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Market Comment

International Air Transport Association—IATA Sees Airlines Earning a $8.9 Billion Net Profit in 2010. In 2011, the profit will drop to $5.3 billion. **IATA** said the global profit rebound as mostly happening in the Asia-Pacific region while European airlines will remain in the red. This latest forecast contrasts sharply with previous prognostigations showing that the industry is bouncing back from the economic recession much faster than expected. The total net profit is more than three times the $2.5 billion profit forecast in June. In 2009, **IATA** estimated that the airlines lost $10 billion and lost an extimated $50 billion in the last decade. **IATA** said, "On top of last year's capacity cuts, capacity expansion is lagging behind demand improvements. The result is higher load factors and some pricing power for airlines. Yields are now expected to grow by 7.3 percent for passenger and 7.9 percent for cargo. This is sharply higher than the 4.5 percent previously projected for both. Even with this improvement, yields are still 8 percent below the pre-crisis levels of 2008." **Giovanni Bisignani, IATA's** Director General and CEO said that airlines currently generate a 1.6 percent profit margin. "This is below the 2.5 percent margin of the previous cycle peak in 2007 and far below what it would take just to cover our cost of capital." Traffic is 3 to 4 percent above the early 2008 level and demand is expected to grow by 11 precent in 2010, while capacity will only expand by 7 percent. Revenues are expected to grow to $560 billion, up $15 billion from the previous forecast. At the last economic peak in 2008, revenue hit $564 billion. The airlines will lose some of their disciplined pricing power in 2011. The increase of delivery of new aircraft will suppress yields and lead to the lower global net profit of $5.3 billion next year.

IATA said Asia-Pacific carriers should exceed the $3 billion they earned in 2007 with a $5.2 billion profit estimated for this year. This more than doubles the previously forecasted $2.2 billion profit. The gains are based on strong market growth and yield gains in both passenger and freight traffic. The air freight markets accounts for up to 40 percent of revenues. The surge in high-yeild business travel is another factor in the improvement. North American airlines are forecast to make $3.5 billion, up from $1.9 billion forecast in June. The growing U.S. economy is boosting freight and passenger traffic. The Latin America region is growing strongly which encourages **IATA** to forecast profits of $1.0 billion. Middle Eastern airlines have expanded in the long-haul markets but capacity has grown at a slower pace in 2010. This allowed the airlines to raise load factors and

Table of Contents

Market Comment 1

AIRCRAFT & ENGINE ORDERS

Airbus 2
Boeing 5
Regional 8
Engines 10
Order Changes 11
Leasing Companies 11

AVIATION BUSINESS

Airline News 12
Military Market 16
Cargo Pallet 19

AIRCRAFT DELIVERIES, SALES & LEASES

Jet Aircraft 20
Turboprop Aircraft 23
Accidents & Safety 23
Antiques & Other Junque 23

PUBLICATIONS & FORMS

Avmark Publication Samples 25
Current Avmark Publications 27
Publication Form 28

profitability. The carriers are expected to earn profits of $400 million. African airlines are forecast to earn $100 million. Europe's airlines are expected to lose $1.3 billion. The good news is that they were forecast to lose $2.8 billion in June. Traffic to Europe is boosted by the dropping value of the Euro. This has stimulated exports and improved the air cargo business but intra-European traffic is weak.

IATA sees that the profits will be weaker in 2011. Consumer spending is constrained by high jobless rates and low consumer confidence in Europe and North America. Elsewhere travel and freight markets will remain strong, but these regions will not sustain their growth in 2011. Fuel cost are expected to remain constant at $80 per barrel and the national economies are expected to grow at the traditional 5 percent rate. A jump in new aircraft deliveries to 1,400, will cause capacity to expand at 6 percent, 1 percent more than demand improvement. Load factors will fall which will erode yields. Mr. **Bisignani** said that 2010 was "as good as it gets. Governments are running out of cash for pump priming. Unemployment remains high and business confidence is weakening. We expect the 3.2 percent GDP growth of 2010 to drop to 2.6 percent in 2011. As a result, 2011 is looking more austere. We see profitability falling to $5.3 billion with a margin of 0.9 percent."

It looks like the airline industry is crawling out of the hole caused by the recession in 2008-2009, but the progress is slow and not very even.

Boeing forecast that Africa will need about 700 new aircraft worth $80 billion over the next two decades. The continent is seeing rapid economic growth in most the 53 countries which is fed by global demand for commodities. "As the demand for African commodities grows and foreign development and tourism increase, African carriers will require a modernized fleet in order to compete on routes historically dominated by foreign carriers," said **Mike Warner**, a senior market analyst for **Boeing Commercial Airplanes**. Africa's average fleet age is nearly 20 years old. The top tier airlines are buying modern, fuel-efficient airplanes to offset high fuel costs. **Boeing** forecast that widebody airplanes will account for 32 percent of the new deliveries over the next 20 years.

Airbus Orders

After a Strong Showing at Farnborough, Airbus had an average month in August. **Thai Airways International** signed its purchase agreement for seven A330-300s. This confirmed a commitment

announced at the **Air Show** in July. **CIT Leasing** added four A330-200s to its order book. **Airbus** sold four A319 ACJ corporate jetliners to four different operators in August. The manufacturer sold 301 new airliners in the first eight months of the year. This is more than double the 147 bookings logged through the end of August 2009. The company lost 51 existing orders during 2010 as well, including the cancellation of six A319s and four A320s in August. **Airbus** produced 37 jetliners for its customers during August. This also surpassed the delivery pace of last year. As of August 31, a total of 335 Airbuses were delivered, which compares favorably to the 330 delivered during the same period in 2009. **Airbus** delivered three A380s in August – a new record for monthly deliveries. A total of 13 A380s have been provided to customers in 2010, which surpasses the previous years' totals. **Airbus** intends to build 500 aircraft in 2010

Airbus August 2010 Orders, Deliveries and Backlog

AUG ORD	AUG DEL	AUG CANX	TOTAL ORD	TOTAL DEL	BACK LOG
			A318		
-0-	-0-	-0-	83	73	10
			A319		
4	6	-6	1,506	1,261	245
			A320		
-0-	20	-4	4,255	2,442	1,813
			A321		
-0-	3	-0-	831	616	215
			A330		
11	5	-0-	1,103	715	388
			A340		
-0-	-0-	-0-	380	374	6
			A350		
-0-	-0-	-0-	528	-0-	528
			A380		
-0-	3	-0-	234	36	198
This Month			**This Year**		**BL**
15	37	-10	250	335	3,705

Airbus sold 9,736 aircraft and delivered 6,031 as of August 31, 2010
Total orders, deliveries and backlog include cancellations and order changes.

Thai Airways International confirmed its Memorandum of Understanding that was signed at **Farnborough** to buy seven more A330-300s worth $1.5 billion at catalogue prices. The A330s will replace **Thai's** six A300-600s when they are delivered from the end of 2011 to the second quarter of 2013. **Thai** operates 20 A330-300s on routes across the Asia-Pacific region. The airline plans to phase out 10 A300-600s, four A340-500s and six Boeing 747-400s. Deliveries of 24 new aircraft, including six A380s and three A330-300s have been approved by the **Thai Government**.

CIT Leasing ordered four Airbus A330-200s in August. The delivery dates were not disclosed. Last month, **CIT** changed one of its A330-200 orders to the -300 model. Now the leasing company has 34 A330-200s and five -300s on order. The lessor has taken delivery of 22 A330-200s and two -300s to date. **CIT** has also purchased 39 A319s, 90 A320s, 11 A321s, five A350-800s and two A350-900s, for a grand total of 186 orders and 130 delivered. As of August 31, Airbus has sold 1,103 of the three versions of the A330. More than 710 A330s have been delivered to more than 80 operators worldwide.

Malaysia Airlines ordered two more A330-200F freighters through the conversion of two existing options. The latest order brings **Malaysia's** firm orders to four A330Fs. They will be operated by **MASkargo,** the carrier's cargo subsidiary. The A330Fs will be powered by **Pratt & Whitney** PW4000 engines. The A330-200F is capable of carrying 65 tons over 4,000nm/7,400km or 70 tonnes over 3,200nm/5,900km.

Lufthansa's Supervisory Board approved the purchase of 40 Airbus aircraft worth approximately $4.3 billion. The airplanes will be delivered to **Lufthansa,** plus two subsidiary airlines: **SWISS** and **Germanwings**. **Lufthansa** will take 20 A320 Family aircraft and three A330-300s. **SWISS** will buy four A320 Family aircraft and five A330-300s and **Germanwings** will acquire eight A319s. The **Lufthansa Group** is **Airbus's** biggest airline customer and has now ordered 410 Airbuses. It was a launch customer for the A300 back in the early 1970s and has bought every type except the A318. **Lufthansa Group** currently operates approximately 325 Airbuses and had 36 A320 Family, three A330s, and 12 A380s in backlog, before placing the latest order. **Rolls-Royce** Trent 700 engines will power the A330s and the engine maker's share of the contract is worth $560 million, at list prices. The order includes a **TotalCare®** long-term service agreement. The first of the A330s will enter service from 2012.

Cathay Pacific Airways firmed up its Letter of Intent for 30 A350-900s in September. The A350 XWB will fly across **Cathay's** route system and will operate non-stop services to Europe and North America. The first of the **Rolls-Royce** Trent XWB powered A350-900s will be delivered from 2016 to 2019. The order is valued at $7.8 billion at list price. The A350 XWB Family comprises three passenger versions which seat between 270 and 350 passengers in three-class layouts. The first A350 will enter service in 2013. **Airbus** won 558 firm orders already from 34 customers.

