

Weekly Aviation Headline News



Pete Buttigieg, U.S. Secretary of Transportation

© Shutterstock

“The solution is going to be one that supports workers, that’s compatible with the business succeeding.”
Pete Buttigieg, US Secretary of Transportation”

Strike at Boeing Reaches Fifth Week

Unfair labour practice charge now filed against union representing 33,000 workers

Late Thursday last week (October 10), Boeing confirmed it has filed an unfair labour practice charge with the National Labor Relations Board (NLRB) against the union representing its striking US West Coast factory workers. According to Reuters news agency, Boeing said the union had engaged in a “pattern of bad faith bargaining” and its “public narrative is misleading and making it difficult to find a solution for our employees.” More than 90% of its members voted down an offer for a 25% pay rise last month and it has been seeking a 40% wage increase and the restoration of a defined-benefit pension it agreed

to give up in 2014. The planemaker said it had reluctantly decided to file its charge to “respond to the IAM’s legal filings, and to ensure the NLRB and other interested parties have an accurate picture of the events of the past few weeks.” U.S. Secretary of Transportation Pete Buttigieg announced also on Thursday that it was becoming increasingly important that a resolution is seen between Boeing and 33,000 of its employees as the strike, which began on September 13, reaches its fifth week. This is the first strike Boeing has encountered in the last sixteen years and comes at a particularly inopportune time for the trou-

bled company. “The solution is going to be one that supports workers, that’s compatible with the business succeeding,” Buttigieg told reporters at the department’s headquarters. “We think both those things are absolutely compatible, and there’s a deal to be had.” When questioned as to when he felt the strike may begin to have a broader impact on the airplane supply chain, he would not give a specific date, but he commented that with “each passing day it becomes more important... for them to come to terms.” Boeing also confirmed that after two days of negotiations with the International Association of Machinists and Aerospace Workers it had withdrawn the current offer and accused the union of not taking its proposals seriously. The strike has currently seen production of the narrow-body 737 MAX, as well as the wide-body 767 and 777 programmes come to a halt. On Wednesday of last week a letter was sent from 30 House Democrats to Boeing CEO Kelly Ortberg and the union representing the striking workers urging the two sides to bargain in good faith to reach a fair contract in a “timely manner”. “It is clear that both sides must return to the bargaining table in good faith,” the lawmakers said. To conserve cash, Boeing has placed thousands of white-collar staff on rolling furloughs while also advising it would freeze most orders for parts except for the 787, made in South Carolina. It is also at risk of losing its investment-grade credit rating.



Boeing factory and assembly line in Everett, Washington

© Shutterstock

AIRCRAFT & ENGINE NEWS
VietJet Air reaffirms order for over 400 LEAP-1B engines during Vietnamese President's state visit to France

During the state visit of Vietnamese General Secretary and President Tô Lam to France, VietJet Air has reaffirmed its commitment to an order of more than 400 LEAP-1B engines to power its Boeing 737 MAX fleet, along with additional spare engines. The engines are part of two orders previously announced in 2016 and 2018, with aircraft deliveries set to commence in 2025. The signing ceremony took place at the Élysée Palace in Paris, witnessed by President Tô Lam, French President Emmanuel Macron and high-level delegations from both countries. VietJet Air, a longstanding customer of CFM, currently operates 56 Airbus A321ceo and 17 A320ceo aircraft equipped with CFM56-5B engines. Dr Nguyen Thi Phuong Thao, Chairwoman of VietJet, remarked: "We deeply value and are honoured by this strategic partnership. World-leading engine manufacturers like Safran and CFM have worked alongside VietJet to provide affordable air travel for millions of people, driving growth in the dynamic Asia-Pacific aviation market, including Vietnam. Today's agreement for fuel-efficient engines reinforces our commitment to sustainability. Our passengers will enjoy even more efficient flights." The CFM LEAP engine family offers 15% to 20% lower fuel consumption and CO2 emissions, along with significant noise reduction compared to previous generation engines. With over 3,500 LEAP-powered aircraft in service, CFM customers have collectively saved more than 35 million tonnes of CO2 emissions. The LEAP engine has become CFM's most successful product introduction in its 50-year history, achieving the fastest ramp-up of engine flight hours in the industry, surpassing 60 million hours within just eight years.

