

AVI TRADER WEEKLY AVIATION HEADLINES

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WORLD NEWS

UK Met Office announces new partnership with Gatwick Airport

In a new five-year contract, the UK's Met Office is to provide a team of on-site meteorologists year-round at London Gatwick Airport which is the busiest single runway airport in the world. Working every day of the year, the meteorologists will fully integrate weather advice into the airport's operational decision making, to help minimise weather-related disruption. Meteorologists will advise on the weather that will directly affect Gatwick and its surroundings, briefing airport staff on the potential impact of weather conditions on flight schedules, routes, safety and efficiency.

Finmeccanica to improve Morocco's ATC radar system

Announcing at the World ATM Congress in Madrid, Finmeccanica, through its Security & Information Systems Division, has been selected by ONDA, the Moroccan air service authority, to improve the country's national Air Traffic Control (ATC) radar system. The contract will see the company supply six co-mounted Perimeter Surveillance Radars (PSR) and Monopulse Secondary Surveillance Radars (MSSR) in the South Region of the country and one additional PSR for the Oriental region's main hub. Work has commenced and is due to be completed by 2017.

Gentrack secures new Iceland contract

The Gentrack Group has been selected by Isavia, the operator of all airports and air navigation services in Iceland to implement its 20/20 Airport Operational System at Keflavik International Airport, the country's main hub for international transportation, and thirteen other airports in Iceland. Isavia Deputy CEO, Elin Arnadottir, is excited to start the project which will help Isavia to better meet its passengers' service expectations.



United prepares to bid farewell to the once popular 747.

Photo: United

United Airlines fleet revamp

More 737s while 747s head for retirement

United Airlines has announced a reshuffle of its future fleet needs. The major U.S. carrier will purchase 25 new 737-700 aircraft. The order is in addition to the previously announced order of 40 737-700s. United will take delivery of the aircraft next year.

The 737s will arrive as part of United's drive to scale back on its 50-seat regional aircraft and replace them with the Boeing jets. The new 737-700 aircraft will enable United to continue utilising larger, more efficient aircraft.

United also announced that the carrier will retire its 747 fleet from

scheduled service by the end of 2018. Additionally, the airline announced that it will be converting 787 orders originally anticipated for delivery in 2020 and beyond into four 777-300ERs and five 787-9s be-

“The new 737-700 aircraft are ideal for our fleet as we continue to reduce our reliance on 50-seat aircraft,”

Gerry Laderman, United's senior vice president of finance and acting chief financial officer

ginning in 2017. These conversions will accommodate the accelerated retirement of the 747s while also meeting United's capacity needs.

“The new 737-700 aircraft are ideal for our fleet as we continue to reduce

our reliance on 50-seat aircraft,” said Gerry Laderman, United's senior vice president of finance and acting chief financial officer. “Retiring the 747 fleet and replacing those aircraft with more customer-pleasing, current generation aircraft creates a more reliable and efficient fleet that provides a better overall experience for our customers traveling on long-haul flights.”

In addition to this announcement, United currently has firm orders for 35 Airbus A350-1000s, 153 aircraft from the Boeing 737 family, 10 Boeing 777-300ERs, and 27 Boeing

Continued on page 3



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...continued from page 1

787s. The airline also has firm orders for 10 Embraer E175 aircraft that United Express partners will operate.

Starting in July this year, United will also deploy newly delivered 787-9s on a new service linking San Francisco International Airport and Hangzhou's Xiaoshan International Airport in China.

United celebrated its 30th anniversary of service to China in February 2016.

Reporting on February 2016 operational results, consolidated traffic (revenue passenger miles) increased 2.7% and consolidated capacity (available seat miles) increased 6.0% versus February 2015. Excluding the impact of leap

year, consolidated traffic decreased 1.0% and consolidated capacity increased 2.2% year-over-year. However, United's February 2016 consolidated load factor decreased 2.5 points compared to February 2015.

AIRCRAFT & ENGINE NEWS

Nolinor Aviation adds one Boeing 737-300 to its fleet

Nolinor Aviation, based at Mirabel in Québec, is adding one Boeing 737-300 aircraft to its current fleet of 737-200s. Beginning this spring, it will be offering more seats, greater comfort and more flexibility for its customers.

Sunrise Airways accepts delivery of first ATR 42-320

Sunrise Airways has taken delivery of its first ATR 42-320 aircraft, an important next step in its efforts toward establishing a hub in Port-au-Prince, Haiti to better serve gateways throughout the Western Caribbean. The 46-seat aircraft began service this week, operating the carrier's inaugural flights between Port-au-Prince and Camaguey, Cuba, as well as its ongoing service to/from Santiago de Cuba.

Air Transport Services Group confirms deal with Amazon to lease 20 Boeing 737 freighter aircraft

Air Transport Services has signed agreements with Amazon Fulfillment Services, an affiliate of Amazon.com, to operate an air cargo network to serve Amazon customers in the United States. The commercial agreements will include the leasing of 20 Boeing 767 freighter aircraft to Amazon Fulfillment Services, by ATSG's Cargo Aircraft Management (CAM), the operation of

the aircraft by ATSG's airlines, ABX Air and Air Transport International, and gateway and logistics services provided by ATSG's LGSTX Services. The duration of the 20 leases will be five to seven years; the agreement covering operation of the aircraft will be for five years. In conjunction with the commercial agreements, ATSG also

has agreed to grant Amazon warrants to acquire, over a five-year period, up to 19.9% of ATSG's common shares at US\$9.73 per share, based on the closing price of ATSG common shares on February 9, 2016.

Orders and deliveries – Boeing and Airbus

| Airbus v Boeing: Orders and Deliveries | | | | | |
|--|-----------|------------|--------------|-----------|------------|
| February 2016 YTD | | | | | |
| Airbus | | | Boeing | | |
| Type | Orders | Deliveries | Type | Orders | Deliveries |
| A320 Family | 4 | 56 | 737 | 63 | 75 |
| A330 | 7 | 8 | 747 | 0 | 1 |
| A340 | 0 | 0 | 767 | 0 | 1 |
| A350 | 0 | 1 | 777 | 6 | 11 |
| A380 | 0 | 3 | 787 | 1 | 17 |
| Total | 11 | 68 | Total | 70 | 105 |

Source: Airbus

Source: Boeing

Airbus reported a small order in February, just two A320ceo (Current Engine Option) aircraft by an undisclosed customer, bringing total orders for Airbus' popular single-aisle family to 12,463 in both the CEO and NEO (New Engine Option) versions.

In contrast, Airbus deliveries in February were composed of 39 A320 Family jetliners, four A330s, one A350 XWB and two A380s. Singapore Airlines became a new A350 operator.

Boeing too saw just two orders in February - 737-800s one to unidentified customer and another for United Airlines.

The U.S. plane maker delivered a total of 56 aircraft in February which included multiple 737-800s to European low cost carrier Ryanair.

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AIRCRAFT & ENGINE NEWS

Avtrade completes purchase of two Boeing 737-700 aircraft

Avtrade has announced the purchase of two serviceable Boeing 737-700NG aircraft (MSN 28088 and MSN 28089). These aircraft are the first aircraft to be acquired by Avtrade in 2016 and represent Avtrade’s continued support of its worldwide NG customer base. Currently based in Tucson, Arizona, components from both aircraft will be parted out to increase inventory and support of Avtrade’s global services to more than 3,000 customers worldwide, including over 500 airlines.

Pratt & Whitney PurePower engines complete first A321neo flight

Pratt & Whitney’s PurePower Geared Turbofan engines successfully completed their first test flight on the Airbus A321neo. The PW1135G-JM engine, a 35,000 thrust class engine, for the Airbus A321neo aircraft, is the most powerful engine used on the A321neo. The PW1100G-JM engine for the A320neo was certified in 2014 and the A320neo received certification in November 2015. Lufthansa began flying its first A320neo, powered by Pratt & Whitney PurePower engines, in January 2016. The PurePower engine family has completed more than 50,000 cycles and 32,000 hours of testing.

Bombardier’s Challenger 650 business aircraft receives full type certification from EASA

Bombardier reported that its Challenger 650 aircraft has received full type certification from the European Aviation Safety Agency (EASA). “Our Challenger 650 aircraft successfully entered into service in 2015 and is now about to make its European debut in 2016. Demand for this aircraft is strong around the world and with certification now in-hand, we are eager for EASA-registered customers to experience this brand new jet,” said David Coleal, President, Bombardier Business Aircraft. “Customers who are already operating the aircraft are delighted with its new cabin design, increased comfort and added productivity,” he mentioned. The aesthetics, ergonomics and technologies of the new Challenger 650 aircraft cabin redefine high-end comfort, convenience and control including angled touchscreen controller, metal accent trim and even wider seats.

First U.S.-built A321 exits paint shop



The completed A321 emerged from the paintshop in JetBlue livery

Photo: Airbus

Painting of the first U.S.-built A321 has been completed as it emerged from the paintshop in Mobile, Alabama in its JetBlue livery. This latest milestone shows that the first aircraft to be produced at the Airbus U.S. Manufacturing Facility is progressing well on its route to first flight and delivery in spring 2016. The aircraft painting was achieved by MAAS Aviation. The company is responsible for painting aircraft in its new facility located on the Mobile Aeroplex at Brookley within the Airbus manufacturing facility campus.