Tibet Airlines signed a commitment to buy three A319s in August. The contract is valued at $223.2 million and the first planes will be delivered in mid-2011. The three A319s will be the first of a planned 20-jet fleet for the Lhasa-based airline. **Tibet Airlines** will be the first airline to hub in Tibet and it intends to connect Lhasa to other cities in China. State-owned **Tibet Investment Co**. holds a 51 percent stake in the carrier.

Airbus to Launch Re-Engined A320? The company said it will decide whether to build a more fuel-efficient version of the A320 in October. It will cost from €1 billion to €1.5 billion euros ($1.3-$1.95 billion) to mount new engines on the A320. This is much cheaper than spending up to $10 billion to develop an all-new model. **Airbus** has preliminary agreements with two engine makers, **CFM** and **IAE.** It is also talking with the suppliers of engine nacelles, landing gear, and other equipment that will be updated. Re-engining the plane gives it another 10 years to live" said **Airbus** COO **Fabrice Bregier. "**We'd sell another 3,000, 4,000 more planes, so it's worthwhile for us to look at seriously." The new engines should bring 15 percent greater fuel efficiency than existing models. **Boeing** said it may skip a reworked version of the 737 because it would not meet the efficiency gains that airlines demand. **Boeing** CFO **James Bell** said that customers "haven't shown a real interest" in the re-engined aircraft. One of **Boeing's** problems is that the 737 wing is closer to the ground than the A320's so a 737 with the bigger, new engines will need longer and heavier landing gear and other improvements. This will make a re-engined 737NG more difficult and more expensive to develop. CEO **Jim Albaugh** said a re-engined 737 will not be much more fuel efficient and would cost airlines more to buy and more to maintain. **Boeing** will more likely develop a 737 replacement by the end of this decade.

Boeing Orders

Boeing Reschedules First 787 Delivery. The company said it expects to deliver the first 787 in the middle of the first quarter 2011. This announcement comes after a **Rolls-Royce** engine blew up during a ground test, causing another delay in the certification schedule. **Boeing** said in a press release that the delivery date revision follows an assessment of the availability of a **Rolls-Royce** engine needed for the final phases of flight test this fall. **Rolls** and **Boeing** are working to expedite delivery of a replacement engine and flight testing of the test fleet continues as planned. **Boeing** said the cumulative impact of supplier workmanship issues and instrumentation delays pushed first delivery of the 787 into next year. "The delay in engine availability has extended that estimate to mid-first quarter 2011."

Boeing 747-8F Deliveries Delayed Too. Boeing announced the first 747-8F delivery would come in early 2011. **Boeing** engineers are trying to eliminate a slight vibration of the wing tip in flight — described by CEO **Jim Albaugh** as, "like a one-inch deflection in the tip of the wing." The most recent flight tests are showing "promising results." The problem does not affect the plane's structural integrity, nor is it a fatigue issue that could weaken the wing over time, but it does need to be addressed before certification, he said. Another glitch is described as an underperforming aileron actuator. **Cargolux** will receive the first plane in June or July. **Boeing** also said its fifth 747-8F joined the flight-test fleet.

Boeing Will Boost Production of the 737 aircraft to 38 a month in the second quarter of 2013. This is the third rate increase for the 737 to be announced this year. In May, the aircraft maker said it would raise 737 output from 31.5 per month to 34. One month later, the company said production of its Next-Generation 737 would rise to 35 a month in early 2012. **Boeing Commercial Airplanes** President **Jim Albaugh** said, "Increasing production is in response to customer demand for this airplane." **Boeing** also said that it was improving the 737NG to reduce fuel consumption by 2 percent by early 2012.

Boeing Sold 10 737s in August, bringing its net sales for the year to 261. The company delivered 37 737s, one 767 and seven 777s last month. **Boeing** sold four 737-700s to one unidentified customer and three 737-800s to another unidentified customer. Three different un-named purchasers bought one 737-800 each during the month.

In Early September, unidentified customers ordered a total of 15 737s and five 777s. The company recorded the cancellation of one 737 and two 777s. Later in the month **Continental Airlines** announced a 2010 order for seven 737s that were previously listed as unidentified. Toward the end of the month, **Boeing** reported that **Cathay Pacific** bought six 777-300ERs, **Air China** ordered four 777-300ERs and **FedEx** added two 777Fs to its backlog. The planes are valued at $500 million at list price. **FedEx** ordered six 777Fs this year and now has committed for 21 777Fs. **Boeing** sold one more 737 in late September but lost three existing orders.

Boeing announced **Cathay Pacific Airways** exercised existing purchase rights for six Boeing 777-300ER Extended Range aircraft. The new airplanes are worth an estimated $1.61 billion at list prices. The 777s will bring Cathay's 777-300ER fleet to 36 when they are delivered. The Hong Kong-based carrier currently operates five 777-200s, 12 777-300s and 14 777-300ERs. The airline ordered its first 777-300ER in 2005. **Cathay Pacific** operates 47 cargo or passenger 747-400s and has 10 747-8F freighters on order. As of late September, 61 customers have ordered more than 1,100 777s.

Air China Ltd. ordered four. 777-300ERs and received a significant discount to the $1.15 billion list price the airline told the press. The flag carrier will take delivery of the 777s in 2013 and 2014, it said in filings to the Hong Kong and Shanghai stock exchanges. The 777s will be used to expand international services. **Air China's** VP **Fan Cheng** said, "The 777-300ER will be the backbone of our long-haul international fleet." **Air China** said it bought about $5.74 billion worth of planes from **Boeing** over the past year. Its demand is rising by double digits and it needs the capacity to meet demand. Last month, **Air China** switched its 15 Boeing 787-8 orders for 15 787-9s worth $3.19 billion at a list price. The **Air China** 777 order brings **Boeing's** 2010 gross order total to 361 aircraft, and the company reported cancellations of 73 aircraft, including 14 737s, 27 777s and 32 787s. **Boeing's** net orders stand at 288 as of September 30, more than double the 141 net total booked in 2009.

Boeing August 2010 Orders, Deliveries

AUG ORD	AUG DEL	AUG CANX	TOTAL ORD	TOTAL DEL	BACK LOG
			737		
10	37	-2	8,574	6,510	2,064
			747		
-0-	-0-	-0-	1,527	1,418	109
			767		
-0-	1	-0-	1,044	990	54
			777		
-0-	7	-1	1,142	888	254
			787		
-0-	-0-	-0-	847	-0-	847
This Month			**This Year**		**BL**
10	45	-3	261	308	3,328

Boeing sold 20,664 aircraft and delivered 17,336 as of August 31, 2010
The Current Program includes sales and deliveries of 737s, 747s, 767s, 777s and 787s.
Sales totals are net, minus cancellations.

Xiamen Airlines agreed to buy 10 Boeing 737NGs for approximately $699 million. The airline is 60 percent-owned by **China Southern Airlines.** The parent company announced the purchase and said the Boeings would be funded partly by the internal resources and the rest through loans by commercial banks.

Luxair Luxembourg Airlines, the Grand Duchy's flag carrier, ordered its second 737-800 NG, valued at $77 million at list price. The airline ordered its first 737-800 in May and now has three -700s in service and two -800s on order.

Russian Technologies Corp. – Rostekhnologii, agreed to buy 50 737 NGs worth $3.7 billion at list prices. The contract is expected to be signed in October. **Russian Technologies,** a state holding company will also take purchase rights for another 35 737s. Russian President **Dmitry Medvedev** signed a "proposal acceptance" for the 737s, during a visit to Washington in June. A **Boeing** spokeswoman said the airplanes will be leased to **Aeroflot** and six Russian regional airlines.

Both Sides Declare Victory. The **World Trade Organization** announced that **Boeing** received illegal subsidies from the **U.S. Government**, the subsidies harmed European aircraft maker **Airbus.** The ***Wall***

Street Journal reports, "Supporters of **Airbus** and **Boeing** each claimed victory. Europeans said the ruling slammed **Boeing** and the U.S., but **Boeing's** defenders said only a fraction of the funding in question was held to violate **WTO** rules." The 1,500 page **WTO** report is still confidential and has not been released to the public. Some snippets were provided to the press, saying, "some funding provided by the **Department of Defense** and the **National Aeronautics and Space Administration** constituted actionable subsidies." The U.S. and several state governments provided more than $16 billion in research grants, tax relief and incentives between 1989 and 2004. Not all of this was found to be illegal. The EU complained that **Boeing** accepted $23.7 billion in illegal subsidies from various governments. A U.S. Trade Representative retorted that, "There seem to be a number of significant inaccuracies" in the European complaint. The U.S. will appeal the ruling. This comes after the **WTO** claimed that billions in low-interest, launch-aid loans to **Airbus** were also improper. "To date, **Airbus** and its government sponsors have defiantly resisted abandoning launch aid," **Boeing** said. **Airbus** spokesman **Rainer Ohler** countered, "Only when we stop litigation and start negotiating will we be able to create a basis for the future level playing field in global aircraft manufacturing, which is not just a trans-Atlantic issue." Both **Boeing** and **Airbus** said they welcomed a framework that covers emerging rivals in Canada, Brazil, Japan, Russia and China. The **WTO** report is just another political football for **Airbus**' and **Boeing's** supporters in **Congress.** Both sides want to use the report to validate their position on the upcoming KC-X decision. The 179-unit KC-X purchase should be worth from $30 to $45 billion to the winner.