AviLease acquires nine aircraft from Avolon

AviLease, a rapidly growing global aircraft lessor owned by the Public Investment Fund (PIF), has announced its acquisition of nine aircraft from global lessor Avolon. This marks the second transaction between the two companies, following last year's successful purchase of 13 aircraft. The newly acquired aircraft portfolio offers attractive yields and supports AviLease's strategy to diversify its fleet, which now consists of 167 owned aircraft (including purchase commitments) and 23 managed aircraft, leased to 48 airlines worldwide. Edward O'Byrne, Chief Executive Officer of AviLease, expressed his satisfaction with the deal, emphasising the strong partnership between AviLease and Avolon. He stated: "We are delighted to close this second transaction with Avolon. We would like to thank them for the strong and mutually beneficial partnership we have built together." Avolon's Chief Executive Officer, Andy Cronin, also commented on the transaction, highlighting that trading aircraft remains a vital element of Avolon's strategy. Since its founding, the company has traded over US\$13 billion worth of assets, reinforcing its position as a leading player in the aircraft leasing market.

Orders and deliveries – Boeing and Airbus

Airbus v Boeing: Orders and Deliveries					
September 2024 YTD (net orders)					
Type	Airbus		Boeing		
	Orders	Deliveries	Type	Orders	Deliveries
A220	-2	45	737	200	229
A320 Family	452	396	747	0	0
A330	64	20	767	0	15
A350	134	36	777	54	11
A380	0	0	787	18	36
Total	648	497	Total	272	291

Source: Airbus

Source: Boeing

BOC Aviation finalises lease agreement with United Airlines

BOC Aviation has announced the completion of a lease agreement with United Airlines (United) for three Boeing 737-9 and one Boeing 787-9 aircraft. The three 737-9s are equipped with CFM LEAP-1B engines, while the 787-9 operates with General Electric GENx engines. All four aircraft are currently in service with United, supporting the airline's ongoing fleet renewal programme. Steven Townend Chief Executive Officer and Managing Director of BOC Aviation expressed his satisfaction with the deal: "We are delighted to support our long-time customer, United, once again as it continues its fleet renewal programme. The financing of these four latest-generation Boeing aircraft provides us with an additional investment opportunity as we continue to expand our business." BOC Aviation is a global aircraft operating lessor with a fleet of 680 aircraft owned, managed, and on order. As of June 30, 2024, its owned and managed fleet was leased to 93 airlines across 47 countries and regions. The company is listed on the Hong Kong Stock Exchange and has its headquarters in Singapore, with additional offices in Dublin, London, New York and Tianjin.



United Airlines Boeing 787

© United Airlines

PHI Aviation launches two Airbus H175 helicopters in Australia


H175 helicopter

© Airbus

PHI Aviation has officially introduced two Airbus H175 helicopters into service in Australia, supporting offshore energy transportation, search and rescue and medical evacuation operations. With a 75-year history of pioneering achievements, PHI operates bases in Broome, Darwin and Exmouth. The new H175 helicopters will be based in Broome, with additional H175s set to join the fleet in the coming months. "These state-of-the-art aircraft are a significant addition to our growing fleet in Australia. They elevate our operational capabilities while reinforcing our commitment to sustainable innovation and delivering world-class service to our clients," said Cory Latiolais, Chief Operating Officer of PHI Aviation, Asia Pacific. "We are pleased to support our long-term customer PHI Aviation with delivery of the H175 helicopters for their current Australian fleet. The high performance of the H175 aircraft in the challenging Western Australian environment is an excellent addition for the PHI Aviation fleet, especially with their focus on search and rescue operations, and marine transfers," said Christian Venzal, Managing Director of Airbus Helicopters in Australia and New Zealand. These helicopters complement PHI's existing multi-type fleet and can be reconfigured with hoists for search and rescue missions or fitted with a medical interior for emergency evacuations from offshore oil rigs.