IndiGo becomes Asia’s first and world’s second A320neo operator



IndiGo takes delivery of its first A320neo

Photo: Airbus

India’s largest airline by passenger numbers, IndiGo has taken delivery of its first A320neo. The delivery makes IndiGo the first A320neo operator in India and in Asia. “The A320neo aircraft will enable us to continue to offer affordable air transportation and a new flying experience for our customers. The fuel efficient aircraft will be part of a new phase of our growth and will enable us to offer more regional and international destinations at the best price,” said Aditya Ghosh, President of IndiGo. IndiGo is one of Airbus’ biggest A320 Family customers having ordered 530 aircraft in total. These include 430 A320neo from orders placed in 2015 (250 A320neo) and 2011 (180 A320neo). IndiGo also placed an order in 2005 for 100 A320s which have all been delivered. The A320neo “new engine option” incorporates many innovations, including latest generation engines and large Sharklet wing-tip devices, which together deliver 15% in fuel savings from day one and 20% by 2020. This is equivalent to a reduction of 5,000 tonnes of CO2 per aircraft per year.

MRO & PRODUCTION NEWS

Sprint Air signs 10-year contract with Rotable Repairs

Warsaw-based Airline Sprint Air has signed a 10-year component maintenance agreement with Rotable Repairs and wheel and brake manufacturer Safran Messier-Bugatti-Dowty to support their increasing fleet of ATR 72's. Messier-Bugatti-Dowty is a world leader in carbon brakes for commercial airplanes, with a 51% market share in this sector. As an OEM providing technical support for some 25,000 aircraft worldwide, Messier-Bugatti-Dowty calls on a complete range of maintenance repair and overhaul (MRO) solutions to support fleets of all types of aircraft, whether new or already in service. Sprint Air has been rendering specialist air transport services for nearly 13 years. Their main areas of our business include air cargo services, scheduled passenger carriage, air charters operations and aircraft maintenance, as well as the training of pilots and aviation security officers.

Aviointeriors wins bid for Rossiya Airlines A319-A320 retrofit program

Rossiya Airlines has selected Aviointeriors for the provisioning of the Business Class "Andromeda" seat model for its 10 x A319-A320 retrofit program. The delivery of the first 10 shipsets will start from September 2016. Further additional aircraft are under discussion. Rossiya Airlines is a Russian airline headquartered in St. Petersburg with its hub at Pulkovo Airport. It has a lead role on the Moscow – St. Petersburg route, serves a number of European destinations, and additionally operates the aircraft fleet for the Government of Russia. The "Andromeda" seat model remains a leading product of Aviointeriors. The seat offers high levels of comfort and reliability in medium-to-long range aircraft.

Bombardier C Series aircraft route-proving takes off in Europe



Bombardier_CS100_route-proving_aircraft

Photo: Bombardier

Bombardier Commercial Aircraft has commenced CS100 aircraft route-proving exercises in Europe. The month-long program is underway with a dedicated CS100 route-proving aircraft operated by Bombardier from launch operator Swiss International Air Lines' ("SWISS") base in Zurich, Switzerland. The route-proving exercises are

scheduled to include main European cities such as Brussels, Vienna and Warsaw. Additionally, Bombardier also confirmed that the last of eight flight test vehicles – the second CS300 aircraft – successfully entered the flight test program in Mirabel, Québec last week. The European route-proving program is being conducted as SWISS readies for the CS100 aircraft's entry-into-service (EIS). The airline's first CS100 aircraft is scheduled to be delivered by Bombardier in Q2 2016. "As the launch customer and the first airline that will operate the CS100 aircraft, the European route-proving program is very important to us and will provide a real indication of how the aircraft will operate in our network when we take delivery of our first CS100 aircraft in the next few months," said Peter Wojahn, Chief Technical Officer, Swiss International Air Lines.

Privilege Style awards seven-year power-by-the-hour contract for two B757s to AJW Aviation

AJW Aviation, the integrated aircraft support specialist, has signed a seven-year PBH contract with Spanish non-scheduled airline, Privilege Style. The contract will cover the supply of spare parts for the airline's fleet of two Boeing 757 aircraft. Privilege Style is the first private flight operator in Spain to offer exclusive flights with medium capacity (200 seater aircraft). This new

power-by-the-hour support agreement supplements AJW's current provision for the airline's B767-300 aircraft and provides the same full ATA Chapter coverage.

Air Corsica entrusts A320 component support to AFI KLM E&M

AFI KLM E&M and Air Corsica have signed a long-term contract covering component support for the five A320s operated by the Corsican car-

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rier. The agreement includes provision of a Main Base Kit, pool access, and flight-hour component repairs. AFI KLM E&M and Air Corsica have already worked together on several occasions in the past, and most recently on support for an A320 leased from Air France.

AEI signs order with Kalitta for 11-pallet position B737-400SF freighter conversion

Aeronautical Engineers (AEI) has signed a contract with Kalitta Charters to provide the company with its second 11-pallet position B737-400SF freighter conversion. The aircraft, built in 1989 (MSN 24271), is high gross weight and is being modified at Commercial Jet's Miami, FL facility. The freighter will be re-delivered to Kalitta in June of 2016. The AEI B737-400SF is the only passenger-to-freighter conversion product that offers operators ten full height 88" x 125" container positions. This unique capability is achievable due to AEI's Main Deck Cargo Door location which is approximately 40" further back than the competition. The additional container position increases AEI's volumetric carrying capability by 10% which places the freighter in a class by itself.

PACAVI Group Airbus A320 passenger-to-freighter conversion program progressing on schedule

The PACAVI Group is moving forward with the supplemental type certificate (STC) development for their first-to-market Airbus A320/A321 passenger-to-freighter conversion. PACAVI Group CEO Dr. Stephan Hollmann commented on the program's status: "Our STC program, started in January 2015, is progressing on schedule, as well as the conversion of our prototype A320 Freighter LITE at the HAITEC facility in

Clean Sky – MTU Aero Engines and partners develop new propulsion technologies

Clean Sky is the largest aviation technology research initiative ever launched by the European Commission where over 600 partners have joined forces to develop new technologies to further improve the environmental compatibility of aviation in the future. MTU Aero Engines also has a role in the project. "Our work doesn't stop at developing new technologies for our high-pressure compressor and low-pressure turbine modules; we also qualify new partners for the European aerospace industry," explains Dr. Rainer Martens, Chief Operating Officer at MTU Aero Engines. Clean Sky aims at strengthening the European aviation industry and enhancing its international competitiveness. The two central tasks in pursuit of this objective are to develop advanced aircraft and engine technologies, and to qualify and integrate new partners from research and industry. In the industrial sector, the focus is on small and medium-sized enterprises. MTU is doing a great job on both fronts. New, innovative propulsion system technologies were developed and integrated into a demonstrator: MTU is responsible for SAGE 4 (Sustainable and Green Engines), one of five Clean Sky engine demonstrators. The SAGE 4 demonstrator was tested in Munich late last year. The demonstrator is based on a geared turbofan engine and incorporates a number of innovations, including components – blades for example – that are made from new materials and come in a new design. In addition, the demonstrator features components produced using new manufacturing techniques. Advanced simulation methods and measurement techniques round off the gamut of new developments. Partners from industry and research are participating in this sub-project alongside MTU. Most of the new companies and institutes to join MTU's innovation value chain come from Germany, but not all: some are based in the United Kingdom, Italy, Austria and Sweden. "Our objective was to bring together the best in class, and that's exactly what we've done," Dr. Jörg Henne, Senior Vice President Engineering and Technology at MTU, sums up. The outcome is a win-win situation for both sides: "In addition to new hardware, we also gain new partners," he explains. The cooperation under Clean Sky provides the partners with an opportunity to get a foothold in the European aviation industry for the first time, or to establish themselves in a specific segment of the industry.



Assembly of MTU's high-speed low-pressure turbine
Photo: MTU

Assembly of MTU's high-speed low-pressure turbine were developed and integrated into a demonstrator: MTU is responsible for SAGE 4 (Sustainable and Green Engines), one of five Clean Sky engine demonstrators. The SAGE 4 demonstrator was tested in Munich late last year. The demonstrator is based on a geared turbofan engine and incorporates a number of innovations, including components – blades for example – that are made from new materials and come in a new design. In addition, the demonstrator features components produced using new manufacturing techniques. Advanced simulation methods and measurement techniques round off the gamut of new developments. Partners from industry and research are participating in this sub-project alongside MTU. Most of the new companies and institutes to join MTU's innovation value chain come from Germany, but not all: some are based in the United Kingdom, Italy, Austria and Sweden. "Our objective was to bring together the best in class, and that's exactly what we've done," Dr. Jörg Henne, Senior Vice President Engineering and Technology at MTU, sums up. The outcome is a win-win situation for both sides: "In addition to new hardware, we also gain new partners," he explains. The cooperation under Clean Sky provides the partners with an opportunity to get a foothold in the European aviation industry for the first time, or to establish themselves in a specific segment of the industry.

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| CFM56-5B4/3 | V2527-A5 | PW4168A | PW123E |
| APU GTCP 131-9A | | GEnx-1B74/75 | |
| APU GTCP 331-500B | | | |

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MRO & PRODUCTION NEWS

Frankfurt/Hahn, Germany,” he said. “After we have performed the Preliminary Design Review in December, we now have successfully completed the first pre-modification tests. As we move on with these tests, a Critical Design Review will take place in just a few weeks from now,” explained Jens Strahmann, PACAVI’s Vice President Product Certification, Quality Assurance, Tests & Evaluation and former Head of Test at Airbus Engineering Bremen, Germany. The PACAVI Airbus A320 Freighter LITE will carry up to 21 metric tons of cargo, flying routes of nearly 3,200 nautical miles, depending on load weight (2,300 nm at structural limit). The Freighter LITE conversion program includes a new 140-inch main deck cargo door, a Class E cargo interior, a 9G barrier and a manual cargo loading system. A typical configuration would accommodate up to 10 88-inch x 125-inch x 82-inch unit load devices (ULDs) or pallets, and one smaller container or 88-inch x 61.5-inch pallet, resulting in a main deck container volume of about 3,860 cubic feet. The A320 Freighter LITE can also accommodate containerized freight in the aircraft’s belly holds, a unique capability among competing narrow-body freighters, adding a lower deck cargo volume of 1,322 cubic feet.