Boeing Began 787 Fatigue Testing at the Everett, Washington. A 787 test airframe will be pressurized thousands of times to simulate multiple cycles to see how the airplane ages. "Unlike static tests, where loads are applied to the airplane structure to simulate both normal operation and extreme flight conditions, fatigue testing is a much longer process that simulates up to three times the number of flight cycles an airplane is likely to experience during a lifetime of service," said **Jim Ogonowski,** Structures Vice President, **Boeing Commercial Airplanes.** The structural test program has already validated the strength of the airframe.

Flight Attendants' Union Approves Southwest Airlines Plan to Buy 737-800s. The FA's tentatively OK'ed adding the 189 seat 737-800 plane to **Southwest's** fleet. The pilots' union is still negotiating with management about buying the larger 737NG. The airline operates approximately 350 137-seat 737-700s and about

Russian Technologies Corp. – Rostekhnologii, agreed to buy 50 domestically-built MS-21 twinjets, **United Aircraft Corporation's** director, **Sergei Chemezov** said. **Rostekhnologii** is the government-assigned caretaker of six regional carriers which **Aeroflot** will take over. The state-owned holding company will take an equity interest in the enlarged **Aeroflot** in exchange for their equity in the smaller airlines. Mr. **Chemezov** said the holding company intend to complete its corporate restructuring by the end of the year. It will evaluate the planes in the first two months of 2011. The **Russian Federation's Government** is encouraging domestic airlines to buy domestically built airliners to revive the Russian aircraft industry. The MS-21 is a 150 to 212-seat twin-jet that is designed to replace the **Tupolev** Tu-154 and Tu-204/214 in service, starting in 2016. The domestic airliners will be fitted with **Aviadvigatel** PD-14 engines and planes destined for the international market will be powered by **Pratt & Whitney** PW1000G engines. **United Aircraft** claims the MS-21 will be 10-15 percent more efficient than the current A320 and 737 families. The initial target price of the MS-21 is $35 million. The first prototype should fly in 2014.

200 older 737-300s and 737-500s. The airline has another 107 737-700s on order. The airline does not have definite plans to buy the -800 but the way is clearing to operate the type. The flight attendants are represented by **Transport Workers Union Local 556** which will vote on a guaranteed 2 percent annual wage increase by December 1.

Regional Report

Aeroflot Was Ordered to Buy Russian Airliners. ***RIA Novosti*** reports that Prime Minister **Vladimir Putin** told **Aeroflot** Chief Executive Officer **Vitaly Savelyev** that "if the company planned to dominate the Russian market, it had to use planes of local manufacture." Over the next decade, **Aeroflot** will acquire 50 medium-range MS-21s, 40 Superjet 100 regional jets, 11 An-148 regional jets and 25 An-140 turboprops the company said in a statement. Up until now, the flag carriers relied on **Boeing** and **Airbus** aircraft because they were more fuel efficient and more reliable than the Soviet-built airliners. The Russian aircraft industry was small, fragmented and under funded until the Russian Government combined many manufacturers under the umbrella of **United Aircraft Corporation** in 2006. Now **UAC** is made up of **Beriev, Ilyushin, Irkut, Mikoyan, Sukhoi, Tupolev** and **Yakovlev.**

Willis Lease Finance Corporation signed a Memorandum of Understanding to buy six **Sukhoi** Superjet 100s from **SuperJet International**. The later is a joint venture of **Alenia Aeronautica,** Italy and **Sukhoi Civil Aircraft** in Russia. The possible contract is worth $300 million and will include an option on another four SSJ 100s. **SuperJet International** said the first Superjet 100/95 LR models will be delivered in September 2012.

Smart Aviation Company, Egypt ordered two Q400 NextGen turboprops and took options on an additional three Q400 NGs. Based on the list price, the firm order is worth approximately $62 million, and could increase to $158 million if all three options are taken up. **Smart Aviation** was founded as a corporate jet aircraft charter operator in May 2007. It will launch scheduled and charter Q400 NextGen services through a commercial airline subsidiary. **Bombardier** booked firm orders for 391 Q400 and Q400 NextGen aircraft, including **Smart Aviation's** order, and has delivered more than 300 of them.

Bombardier July 31, 2010 Orders & Deliveries

CRJ	Total Orders	Total Deliveries	Current Backlog
Challenger	33	33	-0-
CRJ1/2/440	1,021	1,021	-0-
CRJ700	344	309	35
CRJ900	256	234	22
CRJ1000	49	-0-	49
Total	**1,703**	**1,597**	**106**
CSeries	**Total Orders**	**Total Deliveries**	**Current Backlog**
CS100	33	-0-	33
CS200	57	-0-	57
Total	**90**	**-0-**	**90**
Dash 8	**Total Orders**	**Total Deliveries**	**Current Backlog**
Q100	299	299	-0-
Q200	105	105	-0-
Q300	267	267	-0-
Q400	385	312	73
Total	**1,056**	**983**	**73**

Bombardier delivered 6 CRJs and 12 Dash 8s this quarter.

Commercial Aircraft Corporation of China—COMAC delayed the delivery of the first ARJ21 regional jet until the third quarter of 2011. Sources within the company said "design issues" were the cause for the slow down. One source said, "We are aiming to deliver the first aircraft in September." Four test aircraft have completed about 600 flight hours and one will be debuted at China's **Zhuhai Airshow** in November. The aircraft should be certified by the **Civil Aviation Administration of China—CAAC** in by September 2011 and the first will be handed over to **Chengdu Airlines.** The program has been delayed several times since its launch. The first plane was to be delivered to its launch customer in 2007.

Lufthansa Will Order Eight EMBRAER 195s. The buy is part of a bigger purchase of 40 narrow and widebody Airbuses. The eight new E-195s will be operated by **Lufthansa Regional**.

Caribbean Airlines, Trinidad and Tobago purchased nine ATR 72-600 aircraft worth $200 million. Deliveries of the 68 seat aircraft will start in late 2011. **Caribbean Airlines** is a new customer for the ATR. The flag carrier will replace its current fleet of five Dash-8 300s when the new ATR 72s are delivered. **Caribbean's** aircraft link Trinidad and Tobago with surrounding Caribbean destinations. **ATR** reports that more than 160 ATR aircraft are in operation or on order with nearly 30 airlines in the Caribbean and Latin American region. According to **ATR, Caribbean Airlines** launched operations on January 1, 2007. It serves 13 markets in the Caribbean, South America and North America with eight 737-800s and five Dash 8s. The airline embarked on realizing its vision of "one Caribbean Airline" by acquiring **Air Jamaica** in March. **Air Jamaica** presently flies to the U.S., Canada, Grenada and the Bahamas with one A319, four A320s and one A321.

The first RUAG Do 228NG—New Generation, S/N 8300 was handed over to **New Central Airservice—NCA,** Japan in September. Next month the Do 228NG will start regional transport services between Tokyo and offshore islands with short runways. **New Central Airservice** has operated three Do 228-212s for more than ten years. "We are very satisfied with the Do 228. It is an excellent aircraft and ideal for the demanding geographic conditions on site", said the airline's owner, **Tetsuro Mori**.

RUAG announced it will build a Do 228NG Special Mission aircraft for the German Federal **Office of Defense Technology and Procurement—BWB** which will be operated by the **German Navy** for the **Ministry of Transport, Building and Urban Development.** The specially equipped aircraft will patrol the German North and

Bombardier Aerospace's revenues dropped to $2 billion from $2.4 billion in the last fiscal year. Earnings before interest and taxes also dropped, to $91 million from $154 million last year. The EBIT margin was 4.6 percent in the second quarter. **Bombardier Aerospace's** backlog totaled $17.1 billion as of July 31, 2010, compared to $16.7 billion as at January 31, 2010. Most of **Bombardier Aerospace's** revenues came from the sale of business aircraft. The commercial aircraft division sold eight CRJ900 NextGens to **Lufthansa** valued at $317 million at the list price during the second quarter. **Qantas Airlink** ordered for seven Q400 NextGen turboprops worth $218 million at the published list price.

Estonian Air will acquire three Bombardier CRJ900s directly from the manufacturer. The airline was partially owned by **SAS**, which sold its shareholding to the **Estonian Government** recently. The airline was to get three CRJ900s from **SAS** under an early 2008 contract. One CRJ900 has been painted in **Estonian Air** colors but is still awaiting delivery. The final contract has not yet been signed. The airline currently operates Boeing 737s and Saab 340s.

Baltic Seas looking for oil and environmental pollution. The **Indian Government** is donating a special mission Do-228NG to the **Seychelles Coast Guard.** The order was announced in July and the plane will be delivered in October 2011.

Comair to Ground CRJs. The **Delta Connection** regional airline will retire 53 of its oldest planes by 2012; most of them are 50-seat CRJ100 and CRJ200 regional jets. By the end of that year, the airline will operate to 44 jets. Fifty seat jets are out of favor because passengers demand larger, more-comfortable airplanes, while some airlines are opting for fuel-efficient large turboprops to fly customers to hub airports. **Michael Boyd,** president of **Boyd Group International** consultancy said 50-seat jets are being pulled from U.S. fleets as higher fuel and maintenance bills make them too expensive to fly. By 2015, the U.S. regionals will operate about 200 50-seat jets, down from the current 1,200 that are in service now. More than 80 have been scrapped in 2010, Mr. **Boyd** said. **Comair's** management said it will lay off many of the 2,600 employees in order to cut costs by $110 million during the next four years. **Comair** President **John Bendoraitis** said in a memo that **Comair's** cost structure is 20 percent higher than peers. "Absent any action on our part to change our current direction, our future remains in question," he said. Regional carriers are under pressure to cut seating capacity to hold down expenses and consolidation among regional airlines is forcing Comair to "dramatically change course," **Bendoraitis** said. **Delta** decided to keep **Comair** instead of selling it like its competitors sold their commuter divisions.