Willis
Aviation Services
Limited

Willis Aviation Services Limited is a subsidiary
of Willis Lease Finance Corporation

SEEKING **BASE MAINTENANCE** FOR YOUR AIRCRAFT?



AVAILABLE NOW
2025 Maintenance Slots!

OUR CAPABILITIES INCLUDE:

- ✓ Base maintenance (C-Check)
- ✓ Lease returns, transitions and return to service
- ✓ Parking and storage
- ✓ End of life airframe disassembly

Willis Aviation Services Limited holds EASA, UK CAA, 2-Reg and Cayman approvals on A320 family and B737NG aircraft at our facility at Teesside International Airport in the UK.

VISIT US AT BOOTH #4036

AVIATION WEEK
MRO
EUROPE

For additional information on how we can assist with your base maintenance needs contact us at info@willisaviation.com | +44 (0) 1656 508 270 | www.wlfc.global

AIRCRAFT & ENGINE NEWS

Embraer's E190F E-Freighter receives full FAA certification

Embraer's E190F E-Freighter has been fully certified by the Federal Aviation Administration (FAA), marking a key milestone in the company's passenger-to-freighter conversion programme. The aircraft, along with the cargo loading system developed by U.S. Cargo Systems, received FAA certification in September 2024. This follows certification by Brazil's National Civil Aviation Agency (ANAC) in July and with EASA certification expected later this year. The E190F was designed to address a gap in the air cargo market and replace older, less efficient models. Launched in May 2022, the E190F programme was developed in response to the evolving demands of e-commerce and modern trade, which call for faster deliveries and decentralised operations. These factors are driving increased demand for rapid shipments to regional markets. The E-Freighter completed its debut flight in April and made its first public appearance at the Farnborough Airshow in July of this year. "FAA certification is an important milestone in our passenger-to-freighter conversion programme. We are excited to enter this market, filling a gap that has emerged to meet the global demand for faster deliveries, not just in metro areas but across all regions," said Martyn Holmes, Chief Commercial Officer, Embraer Commercial Aviation. "With our E-Jet presence across the US and worldwide, we are offering optimal cargo solutions for this connected world." Freighter conversions of E-Jets will offer over 40% more volume capacity, triple the range of large cargo turboprops, and up to 30% lower operating costs compared to larger narrow-body aircraft. When combining the under-floor and main deck capacity, the E190F can carry a maximum structural payload of 13,500 kg.



E190F E-Freighter

© Embraer

Broward Aviation Services expands inventory with latest airframe acquisition



Boeing 737-700 (MSN 28013) airframe

© Broward Aviation Services

Broward Aviation Services (BAS) has acquired a Boeing 737-700 (MSN 28013) airframe from Aero Capital Solutions to further enhance its comprehensive component inventory. Disassembly of the year-2000 vintage aircraft has already commenced in Marana, Arizona, and is expected to be completed by early November. Dennis Amaty, co-founder and president of the BAS Group of companies, stated that all dismantled assets will be repaired and added to the organisation's stock at its hubs in the United States and at its new facility in Shannon, Ireland. These assets will be utilised to support customers globally with all MRO (Maintenance, Repair and Overhaul) and AOG (Aircraft on Ground) requirements. "This year we embarked on an ambitious programme to purchase airframes and engines for teardown to boost our inventory and enable us to better serve our rapidly expanding European customer base. We currently have stock valued at over \$60 million and are actively focusing on the B737NG right now," Amaty explained. "After the teardown, all parts will go to specialist shops, including Jet Air MRO and Air Accessories & Avionics (both BAS Group companies), for repair and overhaul." With over 25 years of experience, BAS is well-versed in the complexities of the aviation parts market and follows a carefully calibrated acquisition strategy. Recently, the company dismantled a CFM56-5A engine and maintains a strong financial foundation, allowing it to engage in multi-engine deals that cater to the global narrow-body fleet. Amaty continues, "We have a clear and straightforward plan to build real depth in our parts portfolio, develop our capabilities, and strengthen our reputation as a trusted and reliable partner for operators and MROs seeking comprehensive and efficient support 24/7."