UTC Aerospace Systems to supply three additional systems for Boeing’s 777X

Boeing has selected UTC Aerospace Systems for three additional systems on the new Boeing 777X large, twin-engine jet. These are in addition to numerous systems on the aircraft awarded to UTC Aerospace Systems in 2015. UTC Aerospace Systems will now also provide the horizontal stabilizer trim actuator that moves the horizontal stabilizer to trim and stabilize the aircraft in the pitch axis during flight. This flight-critical component, part of the 777X flight control system, is being developed by UTC Aerospace Systems’ Ratier-Figeac subsidiary and is an advanced design from field-proven technology. Additionally, UTC Aerospace Systems has been selected to provide the ground maneuvering camera system (GMCS) and proximity sensor data concentrators (PSDC) for the 777X. The GMCS enhances situational awareness by providing pilots video and

FL Technics to design and retrofit Airbus A320s for Small Planet Airlines



FL Technics to retrofit A320s for Small Planet Airlines

Photo: FL Technics

FL Technics, a global provider of tailor-made aircraft maintenance, repair and overhaul services, has announced the signing of an agreement with the European leisure air carrier Small Planet Airlines. According to the newly inked agreement, FL Technics will carry out cabin re-design and refurbishment works on the carrier’s 13 Airbus A320s. The first fully-retrofitted aircraft has been already delivered to the carrier. Based on the contract terms, FL Technics EASA Design Organization has presented its vision with regard to modern interior concept, developed and approved all relevant modification changes for the carpeting, new seats and logo installation on new partitions. Moreover, the company has provided aircraft with new partitions and emergency equipment relocation services as well as supervised the production of the required elements. Since receiving approval from the carrier with regard to all aspects concerning the new interior, FL Technics’ base maintenance, EASA Design Organization and spare parts supply teams have completed full cabin refurbishment for the first out of thirteen Small Planet Airlines’ aircraft. The works covered installation of brand new seats, upgrading of the cabin lighting system, replacement of FWD partitions and carpet fitting, unification of emergency equipment layout and mounting of a new decorative LED logo on the aircraft partition. The aircraft has been successfully re-delivered to the carrier, while the retrofit works on the remaining 12 aircraft are scheduled to be completed in the following 4 months.

camera views of the nose gear, main gear and wingtip areas to aid in taxiway maneuvering. The system also offers a unique passenger experience by providing a wingtip to wingtip view from the aircraft’s vertical stabilizer through in-flight entertainment (IFE) video. The system includes high definition digital video cameras as well as a taxi camera interface unit. Designed to reduce the risk of parts obsolescence, the system can be configured for specific customer requirements.

Lufthansa Technik enters into new long-term agreement with Tigerair Taiwan

Lufthansa Technik AG has entered into a new long-term agreement with Taiwan-based low-cost carrier Tigerair Taiwan. According to the new contract, the Hamburg-based maintenance, repair and overhaul (MRO) provider is now responsible for providing maintenance services including LRU (line-replaceable unit) services

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for the Auxiliary Power Units (APU) of Tigerair Taiwan's growing A320 fleet. The long-term contract covers maintenance for Tigerair Taiwan's APUs, the overhaul of APU components as well as pooling supply of APU components via Lufthansa Technik's warehouse in Singapore. Based at Taiwan Taoyuan International Airport, Tigerair Taiwan started operations in 2014 as the country's first low-cost airline.

FINANCIAL NEWS

The HAECO Group reports profit of HK\$464 million in 2015

The HAECO Group has reported an attributable profit of HK\$464m in 2015, compared to a profit of HK\$573m in 2014. Man hours sold by HAECO in Hong Kong (HAECO Hong Kong) for airframe services increased by 13.8% in 2015. This reflected continued good demand and an increase in staff numbers. Man hours sold for line services in Hong

EDM invests in state-of-the-art CNC machine



EDM invested in a new CNC machine, a Quickturn Nexus 250-II MSY

Photo: EDM

EDM, a leading global provider of training simulators to the civil aviation and defense sectors, has invested in a state-of-the-art CNC machine to further enhance its manufacturing processes. The particular model that EDM has purchased is the Quickturn Nexus 250-II

MSY, made by Mazak. It is being utilized alongside existing high performance tooling equipment already in operation at the company's manufacturing facility in Manchester. The new machine will enable the company to design and manufacture components of any complexity for use in its market-leading training simulators for airline and defense clients. EDM expects significant long-term productivity and cost efficiencies to result from the purchase of the machine.



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Kong also increased in spite of a reduction in aircraft movements handled, as more work was done per movement. Man hours sold for components and avionics work in Hong Kong decreased. This reflected the retirement of Boeing 747-400 aircraft. The profit of HAECO ITM Limited (HAECO ITM) increased. This reflected higher utilization of rotatable parts as operations expanded. The profits of Hong Kong Aero Engine Services Limited (HAESL) decreased. Fewer engines were overhauled. This reflected the retirement of aircraft operating Trent 500 engines and a reduction in the frequency of scheduled maintenance of Trent 700 engines. HAECO USA Holdings, Inc. (HAECO Americas) recorded a higher loss in 2015 than in the 11 months following its acquisition in 2014. This principally reflected completion of large, high-work-scope airframe services contracts and their replacement with smaller work-scope contracts. HAECO Americas also shipped fewer seats. Demand for its old seats declined and the replacement seats were not yet in commercial production.

The profit of Taikoo (Xiamen) Aircraft Engineering Company Limited (HAECO Xiamen) decreased in 2015. Fewer airframe maintenance man hours were sold and there was very little private jet work. Taikoo Engine Services (Xiamen) Company Limited (TEXL) overhauled more engines. However, profits after tax fell, as it no longer had tax losses to utilize. The losses of Taikoo (Xiamen) Landing Gear Services Company Limited (HAECO Landing Gear Services) were slightly smaller than those of 2014. It did more work in 2015 than in 2014, but better operating results were largely offset by unrealized foreign exchange losses on loans. The results of the Group's other joint ventures in Mainland China were better than in 2014. The Group continued to invest in order to increase the scale of its operations and technical capabilities and to improve and widen the range of services it can offer to customers. Total capital expenditure for 2015 was HK\$716m. Capital expenditure committed at the end of the year was HK\$1,928m. (HK\$1.00 = US\$0.13 at time of publication.)

Satcom Direct Communications completes acquisition of Airbus U.S. Government business unit

Global aeronautical communications provider Satcom Direct Communications (SDC), has closed its purchase of Airbus DS SatCom Government (ASGI), expanding its market presence and offerings to the U.S. government sector. ASGI has been renamed Satcom Direct Government, Inc. and to acknowledge its heritage as part of COMSAT Mobile, will do business as "COMSAT". The close of the acquisition is being celebrated at the Satellite 2016 conference currently taking place in Washington, D.C. SDC has acquired all of ASGI's

Ameco secures engine contract from Ethiopian Airlines

Ameco and Ethiopian Airlines have signed a contract for engine services. According to the three-year contract, Ameco will provide engine repair and overhaul services on PW4000s that powering the African carrier's Boeing 767 fleet. Currently, the first engine is under repair in the workshop of Ameco's Beijing base. Ameco and Ethiopian Airlines started cooperation in 2009. Since then, Ameco has been providing Ethiopian Airlines with RB211 overhaul services. Africa is one of the important MRO markets for Ameco. Besides engine services, Ameco also offers its customers line maintenance and airframe and component services.



Ameco disassembles PW4000 engine for Ethiopian Airlines

Photo: Ameco

business operations as well as two satellite earth stations located on the East and West Coast of the United States. With a direct lineage from the COMSAT organization that was created by the Communications Satellite Act of 1962, the company has played an important role in the satellite industry from its inception to the present day.

FLY Leasing posts fourth-quarter and full-year 2015 financial results

FLY Leasing has reported its financial results for the fourth quarter and full year of 2015. FLY is reporting net income of US\$27.7m for the fourth quarter of 2015; this compares to net income of US\$15.5m for the same period in 2014. The fourth quarter 2015 results include an impairment charge of US\$18.9m related to three older aircraft, as well as US\$17.0m in gains on sale of aircraft, and US\$37.9m in end of lease income (of which US\$15.0m relates to the three impaired aircraft). There were no sales in the 4th quarter of 2014, and end of lease income for that period was US\$21.7m. Total revenues for the fourth quarter of 2015 were US\$139.0m, compared to US\$120.3m for the same period in the previous year, an increase of 16%. Rental revenue includes approximately US\$12.5m in rents from aircraft that were sold or are contracted to be sold. Net income for the year ended December 31st, 2015 was US\$6.6m, compared to US\$56.1m for 2014. The 2015 results include US\$84.3m of non-cash impairment charges and US\$17.5m in charges associated with the early repayment of debt. For 2015, end of lease income was US\$64.8m and gains on aircraft sales totaled US\$26.1m.

The 2014 results included US\$39.8m in end of lease income and US\$18.9m in gains on aircraft sales. Adjusted Net Income was US\$62.7m for the fourth quarter of 2015 compared to US\$21.8m in the same period in the previous year. For the year ended December 31st, 2015, adjusted net Income was US\$131.0m as compared to US\$80.4m for the year ended December 31st, 2014.