Air Lease Corporation—ALC selected **International Aero Engines—IAE** V2500 engines to power the 30 Airbus A320s it ordered at the **2010 Farnborough Air Show. Pratt & Whitney** is a partner of **IAE** and said its share of the order is worth approximately $165 million at list prices. This is the first engine selection by this new lessor. Deliveries start in 2011. **ALC** ordered 31 A320s and 20 A321s in July. There are more than 5,500 V2500 engines on order or in service around the world.

Engine News

Pratt & Whitney completed its first PurePower PW1524G engine for the **Bombardier** CSeries aircraft in August. The company shipped the engine from the **Middletown Engine Center** in Connecticut, to its West Palm Beach, Florida test facility. This is the first powerplant in an eight-engine validation and certification program, **Pratt & Whitney** said. **Benjamin Boehm**, **Bombardier's** VP—Commercial Aircraft Programs said "the first PW1524G engine for testing is an important milestone for the CSeries aircraft program. We are very pleased with the progress of the engine program and that **Pratt & Whitney** has completed first engine assembly on time." **P&W's** VP—Next Generation Product Family, **Bob Saia,** said the PW1524G program is "on schedule to deliver its extraordinary benefits to customers in 2013. This engine will be tested to demonstrate the full engine performance." The test program will run a total of eight test engines over the next 24 months with engine certification and aircraft first flight scheduled for 2012. **P&W** said. **Pratt & Whitney** concluded PurePower engine core testing after more than 260 accumulated test hours and tested engine modules, with simulations of more than 60,000 takeoffs and landings. They tested the low and high-pressure compressor for hundreds of hours.

Order Changes and Cancellations

Airbus Order Changes. In August, **China Aviation Supplies Corp.—CASCG** transferred 15 A320s to **Hainan Airlines** and one A320 to **Juneyao Airlines**. **Aircraft Purchase Fleet** transferred two A330-200s SN 1123 & 1135 to **Airbus Financial Services**. **CIT Leasing** swapped one A330-200 to the -300 model. **CIT** now has 34 A330-200s and five A330-300s on order. An undisclosed operator cancelled one A320 and bought an A321 in its place.

Airbus Cancellations. Private operators cancelled orders for two A319 ACJs in August. **CIT Leasing** cancelled four A319s and four A320 orders. The lessor now has 39 A319s and 90 A320s orders.

Boeing Changes. Boeing reported the cancellation of four 737 and two 777 orders in September. As of September 30, **Boeing** lost 14 737, 27 777 and 32 787 orders this year. Earlier in the year, **Continental** cancelled its last 777-200ER. The airline also switched three 737-900ERs to the 737-700 type. **Continental** has firm orders for 61 737-700s, 130 737-800s and 33 737-900ERs. Last month, **Air China** switched its 15 787-8 orders for 15 787-9s worth $3.19 billion at a list price.

All Nippon Airways—ANA said it will change 15 of 55 787-8 orders to the 787-9 model. The stretched 787-9 is appropriate for short, medium and long-haul routes. **ANA** sees a need for more 400-seat aircraft for its domestic routes. The 787-9 will provide more flexibility to **ANA's** fleet and ease route planning. The highly fuel efficient 787-9 will enable **ANA** to reduce operating costs and carbon dioxide emission, the airline said. **All Nippon** still has 10 elderly, high-capacity 747-481Ds and 15 medium-range 777-281s in service.

Leasing Companies

Air Transat, Canada, contracted to long-term lease two more A330s from **CIT Aerospace International** in September. The planes will be delivered in 2011. **Air Transat** currently operates 13 A310s and five A330s. The airline will replace the older A310s when it receives two A330s directly from **Airbus** later this year. It will lease one A330 from **CIT** this year and three A330s from the lessor in 2011 bringing it fleet to 11 A330s.

Norwegian Air Shuttle sold and leased-back two new 737-800s with **Bank of America Leasing Ireland—BALI.** The 737s will be delivered to **BALI** in September and mid-October. The aircraft will be dry leased for 10 years. **Norwegian** ordered six 737NGs in August 2009. **AWAS** will lease three new 737-800s to **Norwegian Air Shuttle**. The 737s will be delivered early next year. **Norwegian** is the second largest airline in Scandinavia and operates 54 aircraft. The company plans to have 70 737-800s in its fleet by 2014

FLY Leasing, known as **Babcock & Brown Air Limited** until June 2010, leases 62 aircraft to 35 airlines under multi-year operating leases. The company is financed by an $850 million aircraft lease securitization, and a $1.2 billion aircraft acquisition facility. **FLY Leasing** is managed and serviced by **BBAM L.P.**, a leading aircraft leasing companies with more than 25 years of experience. **FLY** is buying three new 737-800s in a sale and leaseback transaction with **flydubai.** The 737NGs will be delivered in October and December 2010 and February 2011. **FLY** sold a 1995-model A320-200 and two four-year-old 737-800s to two other lessors. The planes are still on lease to three separate airlines.

AVIATION BUSINESS Airline News

Southwest Airlines to Buy AirTran Airlines. SWA announced plans to buy **AirTran Holdings** for $1.04 billion in cash and another $360 million in stock. **AirTran** shareholders will receive $3.75 in cash and 0.321 share of **Southwest** for each share they have. The purchase will give **Southwest** a strong presence on the East Coast. **Southwest** is already the nation's largest domestic airline by passenger numbers. For the price of only 20 new 737NGs (at the discounted price of $50 million), **Southwest** will acquire 86 717-200s and 52 737-700s. **AirTran** also has 51 737-700s on order. **Southwest** will take **AirTran's** debt and capitalized aircraft operating leases of $2 billion. **SWA** will acquire a mature workforce and route system that has hubs in Atlanta, Orlando and Milwaukee. The airline expects cost savings of at least $400 million by 2013 and the transaction may pay for itself in just a few years. A one-time acquisition cost of $300 million to $500 million is also factored in. After the two companies are merged, **Southwest** will be the surviving brand and will keep its single-class service. Both airlines operate similar 737-700s and **AirTran** has a large enough fleet of 717s that **Southwest** can operate the type economically. The combined fleet of 737-300s, 737-500s, 737-700s and 717s totals 685 **Boeing** aircraft. The merged airlines will have nearly 43,000 employees and will carry more than 120 million passengers annually. The two airlines had combined unrestricted cash of $3.7 billion as of June 30. **AirTran's** revenues for the last year were $2.5 billion and the company earned $128 million, while **Southwest** earned operating income of $843 million from revenues of $11.2 billion over the last 12 months. **Southwest** expects it will take two years to integrate the airlines.One of the big problems is how to merge the pilots' seniority lists. Both airlines are unionized, 80 percent of **Southwest's** staff belong to unions, as are 50 percent of the **AirTran** employees. The deal needs to be approved by the stock holders and **U.S. Government's DOT and DOJ**. That is expected some time in 2011. The present administration has looked

Alliances Get Bigger. China Airlines, Taiwan will join **SkyTeam,** which has 14 members including **Air France-KLM, Delta Air Lines** and **China Southern Airlines. China** will be **SkyTeam's** fifth Asian carrier and adds four new destinations to the **SkyTeam** network. The Taiwan flag airline flies 93 international routes from its hub at Taipai. A few months ago, **China Eastern** agreed to join **SkyTeam.**

S7 Airlines, Russia will join the **oneworld** alliance on November 15 2010. The airline will offer the alliance's services and benefits throughout Russia and the rest of the Commonwealth of Independent States. **S7** is the largest domestic airline in Russia in terms of passengers. It flies to 45 cities in Russia and 45 destinations in 28 countries. The airline operates two A310s, 19 A319s, nine A320s, four 737-800s and two 767-300ERs. It retired its last Soviet-built jet in 2007.

Air India to Join Star Alliance. The flag carrier is set to join the world's biggest airline alliance in the first quarter of 2011. **Star** consists of 28 airlines, including **Air China, Continental, Lufthansa, Singapore Airlines, THAI, United** and **US Airways**. The alliance will help the loss-making **Air India** improve load factors and passenger yields by flying customers from member airlines on its own network. The airline's inclusion was delayed by problems integrating its ticket reservation system with those of other **Star Alliance** members. In April, **Air-India** signed a $190 million, 10-year information technology contract to **SITA,** Switzerland, which will integrate **Air-India's** and **Indian Airlines'** IT infrastructure and ticketing systems to bring them in compliance with **Star Alliance's** requirements.

favorably on airline mergers. The two airlines serve 30 cities in comon and **AirTran** brings 41 new destinations to **Southwest's** route map. **AirTran** has strong presence at Atlanta—one of its hubs and has slots at **LaGuardia** and **National**. **Southwest** does not fly to any of those airports. Both airlines fly mostly point to point services, avoiding major airlines' hubs. **AirTran** offers international services to Mexico and the Caribbean, while **Southwest** is solely a domestic airline. The airline will be headquartered in Dallas' **Love Field**. The merger should be good for most airline customers and may pressure **Delta** and **American** to hold down fares on competing routes.