AIRCRAFT & ENGINE NEWS

Airbus Helicopters demonstrates manned-unmanned teaming system in EU-funded project

Airbus Helicopters, alongside its partners, has successfully completed a full-scale demonstration of a manned-unmanned teaming (MUM-T) system as part of the EU-funded MUSHER project. The demonstration, held between September 30 and October 9, took place across France and Italy and featured multiple manned helicopters and unmanned aerial systems (UAS) operating within a single MUM-T network. "Manned-unmanned teaming offers valuable mission capabilities, such as enhanced situational awareness, with UAS sharing live video to aid decision-making, all while preserving critical assets," said Bruno Even, CEO of Airbus Helicopters. "The success of the MUSHER demonstration is a significant step towards our goal of fielding MUM-T capabilities by uniting European expertise for the benefit of both military and civilian customers." Airbus led the demonstration using its H130 FlightLab as the manned platform and the VSR700 UAS on a DGA test range. Leonardo contributed with a helicopter and an optionally piloted vehicle, while Thales, the MUSHER project coordinator, provided the supervision and mission debriefing stations. Space Applications Services managed mission preparation, Indra handled simulation activities, and ONERA conducted crew workload studies. The demonstration featured multiple scenarios involving simultaneous flights across France and Italy, with missions based on operational concepts defined by the defence ministries of France, Italy, and Spain. In one anti-piracy scenario, the UAS initially carried out surveillance and, upon identifying suspicious activity on a boat, the manned helicopter took control of the UAS to prepare for intervention. The in-flight tests demonstrated various levels of interoperability (LOI) from 2 to 4. These ranged from manned helicopters and ground stations receiving UAS data, to full control of the UAS from the helicopters. The tests also validated that manned helicopters and UAS from different companies and countries, operating in different locations, could be integrated into a single MUM-T system. MUSHER, part of the European Defence Industrial Development Programme (EDIDP), was launched by the European Commission in December 2021. The project aims to develop a robust European MUM-T system capable of operating in military, civil, or mixed environments, while reducing crew workload and maximising operational capacity.



© A. Pecchi / Airbus Helicopters

Going Further Together

To Supply All Of Your

Spare Engine Requirements

www.elfc.com

MRO & PRODUCTION NEWS

Delta approved to use drones for aircraft inspections



Delta is using drones for visual inspections of its aircraft © Delta TechOps

The Federal Aviation Administration (FAA) has accepted Delta Air Lines' (Delta) application to use camera-equipped, small drones for visual inspections of its aircraft. Earlier this year, Delta TechOps received approval and has been gradually integrating drone inspections into its maintenance processes. Initially, these conditional visual inspections will be conducted following lightning strike events, and their use has been added to Delta's aircraft maintenance manual (AMM) for its entire mainline fleet. Delta is the first U.S. commercial airline to receive FAA Certificate Management Office approval for drone-based maintenance inspections. The small, unmanned aircraft systems (sUAS) are semi-autonomous drones that navigate around the aircraft, capturing images without requiring manual control. Trained TechOps technicians and inspectors then evaluate the images to assess airworthiness before returning the aircraft to service, similar to traditional

inspection methods. While Delta TechOps has always prioritised safety in aircraft inspections, the introduction of drone technology eliminates the risks associated with technicians working at heights. In addition to reducing the potential for injury, the technology enables technicians and inspectors to evaluate aircraft conditions up to 82% faster. The implementation of drone inspections will help return aircraft to service more quickly, reducing delays and cancellations for Delta customers.