Strong ATSG growth drives 2015 earnings' gains

Air Transport Services Group, Inc. (ATSG), a leading provider of medium wide-body aircraft leasing, air cargo transportation and related services, has reported consolidated financial results for the quarter and full year ended December 31st, 2015. Revenues increased 15% to US\$181.6m for the quarter, and were up 5% to US\$619.3m for the year. Excluding revenues from reimbursable airline expenses, revenues increased 11% for the quarter and 6% for the year. Revenues for Cargo Aircraft Management, ATSG's aircraft leasing business, grew 7% year-over-year. Pre-tax earnings from continuing operations increased US\$9.4m to US\$20.5m for the quarter and to US\$62.6m for 2015. Excluding the effect of 2014 pension settlement charges, and derivative transactions in each year, Adjusted Pre-tax Earnings increased 13% for the quarter and 7% for 2015. This and other adjusted amounts referenced below are non-GAAP financial measures. Net earnings from continuing operations were US\$13.3m for the fourth quarter and US\$39.2m for the year. Those earnings increased 23% for the quarter and 8% for the year, excluding the 2014 pension settlement charges.

FINANCIAL NEWS

Operating loss carryforwards for U.S. federal income tax purposes offset much of the company's federal tax liabilities. Because of increasing tax depreciation on its aircraft growth investments, ATSG now does not expect to pay significant federal income taxes until 2019 at the earliest. Fourth-quarter adjusted EBITDA increased by 12% to US\$56.8m. 2015 Adjusted EBITDA grew by 10% to US\$198.2m. Record operating cash flow for 2015 stood at US\$173.7m. The 17% increase from 2014 stemmed largely from higher income and faster payments from customers. 2015 capital expenditures were US\$159m, cash debt repayments in excess of borrowings were US\$24m, and share repurchases were US\$10m.

LATAM Airlines Group posts 2015 net loss of US\$219.3m

LATAM Airlines Group has reported operating income of US\$149.2m for the fourth quarter of 2015 and US\$513.9m for full year 2015. Operating margin reached 6.2% for the quarter and 5.1% for the full year, slightly above the upper bound of the guidance provided by the Company, and 1.0 p.p. above the operating margin reached during full year 2014. LATAM's improved results were mainly driven by a significant reduction in operating costs due to lower fuel prices. Cost per ASK equivalent decreased by 20.5% as compared to fourth quarter 2014. LATAM reported a net loss of US\$16.3m in the fourth quarter 2015, as compared to a US\$98.3m gain in the fourth quarter 2014. This result in 2015 includes a one-time provision of US\$71.0m related to aircraft redelivery costs, mainly associated with the phase out of the Airbus A330 fleet expected to occur during 2016, as well as an exchange rate loss of US\$57.1m related to the devaluation of the Argentinean peso and the Venezuelan bolivar. For full year 2015, LATAM reported a net loss of US\$219.3m, compared to a net loss of US\$109.8m in 2014. Non-operating results for 2015 include non-cash foreign exchange loss of US\$467.9m, mainly resulting from the 49.0% devaluation of the Brazilian real during the year.

Jet Aviation to acquire Los Angeles-based Avjet Corporation

Jet Aviation is expanding its aircraft management and charter services on the U.S. West Coast with the acquisition of Avjet Corporation, a global jet charter and management company based in Los Angeles, CA. "Avjet's 37-years of experience in aircraft management and charter services, and impressive fleet of 45 aircraft, makes it the perfect complement to Jet Aviation's operations," said Senior Vice President and General Manager of Jet Aviation U.S. Air-

craft Services David Paddock. "This acquisition will also provide excellent benefits for Avjet's customers by providing access to Jet Aviation's global network of service facilities." Avjet will be a key addition to Jet Aviation's aircraft management and charter operations, including locations in Teterboro, NJ; Van Nuys, CA; Zurich, Switzerland; Hong Kong, SAR, and Dubai, United Arab Emirates. Avjet's current chairman and CEO, Marc Foulkrod, will continue to own and operate the Avjet sales and brokerage division under the name Avjet Global Sales. The closing of the acquisition is subject to certain governmental approvals, including relevant airport authorities. The value of the transaction has not been disclosed.

CIG completes sale of Navtech to Airbus

Cambridge Information Group (CIG) along with its partners Externalis S.A. and VSS announced the sale of Navtech, a global provider of flight operations solutions, to Airbus. The acquisition will enrich Airbus' expansive product development program and enable greater growth for Navtech. The transaction marks a successful ten year investment for CIG and other Navtech shareholders. With operations in Canada and the United Kingdom, Navtech serves more than 400 aircraft operators and aviation services customers worldwide. Its product suite includes electronic flight bag (EFB) solutions, aeronautical charts, navigation data solutions, flight planning, aircraft performance, crew planning, and performance based navigation solutions and services.

OTHER NEWS

The **International Air Transport Association (IATA)** released data for global air freight markets in January showing a rise in freight tonne kilometers (FTK) of 2.7% compared to January 2015. This continues the improving trend witnessed toward the end of 2015, and is the fastest pace since April last year. The freight load factor (FLF) fell 1.8 percentage points, however, indicating that yields are likely to come under further pressure. Total FTKs in January surpassed the previous all-time peak reached in February 2015. All regions except the smallest markets of Africa and Latin America expanded in January, but all regions reported declines in the FLF. Despite this good start, the underlying weak trade performance makes it unlikely that growth will accelerate significantly in the coming months.

African airlines' FTKs declined by 1.4% in January compared to January 2015, and the FLF was 22.6%, down 4.8 percentage points, and the lowest of any region. The largest economies in the region, Nigeria and South Africa, are heavily dependent on energy industries and have been hit hard by the slump in global commodity prices.

Asia-Pacific carriers, which comprise almost 39% of all air freight, expanded by 1.3% year-over-year (although the international freight figure was a much lower 0.2%). The FLF fell 2.3 percentage points to 49.8%, still the highest of any region. Emerging Asia trade contracted in the second half of 2015 and in general trade to and from Asia-Pacific is weak.

European airlines' demand grew by 2.5% in January but the FLF fell 1.5 percentage points to 41.6%. Growth may have been flattered by the volatility and weakness seen a year ago. The growth trend for volumes looks weak for the months ahead, so there is a strong possibility that Europe could slip back into negative growth.

Latin American carriers continued the weak performance of recent months, declining by 3.6%. The FLF fell 2.7 percentage points, down to 32.9%. Brazil, the region's largest economy, has struggled, particularly with the fall in the price of oil and other commodities.

Middle Eastern carriers resumed their strong growth trend, expanding 8.8% in January. The FLF was broadly stable, declining just 0.3 percentage points to 39.2%. The region's airlines continue to enjoy strong growth, helped by large-scale network and fleet expansion.

North American airlines saw FTKs expand 2.5% in January compared to January 2015. The FLF was 34.6%, a fall of 1.4 percentage points. Following the spike in volumes due to last year's West Coast ports strike, air freight from the US across the Pacific fell away. On the other hand, trade with Europe, particularly imports, has increased.

Lowe Aviation Company has announced a major corporate overhaul that will see the aero service center separate its renowned Fixed Based Operation (FBO) division from its **Avionics and Maintenance division**. Henry Lowe, owner of Lowe Aviation, will continue to own and oversee the FBO division, still known as the Lowe Aviation Company. The Avionics and Maintenance division, now known as Lowe Aviation Services, will continue with a new owner—CEO & President Karl H. Gardner. Gardner has more than 30 years of customer service experience in avionics and aircraft maintenance, having owned and operated Gardner Aviation Specialist from 1993 to 2011. Lowe believes that Gardner is just the right person to uphold the solid reputation that Lowe Aviation Company has established over the last 70 years.

GE Aviation (GE) has announced the creation of a digital organization that brings all of the digital expertise from across the aviation industry into one business. This new digital business will be led by Jim Daily as President and Chief Digital officer, Engineering and Technology for GE Aviation. GE Aviation Digital will form its own division within GE Aviation, supporting the operations of customers across the aviation ecosystem by leveraging data science, domain expertise and software

PASSENGER STATISTICS - FEBRUARY

- **Hawaiian Airline** has announced its system-wide traffic statistics for the month of February. Traffic for February increased 7% compared to the previous year, while capacity increased 5.4%. The load factor improved 1.2 points to 79.1% compared to February 2015.
- **Grupo Aeromexico S.A.B. de C.V.** reported February 2016 operational results. Traffic for the month increased by 8.5%, year-on-year and capacity increased by 11.9% year-on-year. Aeromexico's February load factor was 73.4% down 2.2 points compared to the previous year.
- In February, **Finnair's** overall capacity grew by 8.4% and traffic grew by 8.7% year-on-year. The leap year had a positive growth contribution of approximately 3%, as there was one more day in February than in the comparison period. The passenger load factor rose by 0.2 % points to 79.1%.
- **SAS Scandinavian Airlines** reported that traffic increased 11.5% for the month of February 2016 and capacity was up by 17.8%. The load factor decreased by 3.6 points to 63.1% compared to February 2015.
- **UAL's** February 2016 consolidated traffic increased 2.7% and consolidated capacity increased 6.0% versus February 2015. Consolidated traffic decreased 1.0% and consolidated capacity increased 2.2% year-over-year. UAL's February 2016 consolidated load factor decreased 2.5 points to 77% compared to February 2015.
- **Virgin America** reported its preliminary operational results for February 2016. The airline's traffic increased 20.9% on capacity that was 21.3% higher from the same month in 2015. Load factor was 78.9%, a decrease of 0.3 points from February 2015.