British Airways, American Airlines and Iberia will launch its long-awaited strategic alliance in October. The three airlines will cooperate on flights between Europe and North America. A **British Airways** statement said, "It will... enable the airlines' alliance **oneworld** to compete on an equal footing with the other main global alliances that have had regulatory approval to operate transatlantic joint businesses for several years." The U.S. and the European Union approved the alliance in July. **British Airways** agreed to merge with **Iberia** in April and it is proceeding with the $8 billion plan to make the world's third largest airline.

Bankruptcy of the Month

Grupo Mexicana suspended operations "until further notice"of its three airlines on August 28.. **Mexicana Airlines, MexicanaClick and MexicanaLink** stopped all flights at midday, the group stated, citing financial problems for the cessession of operations. The press release said, "Today's decision is a painful one for the 8,000-strong **Grupo Mexicana** family, but we will continue seeking out ways of securing the company's long-term financial viability, so our passengers can once again enjoy the quality services they are accustomed to. We hope to be

United Airlines and Continental Airlines Officially Merged on October 1, to form the world's largest airline in terms of traffic. The combined company is based in Chicago and operates under the **United Airlines** brand name. The new holding company, officially called **United Continental Holdings Inc** was formed by a $3.17 billion all-stock merger. **United** CEO **Glenn Tilton** is the non-executive chairman and **Continental** CEO **Jeff Smisek** was elected president and chief executive of the merged airline. **United's** board includes 12 independent and two union directors. At closing **United** has $9 billion in unrestricted cash and reported revenue of $31.4 billion in the last year. It forecast that the merger will deliver up to $1.2 billion in new revenue and annual cost savings by 2013. The two airlines will fly separately for up to 18 months. **United** is awaiting a single operating certificate from the **FAA** that will allow them to integrate their airplanes, crews and maintenance programs. **United** foresees costs of up to $1.2 billion to integrate the two operations. The merger had other tangable costs; the **Department of Justice** forced **Continental** to lease 18 slots to **Southwest Airlines** at Newark. **United** pledged to the State of Ohio that it would not cut **Continental's** mini-hub at Cleveland by more than 10 percent for the first two years of the merger. The airline must settle six similar law suits. By spring, **Continental's** and **United's** customer-service, marketing activities and frequent-flier plans will continue to operate separately. The shareholders of both companies approved the merger in mid-September by a wide margin. **Continental** shareholders received 1.05 UAL shares for each of theirs.The stock swap will give them 45 percent ownership of **United Continental Holdings**. **UAL** holders own 55 percent of the holding company. The new **United** will control 21 percent share of the domestic market, operate from 10 hubs, fly approximatley 700 jetliners and carry more than 144 million passengers per year.

back in the air soon and would like to thank everyone involved in this process for their support and understanding." A week before the shutdown, a group of Mexican investors called **Tenedora K** said they bought 95 percent of **Grupo Mexicana**. The new management said the company needed an infusion of at least $100 million to keep flying and that the airline was "in a state of technical bankruptcy." The airline filed for bankruptcy in both Mexico and the U.S. on August 2. It stopped selling tickets and suspended some international flights, which exacerbated the financial crisis. In August, **Mexicana** said it was hurt by a combination of the swine flu scare and the global economic slowdown. The airline could not reduce its high fuel and labor costs either. **Mexicana** tried to cut its employee pay by an average of 40 percent but labor leaders rejected the proposal. They had already taken a pay cut in 2006.

Mexicana de Aviacion flew to more than 65 domestic and international destinations—in the US, Canada, Central and South America and Europe. It was Mexico's biggest airline, having carried 11.1 million passengers in 2009. It was also one of the oldest continously operating airlines in the world. **Mexicana** was founded in 1921—shortly after Dutch carrier **KLM** and Australia's **Qantas.**

Mexicana may return to the air in November. It need to do a major route restructuring to match its smaller fleet. The plan is to drop all domestic mainline services and flights to Europe. The airline will return its two long-haul A330s and four 767s. A Mexican bankruptcy court formally granted the company the equivilant of Chapter 11 protection and now the court and Mexican government have the authority to oversee the carrier's reorganization. **Mexicana's** two affiliates, **MexicanaClick** and **MexicanaLink** are applying for protection as well. Neither airline is expected to return to service in the near future. The plan calls for **Mexicana** to shrink by approximatly 40 percent. The company is talking with lessors, including **GECAS** and **ILFC** about returning aircraft. Several lessors have tried to repossess all their aircraft, but few have been released by the airline. **ILFC** was able to recover five Airbus A319s and one A320. Almost all of **Mexicana's** fleet is leased, including 10 A318s, 25 A319s and about 25 of 30 A320s. The 18 Boeing 717s operated by **Click** and **Link's** 12 Bombardier CRJ200s are also leased.

Military Market

KC-390 Program. Since the 2010 **Farnborough International Airshow Embraer** signed provisional agreements with Chile, Colombia, the Czech Republic and Portugal to produce 26 KC-390 military transports**.** At **Farnborough**, the **Brazilian Government** announced its intention to acquire 28 KC-390s for the **Brazilian Air Force (FAB)**. Since then, the Czech Republic signed a Declaration of Intent to buy two KC-390s. As part of the deal, the Czech aero industry will be a partner in the design and manufacture of the aircraft. **Aero Vodochody** could manufacture the aircraft's rear fuselage, doors and wing leading edges, the Czech defense ministry said. Also in September, the National Defense Minister of Portugal signed a Declaration of Intent to participate in the KC-390 development program. Portuguese companies may join the project to manufacture parts of the new airplane. The **Portuguese Air Force** plans to buy six aircraft. Colombia signed a Declaration of Intent for cooperation and the purchase of 12 airplanes. In August, the **Chilean Government** signed up to participate in the KC-390 program through **ENAER—Empresa Nacional de Aeronáutica (National Aeronautical Enterprise).** The **Chilean Air Force (FACH)** intends to acquire six aircraft. **Embraer** said, "The successful partnership between Brazil and Chile dates back to the '90s, when **ENAER** began to stand out as a supplier of structures for the 50-seat ERJ 145 regional jet,

manufactured by **Embraer.** In 2008, the **FACH** ordered 12 Super Tucano airplanes by **Embraer** for pilot tactical training missions, all of which have been delivered and are in operation." The United Arab Emirates is the latest nation interested in joining the KC-390 program as a supplier and customer. A deal could include UAE involvement in **Embraer's** EMB-314 Super Tucano program. The number of aircraft to be purchased is still being negotiated. The KC-390 partnership adapts **Embraer's** civil-aviation risk-sharing model to the military market, **Embraer's** marketing and business development manager, **Jairo Sotério** said. He wants to ensure that each of the nations' military-industrial complex is vested in the KC-390's success. Each partnership requires government-to-government, air force-to-air force and industry-to-industry contracts, he said. **Embraer** forecasts a potential market for nearly 700 aircraft. The first will enter service after 2015. The KC-390 engine supplier has not been chosen yet. **Embraer** is negotiating with **CFM International** and **International Aero Engines** as well as other major equipment suppliers.

Kuwait May Buy Boeing C-17. The **US Defence Security Cooperation Agency** informed Congress that the **Kuwaiti Air Force** wants to buy a single C-17A with the support package. The deal will be worth $693 million. If completed, the order will give Boeing its eighth C-17 customer and add five weeks to the production line. The **Kuwaiti Air Force** wants the C-17 for "relief support, humanitarian disaster and peacekeeping missions, as well as transporting dignitaries and cultural assets to various regional and international destinations", the **DSCA** said. The **UK Government** may buy its eighth C-17, but funding is contingent on the results of the government's **Strategic Defence and Security Review.** As of now, the C-17 production line is scheduled to shut down in September 2012. The line will stay open if the **Indian Government** firms up its provisional order for 10 C-17s. The contract could be signed when **President Obama** visits New Delhi in November. Several Middle Eastern countries and South Africa have expressed interest in buying the C-17. The U.S. Congress may fund five C-17s worth $1.3 billion for the **Air National Guard**. The appropriation could be made after the November elections.

Hindustan Aeronautics Limited, United Aircraft Corporation and Rosoboronexport will form from a Joint Venture to co-develop and co-produce the **Ilyushin** Il-214 Multi-role Transport Aircraft—MTA, **HAL** stated in a press release. The **Indian Air Force** and the **Russian Air Force** require a 15-20 tonne-payload tactical aircraft, which prompted the project. The MTA program was approved by the governments of India and the Russian Federation. The development cost of $600.7 million will be equally shared by both governments. Work will be equally shared between **HAL** and **UAC**. They plan to build 205 aircraft.

Israel Aerospace Industries' Bedek Aviation successfully completed flight trials of a Boeing 767 tanker. The used 767-200ER was converted to a new **Multi-Mission Tanker/ Transport—MMTT** configuration for the **Colombian Air Force—FAC. Bedek** installed ARP3 wing air refuelling pods which were developed and manufactured by **IAI**. The 767 MMTT transferred fuel to an upgraded IAI Kfir C10 fighter. Colombia ordered Kfir fighters in 2007, worth more than $150 million. The 767 MMTT can carry a fuel load of 160,000-200,000 pounds. One modified 767 can support 13 Lockheed Martin F-16 fighters, **Bedek** said. The company forecast a market for a "meaningful number" of 767 MMTTs. The airplane can carry cargo, passengers or VIPs in different configurations. **Bedek** sees potential sales of $100 million a year. It is looking at possible European partners to do more conversions. **IAI** has previously offered **Bumar,** a Polish company the opportunity to modify a 767-based tanker for the **Polish Air Force.**

The **Russian Air Force** said it needs 100 MTAs over the next dozen years. The Joint Venture Company—JVC will be headquartered at Bangalore, India. The MTA will replace 105 **IAF** Antonov An-32s. **HAL** says the MTA will feature: a maximum takeoff weight 65 tonnes, payload of 15-20 tonnes, cruise speed 800 kmph, range 2,500-2,700 km, service ceiling 12 km. The MTA will be powered by two Russian-made **Aviadvigatel** PD-14 turbofan engines and have state of the art features such as fly-by-wire, full authority digital engine control, modern avionics and glass cockpit. The MTA prototype is expected to fly by 2014 and the production models will enter service in 2015 or 2016. The MTA will be slightly smaller than the Brazilian KC-390 but fits the same niche.