TARMAC Aerosave inaugurates seventh hangar

On October 8, 2024, TARMAC Aerosave inaugurated its seventh maintenance hangar, the fourth at its Teruel site in Spain. Constructed in a record time of just nine months, the new facility is now the largest metal-textile hangar in the world. Spanning over 8,000 m², it can accommodate one wide-body aircraft, such as the Airbus A380, or four narrow-body aircraft simultaneously. TARMAC Aerosave invested €15 million (US\$16.35 million) in this new infrastructure. One year after opening its third hangar, this fourth addition in Teruel is TARMAC Aerosave's seventh hangar overall. The company now has four hangars in Teruel, two in Tarbes, and one in Toulouse. This expansion comes at a critical time, with TARMAC Aerosave's original hangar—capable of housing two A380s—already fully booked for the next two years due to a backlog of work orders and long-term maintenance contracts. The new facility will help alleviate this pressure and allow TARMAC Aerosave to maintain its high standards of service while creating new jobs. Fifty positions will be available at the Teruel site, where TARMAC Aerosave currently employs over 230 people out of a total workforce of 530, making it the largest employer at Teruel airport. At 95 metres long, 85 metres wide, and nearly 34 metres high, this metal-textile structure is the largest of its kind globally. Designed to accommodate the Airbus A380—the world's largest passenger aircraft—as well as up to four A320s, it dedicates over 7,700 m² solely to aircraft maintenance, with additional space reserved for offices and staff facilities. With this new hangar, TARMAC Aerosave not only increases its capacity but also strengthens its position as a key player in aircraft maintenance, storage and recycling.



The hangar's innovative design - built with a steel and aluminium frame, and insulated using advanced Rockwool panels - makes it fully dismantlable and reusable © TARMAC Aerosave

EFW welcomes first Global Airlines A380 aircraft for maintenance



Inside hangar © Global Airlines

The first A380 aircraft to join the Global Airlines fleet arrived at the Elbe Flugzeugwerke (EFW) facility in Dresden on Friday October 4. The aircraft, registered as 9H-GLOBL, flew from Prestwick in Scotland to Dresden, Germany, where it was handed over to the expert team at EFW, who will now conduct maintenance across the aircraft. Global Airlines recently signed a multi-million-euro agreement with EFW to perform a comprehensive base maintenance inspection, enabling the aircraft to return to commercial service. 9H-GLOBL will undergo all necessary maintenance procedures, including mandatory inspections and component replacements, before repositioning within Europe for an interior refurbishment ahead of beginning operations in 2025. James Asquith, CEO and founder of Global Airlines, said: "Seeing 9H-GLOBL, our first Global Airlines A380, land in Dresden was fantastic. Working with our friends at EFW, we will now progress towards our first commercial flights next year. It is hard to put into words just how

much work goes into getting a commercial aircraft back up into the sky, and the A380 is the biggest and most complex of them all. It is a testament to the hard work and dedication of people across numerous organisations working around the world to make it happen. Quite an incredible step forward and I was delighted to be there on the ground to see it move into the hangar."



ASCENT

AVIATION SERVICES



TUCSON INTL AIRPORT
Tucson, Arizona

PINAL AIR PARK
Marana, Arizona

MAINTAINING THE MAGIC OF FLIGHT

Ascent Aviation Services is a fully integrated MRO providing maintenance, storage, reclamation, modification, interior, and paint services to owners, operators and lessors of wide body, narrow body, and regional aircraft.

A Class IV 14 CFR Part 145 certified Repair Station maintaining approvals and certifications from regulatory authorities globally, including FAA, EASA, TCCA, BCCA, CAACI, NCAA, ANAC, 2-REG, and Aruba.



ascentmro.com

Experts in comprehensive full life aircraft care, providing solutions for a wide array of commercial aircraft.

SEE OUR WEBSITE FOR CAREER OPPORTUNITIES

<https://ascentmro.com/careers.html>

FINANCIAL NEWS
Avolon reports strong Q3 results

Aviation finance company Avolon has provided an update on its activities for the third quarter (Q3) of 2024. The company sold 11 aircraft during the period, resulting in 59 aircraft now agreed for sale. Additionally, Avolon delivered nine new aircraft and transitioned five aircraft to a total of 11 customers. It has entered into letters of intent for the sale and leaseback of nine aircraft. The company's customer base now spans 141 airlines operating across 62 countries. By the end of Q3, Avolon had an owned and managed fleet of 577 aircraft, with a total of 442 orders and commitments for fuel-efficient, new-technology planes. In a significant strategic move, Avolon also announced the acquisition of Castlelake Aviation Limited's portfolio, comprising 105 aircraft, two engines and 13 aircraft commitments. The portfolio is valued at approximately US\$5 billion and includes aircraft with an average age of 4.7 years, with 70% of the fleet invested in new technology models. Up to US\$3.3 billion of transferable debt will be available to Avolon upon closing, with the remainder of the transaction funded from the company's existing liquidity sources. Following this acquisition, Avolon's pro forma owned, managed and committed fleet will expand to 1,137 aircraft as of September 30, 2024. Despite the significant addition, Avolon's balance sheet metrics remain within the target investment grade ranges. The transaction is expected to be finalised in the first quarter of 2025, subject to customary closing conditions. This acquisition aligns with Avolon's strategy to enhance its portfolio with modern, fuel-efficient aircraft and strengthen its position in the global aviation finance market.