OTHER NEWS

capabilities to increase productivity and minimize down time. In addition to bringing an enhanced digital capability to the 35,000 engines that GE Aviation monitors every day, GE and its customers are working together to unlock new opportunities to grow and deliver more productivity beyond traditional services. GE is creating industry standards for cloud computing and strengthening collaboration with customers to work on solving their toughest challenges. GE opened their Middle East Aviation Technology Center in Dubai late last year to support customers' operations by region. The advancements in data and analytic technologies at the center are examples of where GE is taking its Predix cloud platform for the industrial Internet, providing the foundation to create innovative applications that turn real-time operational data into actionable insights. Consistent with GE's recent announcement establishing GE Digital led by GE's Chief Digital Officer Bill Ruh, Jim will be responsible for the technology and business growth for the digital platforms and portfolio within GE Aviation. Daily joined GE Aviation in 2011 and will expand his current responsibilities leading Systems and Digital Engineering and Technology to include the role of chief digital officer.

GA Telesis has reported the launch of **iGEAR (Intelligent Global Engine & Airframe Replenishment)**, as an enhancement to the company's portfolio of current program services. Through iGEAR, GA Telesis will be capable of a customizable program covering flight-hour and supply-chain programs that will combine component supply-chain with aerostructure and engine maintenance for commercial airline fleets. GA Telesis' Component Solutions Group will leverage its US\$200m inventory to provide consistent program-based engine supply chain solutions, as well as airframe flight hour rotatable repair and exchange support; both of which can be tied to an engine services

agreement with comprehensive engine overhaul and maintenance. As part of iGEAR programs, GA Telesis's Composite Repair Group, Component Repair Group Southeast and GA Telesis Engine Services divisions will provide competitive repair services to reduce inventory ownership costs for airlines in need of customizable repair management solutions. Dedicated AOG support will be offered with iGEAR programs, utilizing the company's Live AOG service center. The Company intends to announce its launch customer at AW's MRO Americas 2016 in Dallas, TX.

Serving nearly four million passengers in February 2016, **Frankfurt Airport (FRA)** registered growth of 3.8% year-on-year – an increase of 134,000 passengers compared to the previous record February posted in the 2008 leap year. Without the extra leap day, figures would have remained at the same level as last year. Accumulated Maximum take-off weights (MTOWs) rose to about 2.2 million metric tons, which represents some 400 metric tons more than the previous February record reached in 2008. Thus, MTOWs grew by 6.2% compared to February 2015, or by 2.3% when excluding the February 29 leap day. FRA's aircraft movements climbed by 3.5% to 34,097 take-offs and landings, down by 0.2% when excluding the leap day. The over-proportional growth in MTOWs versus aircraft movements – and the resulting utilization of larger aircraft types – continued in February 2016. Cargo (airfreight and airmail) throughput continued the trend of recent months, dipping by 1.4% to 159,721 metric tons.

Fraport AG's international portfolio of airports reported differing traffic performance in February 2016. At **Slovenia's Ljubljana Airport (LJU)** traffic jumped by 7.9% to almost 78,000 passengers. In the Peruvian capital, **Lima Airport (LIM)** welcomed nearly 1.5 million passengers, an increase of 12.3% year-on-year. Together, the **Twin Star airports of Varna (VAR) and Burgas (BOJ)** on Bulgaria's Black Sea coast received 34,864 passen-

gers – the strong 21.8% growth can be attributed to a low base effect. Both **Antalya Airport (AYT)** in Turkey and **St. Petersburg's Pulkovo Airport (LED)** reported a continuing traffic slowdown despite the leap day. AYT received 663,402 passengers (down 3.4%), while LED had 703,709 passengers (down 4.0%). In northern Germany, **Hanover Airport (HAJ)** achieved an 8.5% traffic rise to 306,460 passengers. With about 2.9 million passengers, **Xi'an Airport (XIY)** in central China witnessed dynamic growth of 15.2%.

Hong Kong Airlines held a groundbreaking ceremony on March 9th, for the **Hong Kong Airlines Aviation Training Centre (HKAATC)**, as it enters its 10th year of operations. HKAATC offers a variety of aviation services and related training facilities. This investment by Hong Kong Airlines, which has been based in Hong Kong for a decade, marks its confidence in the regional aviation industry outlook as well as in the Company's prospects. The HKAATC is targeted for completion in 2018, with a total investment of approximately HK\$1.8bn. Located at Kwo Lo Wan Road at Chek Lap Kok, the site spans about 5,858 m² and will comprise an 11-storey training centre with a gross floor area of at least 22,907 m², featuring a flight training tower and an administration tower. The Centre will feature leading international standards of air crew training. Further, to boost the quality of the HKAATC, the project features an environment-friendly design which meets the Silver grade of the BEAM Plus assessment by the BEAM Society Limited of the Hong Kong Green Building Council, reflecting Hong Kong Airlines' commitment to high standards in green building. HKAATC will be able to house 12 full flight simulators, a large safety training centre with a full-sized aircraft cabin mock-up, as well as facilities for training crew in fire and smoke-related evacuation, training pool and emergency slides for evacuation practice. Training will be led by seasoned crew trainers.

GoJet Airlines said that its pilot group, repre-

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sented by the International Brotherhood of Teamsters, has passed a tentative agreement on a new five-year contract. The new contract increases first year First Officer pay to US\$36.50 per flight hour and increases Captain pay to US\$67.39 per flight hour, taking GoJet to the top of the regional airline industry in terms of pay for the CRJ700/900 aircraft. The contract, which includes provisions for a 75 hour minimum monthly line guarantee, also increases per diem pay, premium pay, holiday pay, and international pay. Additionally, the new contract provides numerous other enhancements, including hotel rooms for commuting pilots and improvements to pilots' healthcare and retirement packages. The new contract will come into effect in March 2016.

United Airlines and **Air New Zealand** announced a joint venture revenue-sharing agreement, deepening the partnership between the two airlines, which are both members of **Star Alliance**. Under the new revenue-sharing agreement, the carriers will more closely coordinate sales and marketing in order to offer their mutual customers more travel options between the mainland U.S. and New Zealand, as well as to other destinations throughout the airlines' route networks. The arrangement will begin when United launches its nonstop service between San Francisco and Auckland on July 1st, 2016, subject to government approval.

INDUSTRY PEOPLE

- United Continental has reported that its President and Chief Executive Officer, **Oscar Munoz**, plans to return to those roles on a full-time basis on March 14th, 2016 and resume all of his duties and responsibilities at that time. Munoz has already been participating actively in all major corporate decisions and meeting frequently with employees, shareholders, and other stakeholders during his recovery. **Henry L. Meyer III**, Non-Executive Chairman of United's Board of Directors, said, "The Board is confident in the strength and potential of United's business – and very pleased that Oscar will be returning to the roles of President and Chief Executive Officer on a full-time basis. We expect him to continue leading the company's improving operational and financial performance, driving increased shareholder value, and innovating and elevating United's customer and employee experience. We would also like to extend our sincere appreciation to **Brett Hart** for his superb leadership as acting CEO."

Recommended Events



- Aviation Technical Services (ATS) has reported that **Paul Dolan**, a seasoned executive with over 20 years of leadership experience in the aviation industry, has joined the company as Chief Commercial Officer (CCO) effective February 25th, 2016. As the company's first CCO, Dolan will oversee the commercial strategy of ATS, with over 1,500 employees and facilities in Everett and Moses Lake, WA; Kansas City, MO; and Fort Worth, TX.
- WOW air has appointed **Ben Baldanza** to the airline's Board of Directors. Formerly the CEO of Spirit Airlines, Mr. Baldanza brings with him a wealth of experience in the airline industry with specific expertise in the realm of ultra-low-cost carriers. Mr. Baldanza began his aviation career with American Airlines and subsequently worked for Northwest Airlines, Continental Airlines, TACA and US Airways before joining Spirit Airlines in 2005.
- SmartSky Networks, a next-generation airborne communications provider, has reported that **Matthew Petzold** has joined the company as Chief Financial Officer. Petzold's successful track record in operations, fundraising, mergers and acquisitions positions him to add important strategic value to SmartSky in this key leadership role.

