellan Group	Ben Murphy or	sales@magellangroup.net	+353 61-474800 x429
APU GTCP36-150RJ (CRJ 100/200) SVC- available now - sale/lease/exch.		Shannon, Ireland	John McDonnell		
<b>Wanted</b>					
Description	Company	Contact	Email	Phone	
(1) 737-400 airframe wanted for tear-down purpose, any year of manufacture	Jet Midwest	Cathy Liu	cathy@jetmidwest.com	+1 310-652-0296	