Qantas fined AU\$100 million for misleading customers

Qantas has been ordered by the Federal Court to pay AU\$100 million (US\$67 million) in penalties for misleading consumers. The penalties relate to the airline offering and selling tickets for flights it had already decided to cancel, as well as failing to promptly inform existing ticket holders of its decision. This ruling follows a case brought by the Australian Competition and Consumer Commission (ACCC). These penalties were imposed after Qantas admitted to contravening the Australian Consumer Law (ACL) and agreed to joint submissions with the ACCC to the Court. The AU\$100 million penalties aim to deter Qantas and other businesses from breaching the ACL in the future, while also recognising Qantas' cooperation in resolving the proceedings at an early stage. "This is a substantial penalty, which sets a strong signal to all businesses, big or small, that they will face serious consequences if they mislead their customers," ACCC Chair Gina Cass-Gottlieb stated. Additionally, on May 5, 2024, Qantas undertook to pay approximately AU\$20 million (US\$13.4 million) to consumers who purchased tickets for flights that Qantas had already decided to cancel or, in some instances, to those who were re-accommodated on different flights after their original bookings were cancelled. These payments are in addition to any other remedies consumers have already received, such as alternative flights or refunds. Consumers are encouraged to follow the outlined steps to check

MRO & PRODUCTION NEWS
Joramco unveils ambitious expansion plans


Signing ceremony of the new contract

© Joramco

Joramco, the Amman-based aircraft MRO facility, has announced its ambitious expansion plans through a new agreement with Airport International Group (AIG), the organisation responsible for managing the rehabilitation, expansion and operation of Queen Alia International Airport. The agreement was signed on Wednesday, October 9, 2024, at Joramco's premises in the presence of Her Excellency Wesam Al Tahtamouni, Minister of Transport, Nicolas Deviller, AIG Chief Executive Officer, Fraser Currie, Joramco Chief Executive Officer and other distinguished high-level officials. This strategic partnership marks a significant milestone in Joramco's growth trajectory, paving the way for the launch of its state-of-the-art Hangar 7, which is set to become operational by the end of 2024. The expansion is expected to have a positive impact on the local workforce in Jordan, reinforcing Joramco's commitment to workforce development while also attracting global customers. The expansion project aims to enhance Queen Alia International Airport's aircraft maintenance capabilities and increase the range of high-end services offered to airlines. In addition, the development is set to create hundreds of new job opportunities, contributing significantly to the local economy and solidifying QAIA's position as a leading aviation hub in the region.