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Commercial Jet Aircraft

| Aircraft Type | Company | Engine | MSN | Year | Available | Sale / Lease | Contact | Email | Phone |
|---------------|------------------------------|--------------|-------------|------|-----------|----------------|---------------------------|--------------------------------|---------------------|
| A319-100 | ORIX Aviation | V2522-A5 | 2501 | 2005 | Q3/2017 | Lease | James Sammon | james.sammon@orix.ie | +353 871381042 |
| A320-200 | ORIX Aviation | V2527-A5 | 2680 | 2006 | Q4/2017 | Lease | Oisín Riordan | oisin.riordan@orix.ie | +353 863 350 004 |
| A320-200 | ORIX Aviation | V2522-A5 | 1183 | 2000 | Q2/2017 | Sale / Lease | Oisín Riordan | oisin.riordan@orix.ie | +353 863 350 004 |
| A320-200 | ORIX Aviation | V2527-A5 | 4603 | 2011 | Q2/2017 | Lease | James Sammon | James.Sammon@orix.ie | +353 871 381 042 |
| A320-233 | FPG Amentum | V2527-A5 | 3543 | 2008 | Jun 2016 | Sale / Lease | Jack Hynes | marketing@fpg-amentum.aero | +353 16398125 |
| A320-233 | FPG Amentum | V2527-A5 | 3524 | 2008 | May 2016 | Sale / Lease | Jack Hynes | marketing@fpg-amentum.aero | +353 16398125 |
| A330-223 | FPG Amentum | PW4168A | 943 | 2008 | Mar 2016 | Sale / Lease | Jack Hynes | marketing@fpg-amentum.aero | +353 16398125 |
| A330-223 | FPG Amentum | PW4168A | 962 | 2008 | Mar 2016 | Sale / Lease | Jack Hynes | marketing@fpg-amentum.aero | +353 16398125 |
| A330-223 | FPG Amentum | PW4168A | 979 | 2009 | Oct 2016 | Sale / Lease | Jack Hynes | marketing@fpg-amentum.aero | +353 16398125 |
| A340-313 | AerFin | CFM56-5C4 | 142 | 1997 | Now | Sale | Richard Rosser | Richard.Rosser@aerfin.com | +44 (0) 2921 676296 |
| A340-313 | AerFin | CFM56-5C4 | 147 | 1997 | Now | Sale | Richard Rosser | Richard.Rosser@aerfin.com | +44 (0) 2921 676296 |
| B737-300 | European Capital Corp. | CFM56-3B2 | 24634 | 1990 | Now | ACMI/Wet Lease | Iacovos Yiakoumi | commercial@europeanairline.com | +35722873250 |
| B737-300 | World Star Aviation Services | CFM56-3C1 | 28873 | | Apr 2016 | Lease | Tommy Guttman | tguttman@worldstaraviation.com | +972-544-220000 |
| B737-300F | ORIX Aviation | CFM56-3B2 | 24710 | 1990 | Now | Sale | Cian Coakley | cian.coakley@orix.ie | +353 877760451 |
| B737-400 | World Star Aviation Services | CFM56-3C1 | 24332 | | Q4/2016 | Lease | Tommy Guttman | tguttman@worldstaraviation.com | +972-544-220000 |
| B737-400 | Aersale | CFM56-3C1 | 25417 | | Now | Sale / Lease | Craig Wright | Craig.Wright@aersale.com | +1 305 764 3238 |
| B737-400 | Safair Operations | Combi | East Africa | | Now | ACMI only | C. Schoonderwoerd | corneliss@safair.co.za | +27 11 928 0000 |
| B737-800 | ORIX Aviation | CFM56-7B26/3 | 29660 | 2007 | Q4/2017 | Lease | Daniel Cunningham | daniel.cunningham@orix.ie | +353 871774524 |
| B747-400 | GA Telesis | CF6-80C2B1F | 28960 | 1998 | Now | Sale | Stefanie Jung | sjung@gatelesis.com | +1 954-958-1321 |
| B757-200 | Castlelake | RB211-535E4 | 23566 | 1986 | Mar 2016 | Sale | Joe Giarritano | joe.giarritano@castlelake.com | +1 612 851 3032 |
| B757-200 | Castlelake | RB211-535E4 | 23567 | 1986 | Now | Sale | Joe Giarritano | joe.giarritano@castlelake.com | +1 612 851 3032 |
| B757-200 | Castlelake | RB211-535E4 | 23568 | 1986 | Apr 2016 | Sale | Joe Giarritano | joe.giarritano@castlelake.com | +1 612 851 3032 |
| B757-200 | mba aircraft solutions | RB211-535E4B | 24580 | 1990 | Now | Sale / Lease | Jacob Agnew | jagnew@mbaas.aero | +1 703 276 3202 |
| B757-222 | Bristol Associates | PW2037 | 25157 | 1991 | Q1/2016 | Sale / Lease | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| B757-222 | Bristol Associates | PW2037 | 25322 | 1991 | Q1/2016 | Sale / Lease | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| B757-222 | Bristol Associates | PW2037 | 25396 | 1992 | Q1/2016 | Sale / Lease | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| B757-222 | Bristol Associates | PW2037 | 25398 | 1992 | Q1/2016 | Sale / Lease | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| B757-222 | Bristol Associates | PW2037 | 25698 | 1991 | Q1/2016 | Sale / Lease | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| B767-200ER | mba aircraft solutions | JT9D-7R4E | 23180 | 1984 | Now | Sale / Lease | Jacob Agnew | jagnew@mbaas.aero | +1 703 276 3202 |
| B767-27GER | Aersale | CF6-80C2B4F | 27048 | | Now | Sale / Lease | Craig Wright | Craig.Wright@aersale.com | +1 305 764 3238 |
| DC8 | Aersale | No engines | 46094 | 1969 | Now | Sale | Craig Wright | Craig.Wright@aersale.com | +1 305 764 3238 |
| L100-30 | Safair Operations | | East Africa | | Now | ACMI only | C. Schoonderwoerd | corneliss@safair.co.za | +27 11 928 0000 |

Regional Jet / Turboprop Aircraft

| Aircraft Type | Company | Engine | MSN | Year | Available | Sale / Lease | Contact | Email | Phone |
|---------------|-------------------------|------------|-------|------|-----------|--------------|---------------------------|-------------------------------|--------------------------|
| ATR42-300 | Regional One | PW120 | 51 | 1987 | Now | Sale / Lease | Chris Furlan | cfurlan@regionalone.com | +1(305) 759-0670 Ext.164 |
| ATR42-300 | Regional One | PW120 | 57 | 1987 | Now | Sale / Lease | Chris Furlan | cfurlan@regionalone.com | +1(305) 759-0670 Ext.164 |
| ATR72-202 | Regional One | PW124B | 307 | 1992 | Now | Sale / Lease | Chris Furlan | cfurlan@regionalone.com | +1(305) 759-0670 Ext.164 |
| ATR72-500 | Bristol Associates | PW127M | 950 | | Now | Sale | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| ATR72-500 | Bristol Associates | PW127M | 951 | | Now | Sale | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| ATR72-500 | Bristol Associates | PW127M | 952 | | Now | Sale | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| ATR72-500 | Bristol Associates | PW127M | 980 | | Now | Sale | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| ATR72-500 | Bristol Associates | PW127M | 983 | | Now | Sale | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| CRJ200 | Regional One | CF34-3B1 | 7356 | 1990 | Now | Sale / Lease | Chris Furlan | cfurlan@regionalone.com | +1(305) 759-0670 Ext.164 |
| CRJ200 | Regional One | CF34-3B1 | 7392 | 2000 | Now | Sale / Lease | Chris Furlan | cfurlan@regionalone.com | +1(305) 759-0670 Ext.164 |
| CRJ700 | Regional One | CF34-8C5B1 | 10217 | 2005 | Apr 2016 | Sale / Lease | Chris Furlan | cfurlan@regionalone.com | +1(305) 759-0670 Ext.164 |
| DASH8-102 | Magellan Aviation Group | PW121 | 113 | 1988 | Now | Sale / Lease | Bill Polyi | bill.polyi@magellangroup.net | +1 (704) 504 9204 x202 |
| DASH8-311 | Regional One | PW121 | 230 | 1990 | Now | Sale / Lease | Chris Furlan | cfurlan@regionalone.com | +1(305) 759-0670 Ext.164 |
| DASH8-311 | Magellan Aviation Group | PW123 | 266 | 1991 | Now | Sale / Lease | Bill Polyi | bill.polyi@magellangroup.net | +1 (704) 504 9204 x202 |
| Dornier 328- | Regional One | PW306B | 3145 | 2000 | Now | Sale / Lease | Chris Furlan | cfurlan@regionalone.com | +1(305) 759-0670 Ext.164 |
| Dornier 328- | Regional One | PW306B | 3185 | 2001 | Now | Sale / Lease | Chris Furlan | cfurlan@regionalone.com | +1(305) 759-0670 Ext.164 |
| E170 | Magellan Aviation Group | CF34-8E5 | 59 | 2003 | Now | Sale / Lease | Bill Polyi | bill.polyi@magellangroup.net | +1 (704) 504 9204 x202 |



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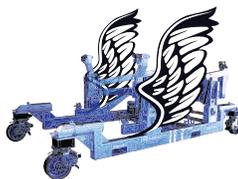


Regional Jet / Turboprop Aircraft (cont.)

| Aircraft Type | Company | Engine | MSN | Year | Available | Sale / Lease | Contact | Email | Phone |
|---------------|--------------------|-------------|--------|------|-----------|--------------|---------------------------|-------------------------------|---------------------------|
| 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 | AE3007-A1 | 145410 | 2001 | Now | Sale / Lease | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| ERJ-135LR | Bristol Associates | AE3007-A1 | 145413 | 2001 | Now | Sale / Lease | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| ERJ-135LR | Bristol Associates | AE3007-A1 | 145504 | 2001 | Now | Sale / Lease | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| ERJ145EP | Regional One | AE3007A1/1 | 145053 | 1998 | Now | Sale / Lease | Chris Furlan | cfurlan@regionalone.com | +1(305) 759-0670 Ext. 164 |
| ERJ-145LR | Bristol Associates | AE3007-A1/3 | 145208 | 1999 | Now | Sale / Lease | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| ERJ-145LR | Bristol Associates | AE3007-A1/3 | 145239 | 2000 | Now | Sale / Lease | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |
| ERJ-145LR | Bristol Associates | AE3007-A1/3 | 145302 | 2000 | Now | Sale / Lease | Ed McNair / Pete Seidlitz | bristol@bristolassociates.com | +1 202-682-4000 |