Cargo Pallet

The Deucalion Aviation Funds acquired two ex-**Singapore Airlines** 747-412s SN 26562 & 27071 from an un-named lessor. They will be converted to Special Freighters by **IAI Bedek** at the Tel Aviv conversion facility. The passenger aircraft were manufactured in 1996 and 1995 and equipped with Pratt & Whitney PW4056 engines. The aircraft were returned to the lessor by **SIA** in 2009. After completion of the conversion the 747s will be leased to **World Airways**. The **Deucalion Aviation Funds** are managed by **DVB Bank SE.**

Aeronautical Engineers—AEI redelivered four 737SF conversions in the third Quarter of 2010. **Cargo Air,** Bulgaria accepted 1987-model 737-300 SN 23970. One 1989-era 737-400SF SN 24128 was redelivered to **MNG Airlines,** Turkey. **Sideral Air Cargo,** Brazil received 737-300SF SN 24060 that was built in 1988. The forth aircraft, 737-200SF SN 23796 was built in 1987 and redelivered to **Transmile Air Services**, Malaysia.

Atlas Air will provide 747-400 Freighter service to **TNT** for service on its international express air network. The lease includes aircraft, crew, maintenance and insurance. The 747-400F began operations for **TNT Airways** on September 15. It is based at **TNT's** European base in Liege, Belgium.

World Airways extended its contract to provide two MD-11 cargo aircraft to **Etihad Crystal Cargo** into 2011. The MD-11s operate on scheduled routes to Africa, Asia and Europe. **Etihad** currently operates two A300-600RFs and the first A330F to be delivered.

Israel Aerospace Industries' Bedek Aviation may expand its freighter conversion offerings to **Airbus** aircraft. The company currently converts **Boeing** passenger planes into freighters, including the 737, 747 and 767. Next year, it may open an A300s and A320 line. The A300 and A310 are currently being converted by **EADS-EFW** in Dresden, Germany. **Bedek's** General Manager **Eliezer Hattem** said the company may co-operate with **Airbus Freighter Conversion—AFC. AFC** previously announce it will convert A320s to A320P2F freighters at **EADS-EFW** and by **United Aircraft Corp.** in Russia. In spite of the recession, Mr. **Hattem** said **Bedek** expects steady growth in demand for its **Boeing** conversions. It delivered one converted 747-400 freighter to **Asiana** and started work on another two 747-400s by late September. Two more 747-400s, owned by an Asian airline, are expected around New Years Day. He said, "This is a limited surge and we still do not see that it will continue." The 767 conversion line is running at four to six 767s a year and he sees this continuing at that rate. **Bedek** subcontracts most of its 737 work to a Chinese modification center. Their work rate is unchanged through 2011, despite competition from other companies such as **Aeronautical Engineers** and **Pemco.**

AIRCRAFT DELIVERIES & SALES
Jet Aircraft

A319. **Airbus** delivered six A319s in August, including three -111s SN 4418, 4425 & 4427 to **easyJet. CIT Leasing** leased two –133s SN 4403 & 4422 to **Volaris. Hainan Airlines/West Air** accepted -133 SN 4262. It was built by **Airbus Tianjin Delivery Center—ATDC.**

A320. **Airbus** delivered 20 A320s in August, including three -214s SN 4393, 4394 & 4397 to **GECAS** and two -214s SN 4392 & 4414 to **ALAFCO.** All five were leased to **Saudi Arabian Airlines. Avianca** accepted two -214s SN 4379 & 4381. The first was leased to **Aerogal**, Ecuador. The airline will lease two more -214s this year as part of **Aerogal's** fleet renewal program. **Airbus** delivered five -200s to Chinese airlines—including -232 SN 4279 to **China Southern,** -232 SN 4297 to **China Eastern,** -214 SN 4401 to **Juneyao Airlines,** -232 SN 4409 to **Shenzhen Airlines** and -214 SN 4412 to **Hainan Airlines. Hainan** leased its -214 from **Beijing Capital Airlines. BOC Aviation** leased -214 SN 4366 to **Spring Airlines. AirAsia** accepted two -216s SN 4386 & 4390. The first went to **Thai AirAsia.** Indian airlines, **Indigo** and **Go Air** each received one -200, -232 SN 4384 & -232 SN 4399 respectively. **Uzbekistan Airways** accepted -214 SN 4395; its second of ten A320s on order. **LAN Airlines** took delivery of -233 SN 4400 and **Lufthansa** received -214 SN 4398.

A321. Three A321 were delivered in August, including the fifth -231 SN 4406 to **Qatar Airways. China Southern Airlines** accepted -211 SN 4416 and **Sichuan Airlines** received -231 SN 4420.

A330. **Airbus** handed over five A330s in August, including the first -243F SN 1032 to **Etihad Airways. Hong Kong Airlines** took delivery of its third -223 SN 1034. It was leased to **Hainan Airways. Swiss International Air Lines** accepted its eighth -343E SN 1145. **Saudi Arabian Airlines** took delivery of its fourth -343E SN 1141 in August. It has four more on firm order. **Egyptair** received its first Airbus A330-343 SN 1143. It is powered by **Rolls Royce** Trent 700 engines and seats 301 passengers in two classes. The airline has four more on order.

In September, Hong Kong Airlines took delivery of its first of three A330-243F freighters SN 1051. The plane is leased from **Aircastle Limited**. The A330Fs will be operated from Hong Kong to Asia, the Middle East and Europe. **Turkish Airlines—THY** received its first of

A310. **GA Telesis** leased ex-**CSA** A310-300 SN 672 to **United Airways,** Bangladesh. The A310 is owned by a partnership, which includes **GPFC.** The financial lease runs five years and is managed by **Phoenix Aircraft Leasing,** Singapore.

Libyan Airlines, a subsidiary of the **Libyan Aviation Holding Company,** took delivery of its first new A320-214 SN 4450 from **Airbus**. The A320 is the first of seven on order and is fitted with CFM engines. The aircraft will be operated on domestic and regional routes from the airlines hub in Tripoli, Libya.

Avinco delivered the second A320-232 SN 1896 to **Meridianafly.** The airplane is owned by **Gamma Aviation** and placed on a five year lease. **Avinco** successfully completed the placement of seven new and used A320s over the past year.

10 A330-343s and first of two A330-243F Freighters. The **Rolls-Royce**-powered aircraft support **THY's** ambitious growth plans. The A330-300 joins **THY's** passenger aircraft fleet of A320, A330-200 and A340s. The A330-200F will be used by **Turkish Cargo** on long haul routes and joins the airline's four Airbus A310F freighters.

Air-India will dry-lease four A330s for some of its medium-haul international routes of 7 to 8 hours duration. The company spokesman said, "Though we are leasing only four aircraft now, our actual requirement is that of ten of these planes." Two A330-223s SN 353 & 362 are already in service, flying to the Jeddah and Shanghai. They are leased from **Novair** since 2007.

Boeing 737NG. **Boeing** delivered 37 737s in August, including an amazing nine -824/Ws SN 30132, 31642, 31658, 31659, 31660, 31662, 37101, 38700 & 38701 to **Continental Airlines. Continental** now operates 126 -800s, along with 35 -700s and 43 -900s. **American Airlines** accepted six more -823/Ws SN 29575, 31101, 31103, 33213, 40579 & 40580 for a fleet total of 138 -800s. Elsewhere in the Americas, **Boeing** delivered two -7H4/Ws SN 36664 & 36665 to **Southwest.** The **United States Navy** received its tenth -7AFC SN 40573. The **Navy** designation for the plane is C-40A and it can be operated in all-passenger, all-cargo and combi configurations. The **Navy** has two more C-40As on firm order and plans to operate a total of 30 of them. **Boeing Business Jet** accepted -8KT/W-BBJ SN 40118. In Asia, **Boeing** delivered two -9GPER/Ws SN 37275 & 37276 to **Lion Air** and two -84P/Ws SN 35763 & 36783 to **Hainan Airlines. Garuda Indonesia** accepted -8U3/W SN 30148 6436, **SpiceJet** received -8GJ/W SN 36369 and **Shanghai Airlines** took delivery of -86D/W SN 35776. Japanese airlines **ANA** and **JAL** accepted -881/W SN 33898 and -846/W SN 40346 respectively. The only 737s delivered to European airlines were two -86J/Ws SN 37756 & 37757 to **Air Berlin.** Leasing companies were busy; **Aviation Capital Group** leased -8U3/W SN 36436 to **Garuda** and -8HX/W SN 36849 to **Skymark Airlines. Shandong Airlines** leased -8AL/W SN 37654 from **BOC Aviation** and -85N/W SN 40882 from **RBS Aviation Capital. GECAS** bought two -86N/Ws SN 36803 & 36804 and leased them to **Garuda** and **Shanghai Airlines,** respectively. **Norwegian Air Shuttle** leased -8JP/W SN 37817 from **C.I.T. Leasing Corporation.**

A380. **Airbus** said it will meet its target of 20 A380 deliveries in 2010. The manufacturer handed over 13 double-decker airliners by August. The first A380s for **Korean Air Lines** and **China Southern Airlines** are on the final assembly line and will be delivered next year. **Airbus** is delivering an average of two A380s a month and delivered three planes each in July and August. **Airbus** must deliver seven A380s in the last four months of the year. It completed 10 A380s in 2009.