Commerical Engines

| Multiple Types | Sale / Lease | Company | Contact | Email | Phone |
|-----------------------------------|------------------------|------------------------------|-------------------|------------------------------------|--------------------------|
| Multiple Engines GE / CFM / RB211 | Now - Sale / Lease | GECAS Engine Leasing | Sherry Riley | engine.leasing@gecas.com | +1(513)782-4272 |
| AE3007 Engines | Sale / Lease | Company | Contact | Email | Phone |
| (1) AE3007A1 | Now - Sale / Lease | Magellan Aviation Group | Bill Polyi | bill.polyi@magellangroup.net | +1 (704) 504 9204 x202 |
| (1) AE3007 | Now - Sale | GA Telesis | Stefanie Jung | sjung@gatelesis.com | +1 954-958-1321 |
| CF34 Engines | Sale / Lease | Company | Contact | Email | Phone |
| CF34-8E5 | Now - Lease | Lufthansa Technik AERO Alzey | Kai Ebach | k.ebach@lhaero.com | +49-6731-497-368 |
| CF34-10E | Now - Lease | | | | |
| CF34-8C | Now - Lease | | | | |
| CF34-3B1 | Now - Lease | | | | |
| CF34-3A | Now - Sale / Lease | | | | |
| (2) CF34-8C5B1 | Now - Sale / Lease | Regional One | Chris Furlan | cfurlan@regionalone.com | +1(305) 759-0670 Ext.164 |
| (1) CF34-3B1 | Now - Sale / Lease | | | | |
| (1) CF34-10E5A1 | Q2/2016 Sale / Lease | GA Telesis | Eddo Weijer | eweijer@gatelesis.com | +1-954-676-3111 |
| (1) CF34-8C5B1 | Now - Sale / Lease | Magellan Aviation Group | Bill Polyi | bill.polyi@magellangroup.net | +1 (704) 504 9204 x202 |
| CF34-8E(s) | Now - Sale / Lease | GECAS Engine Leasing | Sherry Riley | engine.leasing@gecas.com | +1 (513) 782-4272 |
| (1) CF34-8C5 | Now - Lease | Engine Lease Finance | Joe Hussar | joseph.hussar@elfc.com | +1 617 828-3569 |
| (1) CF34-10E6 | Now - Lease | Willis Lease | David Desaulniers | ddesaulniers@willislease.com | +1 415 516 4837 |
| CF6 Engines | Sale / Lease | Company | Contact | Email | Phone |
| (1) CF6-80C2B1F | Now - Sale / Lease | AerSale, Inc. | Alan Kehoe | Alan.Kehoe@aersale.com | +353 879 393 534 |
| (1) CF6-80C2B6F | Now - Sale / Lease | | Matthew White | matthew.white@aersale.com | +353 1475 3005 |
| (1) CF6-80C2B7F | Now - Sale / Lease | | Matthew White | matthew.white@aersale.com | +353 1475 3005 |
| (1) CF6-80C2B6F | Now - Sale/Lease/Exch. | TES Aviation Group | Bechan Carpenter | Bechan.carpenter@tesaviation.com | + 44 7795 636 034 |
| (1) CF6-80C2B1F | Now - Sale / Lease | Fortress Investment Group | Tom McFarland | Aviation@fortress.com | +1 305-520-2349 |
| (1) CF6-80C2B7F | Now - Sale / Lease | | | | |
| (1) CF6-80C2B6F | Now - Sale / Lease | | | | |
| (1) CF6-80C2B1F | Now - Sale / Exchange | AeroTurbine | Elizabeth Peters | epeters@aeroturbine.com | +1 (214) 263-1173 |
| (1) CF6-80C2B6F | Now - Sale / Exchange | | or | | |
| (2) CF6-80C2B6F | Now - Lease | | Andrew McCain | amccain@aeroturbine.com | +1 (786) 879-0830 |
| (1) CF6-80C2B7F | Now - Sale | GA Telesis | Eddo Weijer | eweijer@gatelesis.com | +1-954-676-3111 |
| (2) CF6-80C2B7F | Now - Lease | Engine Lease Finance | Joe Hussar | joseph.hussar@elfc.com | +1 (617)828-3569 |
| CFM56 Engines | Sale / Lease | Company | Contact | Email | Phone |
| (2) CFM56-5C4 | Now - Sale/Lease/Exch. | TrueAero, LLC | Ed Blyskal | eblyskal@trueaero.com | +1 305-525-7308 |
| (1) CFM56-5C4/P | Now - Sale/Lease/Exch. | | | | |
| (1) CFM56-3C1 | Now - Sale | European Capital Corporation | Iacovos Yiakoumi | commercial@europeancapitalcorp.com | +35722873250 |
| (1) CFM56-3B2 | Now - Sale | | | | |
| (1) CFM56-7B27 | Now - Lease | Engine Lease Finance | Joe Hussar | joseph.hussar@elfc.com | +1 617 828-3569 |
| (1) CFM56-5B1/P | Now - Lease | | | | |
| (1) CFM56-5C4 | Jun 16 - Sale / Lease | Royal Aero | Frank Rustmeier | frank@royalaero.com | +49 (0)8025 99360 |



STANDS ON DEMAND



Engine Lease Finance Corporation

Supporting the world's airlines

Commerical Engines (cont.)

| CFM56 Engines | Sale / Lease | Company | Contact | Email | Phone |
|------------------------------|------------------------|------------------------------|-------------------|----------------------------------|--------------------------|
| (1) CFM56-5A1 | Now - Sale / Lease | GA Telesis | Eddo Weijer | eweijer@gatelesis.com | +1-954-676-3111 |
| (1) CFM56-5B | Now - Sale / Lease | | Eddo Weijer | eweijer@gatelesis.com | +1-954-676-3111 |
| (1) CFM56-7B27/3B1F | Now - Sale/Lease/Exch. | AerSale, Inc. | Alan Kehoe | Alan.Kehoe@aersale.com | +353 879 393 534 |
| (1) CFM56-5A1 | Now - Sale/Lease/Exch. | | | | |
| (1) CFM56-5C3/F | Now - Sale / Lease | | | | |
| (1) CFM56-3C1 | Now - Sale / Lease | | | | |
| (2) CFM56-5A | Now - Sale | GECAS Engine Leasing | Sherry Riley | engine.leasing@gecas.com | +1(513)782-4272 |
| (1) CFM56-5C4 | Now - Sale / Lease | Magellan Aviation Group | Bill Polyi | bill.polyi@magellangroup.net | +1 (704) 504 9204 x202 |
| (1) CFM56-5C4 | Now - Sale | Orix Aviation | James Sammon | james.sammon@orix.ie | +353 871381042 |
| (1) CFM56-3C1 | Now - Sale/Lease/Exch. | TES Aviation Group | Bechan Carpenter | Bechan.carpenter@tesaviation.com | + 44 7795 636 034 |
| (2) CFM56-5C4 | Now - Sale / Lease | AerFin | Richard Rosser | Richard.Rosser@aerfin.com | +44 (0) 2921 676296 |
| (1) CFM56-7B22 | Now - Sale / Lease | Fortress Investment Group | Tom McFarland | Aviation@fortress.com | +1 305-520-2349 |
| (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) CFM56-7B24 (Non-TI) | Now - Lease | Willis Lease | Ann Lee | alee@willislease.com | +1 (415) 408 4769 |
| (1) CFM56-5B4/3 | Now - Lease | | | | |
| (1) CFM56-5B4/P | Now - Lease | | | | |
| (2) CFM56-7B24/3 | Now - Lease | | | | |
| (3) CFM56-3C1 | Now - Sale / Exchange | AeroTurbine | Elizabeth Peters | epeters@aeroturbine.com | +1 (214) 263-1173 |
| (2) CFM56-5A1F | Now - Lease | | or | | |
| (2) CFM56-3C1 | Now - Lease | | Andrew McCain | amccain@aeroturbine.com | +1 (786) 879-0830 |
| (1) CFM56-3B1 | Now - Lease | | | | |
| (2) CFM56-3B2 | Now - Sale / Exchange | | | | |
| (1) CFM56-7B22 | Now - Sale / Exchange | | | | |
| (1) CFM56-7B | Now - Lease | | | | |
| GEnx Engines | Sale / Lease | Company | Contact | Email | Phone |
| GEnx-1B74/75 | Now - Lease | Willis Lease | Ann Lee | alee@willislease.com | +1 (415) 408 4769 |
| JT8D and JT9D Engines | Sale / Lease | Company | Contact | Email | Phone |
| (1) JT8D-200 | Now - Sale | GA Telesis | Eddo Weijer | eweijer@gatelesis.com | +1-954-676-3111 |
| (1) JT8D-9A | Now - Sale | Rising Sun Aviation | Fred Van Acker | f.vanacker@risingsunaviation.com | +1 214-906-5635 |
| (1) JT8D-17 | Now - Sale | | | | |
| (1) JT9D-7R4D | Now - Sale | Aero Controls, Inc. | Mike Olesik | Mike.Olesik@aerocontrols.com | +1-253-269-3012 |
| (2) JT9D-7R4D | Now - Sale / Lease | Hartford Aviation Group | Anique Gorman | agorman@hartfordaviation.com | +1 914-235-2014 |
| PW Small Engines | Sale / Lease | Company | Contact | Email | Phone |
| (1) PW121 (Dash 8) | Now - Sale / Lease | Magellan Aviation Group | Bill Polyi | bill.polyi@magellangroup.net | +1 (704) 504 9204 x202 |
| (1) PW123B/D/E | Now - Sale / Lease | | | | |
| (1) PW124B | Now - Sale / Lease | | | | |
| (1) PW121 (ATR) | Now - Sale / Lease | | | | |
| (1) PW127E/F/M | Now - Sale / Lease | | | | |
| (1) PW150A | Now - Sale / Lease | | | | |
| (2) PW121 (ATR) | Now - Sale/Lease/Exch. | Willis Lease | David Desaulniers | ddesaulniers@willislease.com | +1 415 516 4837 |
| (2) PW121-8 | Now - Sale/Lease/Exch. | | | | |
| (1) PW123 | Now - Sale/Lease/Exch. | | | | |
| (1) PW127 | Now - Sale/Lease/Exch. | | | | |
| (1) PW127M | Now - Sale/Lease/Exch. | | | | |
| (2) PW127F | Now - Sale/Lease/Exch. | | | | |
| (2) PW124B | Now - Sale/Lease/Exch. | | | | |
| (1) PW120A | Now - Sale / Lease | Regional One | Chris Furlan | cfurlan@regionalone.com | +1(305) 759-0670 Ext.164 |
| (1) PW120 | Now - Sale/Lease/Exch. | | Miguel Bolivar | mbolivar@RegionalOne.com | +1 (786)-623-3936 |
| (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 |
| (1) PW121 | Now - Lease | Royal Aero | Frank Rustmeier | frank@royalaero.com | +49 (0)8025 99360 |
| (3) PW123 | Now - Sale / Lease | Castlake | Neil McCrossan | NEIL.MCCROSSAN@CASTLELAKE.COM | +44 (0) 207 190 6119 |
| PW127F | Now - Sale/Lease/Exch. | Logix.Aero | JC Morin | jcmorin@logix.aero | +33 647 824 262 |
| PW127M | Now - Sale/Lease/Exch. | | | | |
| 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 | | | | |
| PW123B | Now - Lease | | | | |
| PW124B | Now - Lease | | | | |
| PW125B | Now - Lease | | | | |
| PW127F | Now - Lease | | | | |
| PW127M | Now - Lease | | | | |
| PW150A | Now - Lease | | | | |
| PW150 GRB | Now - Lease | | | | |
| PW2000 Engines | Sale / Lease | Company | Contact | Email | Phone |
| (2) PW2037 | Now - Sale / Lease | Castlake | Neil McCrossan | NEIL.MCCROSSAN@CASTLELAKE.COM | +44 (0) 207 190 6119 |
| (1) PW2037 | Now - Sale / Lease | Fortress Investment Group | Tom McFarland | Aviation@fortress.com | +1 305-520-2349 |
| (3) PW2037 | Now - Sale / Exchange | AeroTurbine | Elizabeth Peters | epeters@aeroturbine.com | +1 (214) 263-1173 |