Airbus delivered the fourth A380-861 SN 049 to **Air France,** the 12th -861 SN 046 to **Emirates** and the third of 15 -841s SN 044 to **Lufthansa** in August.

In September, Air Algérie, the state-owned flag carrier of Algeria, took delivery of its 11th 737-800. **Boeing** will deliver two more -800s to **Air Algérie,** in 2010 as well as four more in 2011. The airline will operate 17 737-800s by the end of 2011.

Boeing 747. **World Airways** will wet-lease one -400 Freighter to **Cargolux** from October through June 2011. **Cargolux** operates a fleet of 15 -400 freighters and has 13 747-8Fs on order. The leased aircraft will fill in for the several -8Fs which are being delivered later than originally scheduled.

Boeing 767. **All Nippon Airways** took delivery of -381ER SN 40564 in late August. **LAN Airlines** will lease three -346ERs SN 35816, 35817 & 35818 from **Japan Airlines International.** The planes have not been delivered yet, even though the registrations have been reserved.

Boeing 777. **Boeing** delivered seven 777s in August including two 777–FS2s SN 37727 & 37728 to **FedEx. China Southern Airlines** accepted F1B SN 37313 and **China Cargo Airlines** leased -F6N SN 37715 from **GECAS. GECAS** leased -36NER SN 38286 to **British Airways.** Two -200LRs were delivered during the month, -2DZLR SN 36102 to **Qatar Airways** and -22KLR SN 39548 to **Turkmenistan Airlines.**

Bombardier. **American Eagle Airlines** took delivery of CRJ 702ER SN 10307 in July and two 702ERs SN 10308 & 10309 in August. **Skywest Airlines** leased four CRJ 900ERs SN 15102, 15103, 15110 & 15112 to **Air Mekong**, Vietnam in August.

Embraer delivered the first two EMBRAER 190-200ARs SN 19000353 & 19000361 to **Austral Líneas Aéreas** The Argentine airline ordered 20 E-190s, in May 2009. They are configured with 96 seats in a dual-class layout and are the AR (Advanced Range) model. The airplanes are financed by the **Social and Economic Development Bank (Banco Nacional de Desenvolvimento Econômico e Social – BNDES) and Banco do Brasil**. The E-190s will replace older jets on domestic routes and for expansion to new cities. **Tianjin Airlines** took delivery of two E-190-100LRs SN 19000369 & 19000371 in August. The airline received two Chinese-built ERJ-145s SN 1450159 & 1450163 in the last few months. **Embraer** delivered E-190-100 SN 19000375 to **KLM Cityhopper** and E-190-100LR SN 19000376 to **Lufthansa Cityline.**

Boeing 757. Colombian flag carrier **Avianca** selected **BAE Systems** to exclusively offer Boeing 757-2K2 SN 26635 for sale or lease. The 757-200 is currently on lease to **Aerogal—Aerolineas Galapagos** of Ecuador. The aircraft was manufactured in 1994 and is powered by two RB211-535E4 engines. **Aerogal** replaced the 757 with a new A319 that was leased from **Avianca.** The flag airline returned -2Y0 SN 26152 to **AerCo Ireland** at lease termination. The plane was sold to **National Air Cargo Group.**

British Airways will retire its last three 757-236s SN 29113, 29114 & 29115 on October 30. The airline has eight 757s in its fleet but five are already grounded. To commemorate 17 years of 757 services, **British Airways** will paint the last plane, SN 29115 in the original 1983 paint scheme. **BA's** subsidiary **Open Skies** will continue to fly its four 757-200ERs.

Airstream International has arranged the sale of two ERJ-145 (one is SN 145177) aircraft to **Semeyavia,** Kazakhstan. The aircraft, previously operated by **BA Connect** and **Flybe. Semeyavia** currently operates a small fleet of YAK-40s. **Trip Linhas Aereas** is acquiring three E-170-200LRs SN 17000126, 17000137 & 17000147 from **Paramount Airlines**, India.

Fokker. **SKA Air & Logistics**, Dubai, UAE acquired Fokker 70 SN 11559 from **Fokker Services**. The aircraft will be operated by **SKA SA Aircraft Leasing** and **Airquarius Aviation.** The aircraft is configured with 75 seats.

Douglas. **SAS** leased eight MD-90-30s SN 53457, 53458, 53459, 53460, 53461, 53462, 53543 & 53544 to an undisclosed U.S. operator. The eight MD-90s will be delivered to the lessee from the third

quarter of 2010 through the second quarter of 2011. The transaction was arranged by **SkyWorks Leasing, LLC. Delta Air Lines** has been quietly expanding its MD-90 fleet by buying 11 MD-90s.. The airline leased two more ex-**Hello** planes, SN 53553 & 53576 from **BCC—Boeing Capital** in February. **Delta** acquired nine MD-90s SN 53582, 53583, 53584, 53585, 53586, 53587, 53588, 53589 & 53590 from **China Eastern** in July and August. **Delta** now has 25 MD-90s in its fleet. The new airplanes are being refurbished before entering service.

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Turboprops

ATR delivered its 900th aircraft, an ATR 72-500 SN 918, to **TRIP Linhas Aéreas**, Brazil. The regional airline accepted SN 911 in August and SN 926 in September. It will take delivery of two more ATRs this year. **TRIP** is the second-largest ATR operator in the world (after **American Eagle**) with 17 ATR 72s and 16 ATR 42s in its fleet. The airline is also the largest regional airline in Latin America and flies to more than 70 destinations in Brazil. **TRIP** introduced its first ATR 42-320, in 1999. **Golden Air Flyg** took delivery of ATR-72-500 SN 917 and **Wings Abadi Airlines,** Indonesia received -500 SN 922 in August and **Vietnam Airlines** accepted -500 SN 925 in September.

Bombardier delivered two DHC-8Q-400NGs SN 4293 & 4296 to **Air Baltic** in August. It will receive two more SN 4313 & 4324 shortly. **Austrian Arrows** accepted SN 4319 in July and SN 4326 in September. **Pinnacle Airlines** took delivery of SN 4323 in August and it is operated for **Continental Connection.**

Scrap Heap

Universal Asset Management has started to scrap ex-**JAL** 747-446 SN 26349. This is **UAM's** first 747-400 disassembly project. The company has more than 30 aircraft in various stages of disassembly, including the 777, 767-300ER, 757, 747-200F, 737-Classics, 727, A310, A320, DC-9, MD80, ATR42, EMB120, and CRJ200.

Accidents and Safety

*From **Aviation Safety Foundation***

United Parcel Service - UPS lost Boeing 747-44AF N571UP, SN 35668 when it crashed 16 kilometers south of **Dubai Airport**, United Arab Emirates on September 3. Both pilots were killed. The three-year old plane was on fire and struggled to return to Dubai when it came down short of the runway

Iran Aseman Airlines Fokker 100 EP-ASL, SN 11432 was substantially damaged during landing at Tabriz Airport, Iran on August 26. The plane ran off the side of the runway and fell into a canal. The front part of the plane was damaged and two passengers were injuried.

Passaredo Linhas Aéreas Embraer ERJ-145LU PR-PSJ, SN 145351 was damaged beyond repair on August 25 when it left the runway upon landing at **Vitória da Conquista Airport,** Brazil. Two of the 35 people on board were injured.

Windjet Airbus A319-132 EI-EDM, SN 2424 suffered substantial damage when it made a hard landing before the threshold of the runway at Palermo-Punta Raisi Airport, Italy. Twenty of the 129 people on board were injured and the plane was substantially damaged on September 24.

Alrosa Mirny Air Enterprise Tupolev 154M RA-85684, SN 90A-851 made an emergency landing at an abandoned air strip near Izhma, Russia on September 7 The plane lost all of its electrical systems including flaps and fuel pumps, hence the need for a quick landing at the first available spot. The aircraft came to rest past the end of the runway. All 81 people on board escaped injury. The 20-year-old Tu-154 was written off.

Turboprop Accidents. Widerøes Flyveselskap de Havilland Canada DHC-8-103B LN-WIF, SN 372 landed hard on the runway at Sandnessjøen, Norway on September 15. A wind gust during the final stage of landing is suspected to have caused the crash. The undercarriage failed and the plane slid on its belly. None of the 3 passengers and 4 crew were hurt.

Conviasa ATR-42-320 YV1010, SN 371 landed 6 miles short of the runway at Puerto Ordaz, Venezuela on September 13. Fifteen of the 47 people on board were killed. **SOREM/Protezione Civile,** Italy Canadair CL-215-6B11 (CL-415) I-DPCQ, SN 2021 was seriously damaged when it struck electric wires while dropping retardant on September 3. The airplane landed safely at Latina Airport, Italy.

EXIN Antonov 26B SP-FDP, 11903 failed to takeoff from Tallinn, Estonia on August 25. The plane's landing gear collapsed or retracted during the takeoff roll and it skidded to a stop on its belly. None of the four crew members were injured.

Filair Let 410UVP-E20C 9Q-CCN SN 912608 was destroyed on August 25, when it came down in the village while on final approach to **Bandundu Airport**, Democratic Republic of the Congo. Twenty occupants died, one passenger survived.

Want to Buy

One commuter turboprop or regional jet fuselage. It can be stripped of most of the interior but should have some of the flight controls and all the windows and doors. Wings, landing gear and tail are not necessary.

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Jim Beyer at mrmotomontana@msn.com

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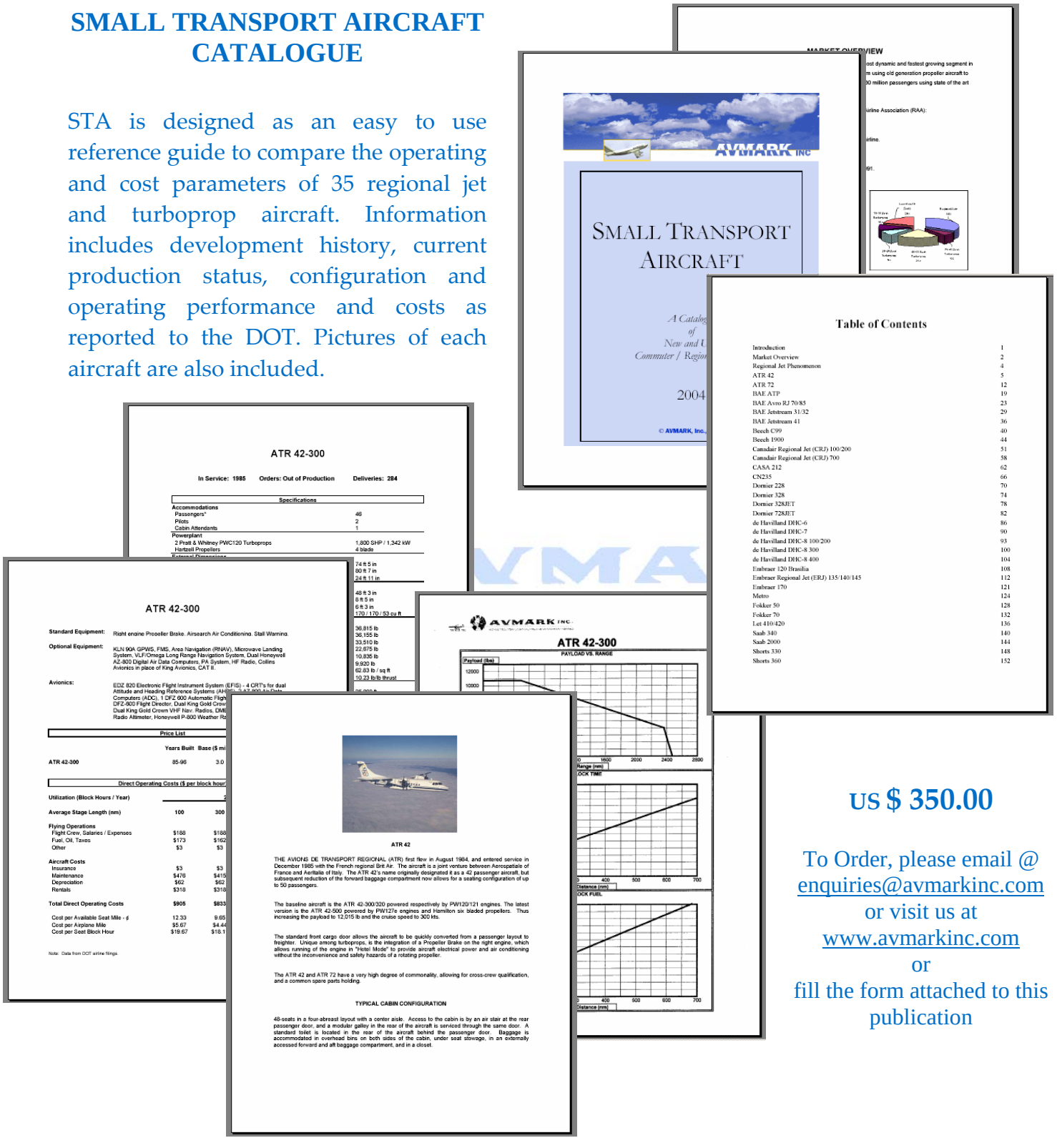

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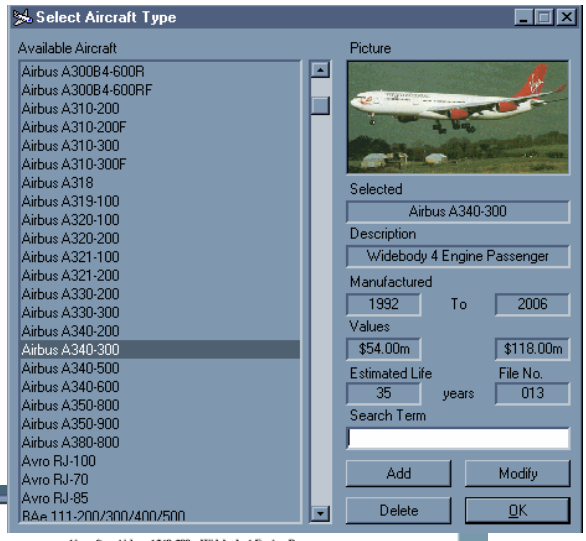

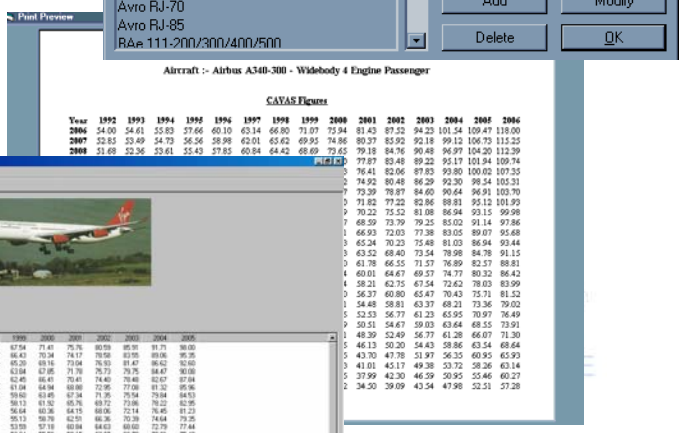

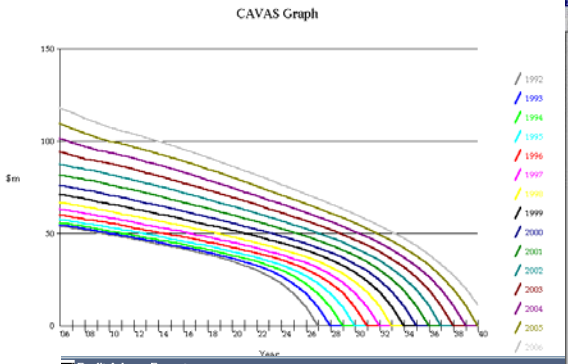

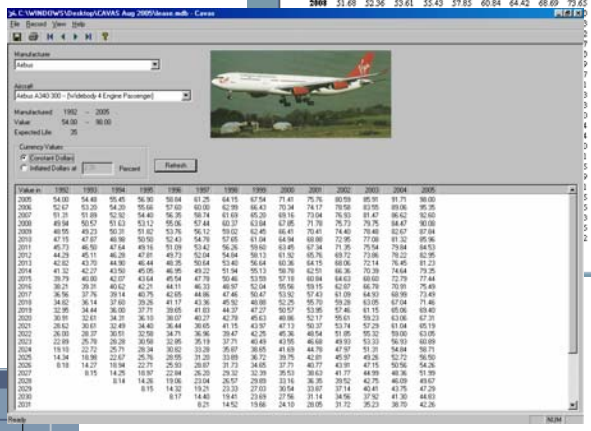

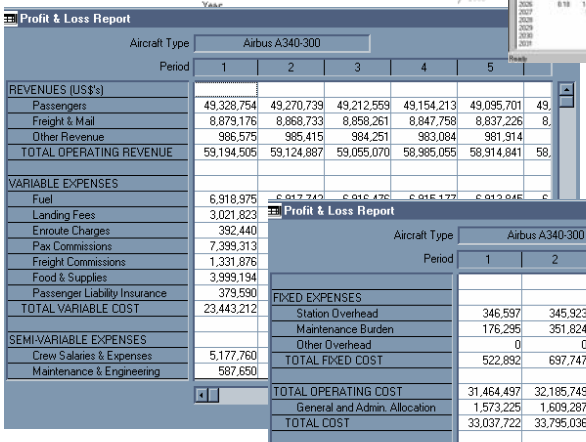

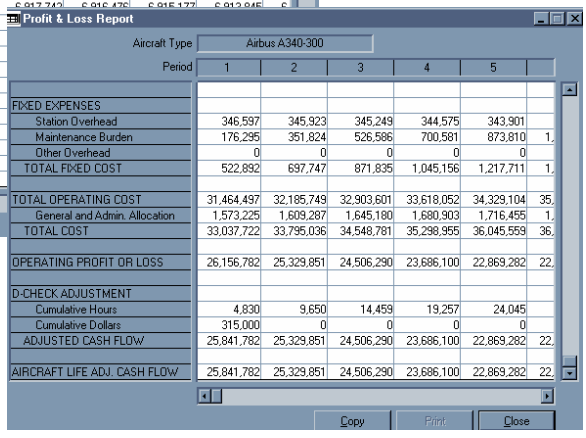

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