Commerical Engines (cont.)

| PW4000 Engines | Sale / Lease | Company | Contact | Email | Phone |
|----------------------|---------------------------|--------------------------------|------------------|----------------------------------|------------------------|
| (4) PW4056-1 | Now - Sale/Lease/Exch. | GA Telesis | Eddo Weijer | eweijer@gatelesis.com | +1-954-676-3111 |
| (1) PW4056-3 | Now - Sale / Lease | Magellan Aviation Group | Bill Polyi | bill.polyi@magellangroup.net | +1 (704) 504 9204 x202 |
| (2) PW4056-3 | Now - Sale / Exchange | AeroTurbine | Elizabeth Peters | epeters@aeroturbine.com | +1 (214) 263-1173 |
| (1) PW4062 | Now - Sale / Lease | Royal Aero | Frank Rustmeier | frank@royalaero.com | +49 (0)8025 99360 |
| (1) PW4062-3 | Now - Lease | Willis Lease | Ann Lee | alee@willislease.com | +1 (415) 408 4769 |
| (1) PW4168A | Now - Lease | | | | |
| (3) PW4056/60/62 | Now - Sale / Lease | Hartford Aviation Group | Anique Gorman | agorman@hartfordaviation.com | +1 914-235-2014 |
| (1) PW4060-3 | Now - Sale / Lease | AerSale. Inc. | Matthew White | matthew.white@aersale.com | +353 1475 3005 |
| (1) PW4158-3 | Now - Sale / Lease | | Matthew White | matthew.white@aersale.com | +353 1475 3005 |
| (1) PW4062-3 | Now - Sale / Lease | | Matthew White | matthew.white@aersale.com | +353 1475 3005 |
| (1) PW4056-3 | Now - Sale / Lease | | Alan Kehoe | Alan.Kehoe@aersale.com | +353 879 393 534 |
| (1) PW4168 | Now - Lease | TES Aviation Group | Bechan Carpenter | Bechan.carpenter@tesaviation.com | + 44 7795 636 034 |
| (1) PW4168A | Now - Sale / Lease | Engine Lease Finance | Joe Hussar | joseph.hussar@elfc.com | +1 (617)828-3569 |
| RB211 Engines | Sale / Lease | Company | Contact | Email | Phone |
| (1) RB211-535E4B | Now - Sale | mba aircraft solutions | Jacob Agnew | jagnew@mbaas.aero | +1 703 276 3202 |
| (2) RB211-535E4 | Now - Sale / Lease | Castlelake | Neil McCrossan | NEIL.MCCROSSAN@CASTLELAKE.COM | +44 (0) 207 190 6119 |
| (1) RB211-535E4 | Now - Sale / Lease | AerSale. Inc. | Matthew White | matthew.white@aersale.com | +353 1475 3005 |
| (1) RB211-524 | Now - Sale / Lease | | | | |
| (1) RB211-535E4 /12B | Now - Sale/Lease/Exch. | TES Aviation Group | Bechan Carpenter | Bechan.carpenter@tesaviation.com | + 44 7795 636 034 |
| (1) RB211-535E4 | Now - Sale | World Star Aviation Services | Sean O Connor | Soconnor@worldstaraviation.com | +1 415-956-9456 |
| Tay Engines | Sale / Lease | Company | Contact | Email | Phone |
| Tay650-15 | Now - Sale / Lease | Jetran, LLC. | Leo Nadeau | lnadeau@jetran.aero | +1 (512) 294-6727 |
| Trent Engines | Sale / Lease | Company | Contact | Email | Phone |
| (1) Trent 800 | Now - Sale / Lease | GA Telesis | Eddo Weijer | eweijer@gatelesis.com | +1-954-676-3111 |
| (2) Trent892B-17 | Sep/Oct 16 - Sale / Lease | Castlelake | Neil McCrossan | NEIL.MCCROSSAN@CASTLELAKE.COM | +44 (0) 207 190 6119 |
| (1) Trent 800 | Now - Sale / Lease | AerSale. Inc. | Matthew White | matthew.white@aersale.com | +353 1475 3005 |
| V2500 Engines | Sale / Lease | Company | Contact | Email | Phone |
| (1) V2527-A5 | Now - Lease | Willis Lease | Ann Lee | alee@willislease.com | +1 (415) 408 4769 |
| (1) V2533-A5 | Now - Lease | | | | |
| (1) V2527-A5 | Now - Sale/Lease/Exch. | AeroTurbine | Elizabeth Peters | epeters@aeroturbine.com | +1 (214) 263-1173 |
| (2) V2533-A5 | Now - Sale/Lease/Exch. | | or Andrew McCain | amccain@aeroturbine.com | +1 (786) 879-0830 |
| 1) V2533-A5 w/QEC | Now - Sale/Lease/Exch. | Rolls-Royce & Partners Finance | Bobby Janagan | bobby.janagan@rolls-royce.com | +44 20 7227 9078 |
| (1) V2527-A5 w/QEC | Now - Sale/Lease/Exch. | | | | |
| (1) V2500-A1 | Now - Sale / Lease | Rising Sun Aviation | Fred Van Acker | f.vanacker@risingsunaviation.com | +1 214-906-5635 |
| (1) V2533-A5 | Now - Sale/Lease/Exch. | Werner Aero Services | Cliff Topham | ctopham@werneraero.com | +1-703-402-7430 |
| (1) V2527-A5 | Now - Lease | Engine Lease Finance | Joe Hussar | joseph.hussar@elfc.com | +1 617 828-3569 |
| (1) V2533-A5 | Now - Sale / Lease | | | | |

Aircraft and Engine Parts, Components and Misc. Equipment

| Description | | Company | Contact | Email | Phone |
|--|------------------------|------------------------------|------------------------|---------------------------|-------------------|
| (5) A340 fresh part outs | Now - Sale | TrueAero, LLC | Raul Miro/Dave Walters | sales@trueaero.com | +1 772-925-8026 |
| A320 Landing Gear with Fresh Tags | Now - Sale | | | | |
| A340 Landing Gear | Now - Sale | | | | |
| CTCP331-350C (4) PN 3800454-6 | Now - Sale | | | | |
| GTCP36-300A, PN 3800278-4 | Now - Sale | | | | |
| (1) GTCP36-150RJ, (2) GTCP36-100M, | Now - Sale/Lease/Exch. | Regional One | Miguel Bolivar | mbolivar@RegionalOne.com | +1 (786)-623-3936 |
| (1) APS500C7B, (5) APS500C7D, (1) RE220RJ, | | | | | |
| (2) TPE331-11U-612G | | | | | |
| 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 | | | | |
| APU GTCP 331-500B | Now - Lease | Willis Lease | Ann Lee | alee@willislease.com | +1 (415) 408 4769 |
| Engine Stands | Now - Sale / Lease | Stands on Demand | Yexceld Perez | yperez@standsondemand.com | +1 305-558-8973 |
| CFM56 / V2500 / PW2000 / PW4000 94" & 100" | | | | | |
| APU131-9B, APU 331-500B | Now - Sale/Lease/Exch. | Logix.Aero | JC Morin | jcmorin@logix.aero | +33 647 824 262 |
| GTCP131-9A, GTCP 131-9B | Now - Sale / Lease | Werner Aero Services | Christopher Farrell | cfarrell@werneraero.com | +1 201-661-6819 |
| GTCP36-300A | Now - Sale / Lease | | | | |
| 737-800 NOSE LANDING GEAR PN 162A1100-5, OH - Now Sale | | Reliance Aircraft | Terry Hix | thix@relianceaircraft.com | +1 512-439-6988 |
| PW901A, PW901C | Now - Lease | Lufthansa Technik AERO Alzey | Kai Ebach | k.ebach@lhaero.com | +49-6731-497-368 |
| (1) CF34-8C - LPT Module | Now - Sale | | | | |
| GTCP131-9B, PW901, (2) GTCP36-300, | Now - Sale/Lease/Exch. | Aeroturbine | Rodney Lee | ralee@aeroturbine.com | +1 972-813-1176 |
| GTCP131-9A, (2) RE220RJ, GTCP331-350C, APS3200 | | | | | |