JCB Aero expands maintenance capabilities in Auch, France


© JCB Aero

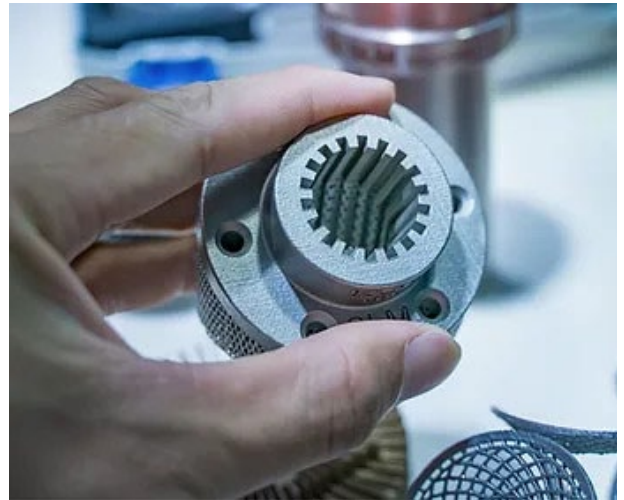
JCB Aero, part of the AMAC Aerospace Group, has reported the commencement of MRO operations at its newly revamped hangar in Auch, France. This strategic move will enable JCB Aero to further expand its services and capabilities, catering to both existing and prospective customers. The 5,000 m² hangar, which has undergone a comprehensive refurbishment, can accommodate up to three single-aisle aircraft simultaneously. It welcomed its first aircraft in early October 2024. Preparations for the hangar began in May 2024, and JCB Aero, in collaboration with AMAC Aerospace Switzerland, worked diligently to ensure the facility was operational by September 2024. In preparation for the new MRO activities, a dedicated maintenance team has been recruited for the Auch facility, with plans to expand the workforce to between 20 and 30 additional employees. The hangar has also been equipped with new tool stores, staff offices, and external offices for client representatives, providing an optimal environment for maintenance operations. Customers can look forward to benefiting from JCB Aero's unique range of service and products, further enhancing their experience at this state-of-the-art facility.

FINANCIAL NEWS

their eligibility for these payments. “We all know the inconvenience of cancelled flights. When this happens, consumers need to be informed of the cancellation as soon as possible, so they can make alternative arrangements that best suit their needs,” Cass-Gottlieb said. “Up to around 880,000 consumers were affected by Qantas’ conduct. People made plans and may have spent money on related purchases, relying on the assumption that their flights would depart as advertised. The delay in notifying them of the cancellations may have made it more stressful and costly for them to organise alternative arrangements,” Cass-Gottlieb added. Qantas admitted that its senior managers, responsible for various aspects of the airline’s systems and operations, were aware that cancelled flights were not immediately removed from sale. Some consumers unknowingly booked tickets for flights that had already been cancelled, while existing ticket holders were not promptly informed. The airline’s ‘Manage Booking’ pages were also not updated in a timely manner when flights were cancelled. Qantas admitted to benefitting from this conduct by obtaining revenue from consumers who may have opted for a cheaper Qantas flight or chosen a flight with another carrier if they had known their original flight had been cancelled. Additionally, by delaying improvements to its systems, Qantas saved costs it would have otherwise incurred at an earlier stage.

Jet Parts Engineering acquires Mitchell PMA

Jet Parts Engineering (JPE), a provider of PMA parts, DER repairs and MRO services for commercial aircraft, has announced the acquisition of Mitchell PMA, the PMA division of Mitchell Aircraft. This integration will enhance JPE’s ability to meet customer demands by offering a wider range of high-quality parts at competitive prices. “We are excited to work closely with Doug Sebion and the Mitchell PMA team to continue growing the excellent business they have built,” said Anu Goel, CEO of Jet Parts Engineering. “The addition of Mitchell PMA will not only expand our PMA product offerings but also strengthen our design and engineering capabilities. Mitchell also brings strong service, competitive prices, and ready inventory that align closely with JPE’s values.” Mitchell Aircraft, a well-established parts distributor, began its PMA division in the mid-2010s, offering FAA-PMA approved airframe and accessory replacement parts. It has since built a diverse catalogue of over 170 parts, including rudder balance weights, engine cooling hoses and cargo door lanyards. The acquisition was overseen by Vance Street Capital, a private equity firm focused on investing in highly engineered solutions businesses. JPE is a portfolio company of Vance Street Capital.



Jet Parts Engineering has acquired Mitchell PMA

© Mitchell PMA

Avionics • Components • Engines • Manufacturing/DER



Image for reference only

Whatever keeps you up at night, 101-820020-15 and 199,999 others won't be one of them.

If long lead times or lack of parts availability is robbing you of sleep, give it a rest. PAG provides consistent component availability. PAG customers enjoy:

- Access to our inventory of over 200,000 flight-ready components
- Facilities in 24 strategic locations
- Worldclass customer service
- Worldwide AOG support 24/7/365



Others sell parts,
WE SELL SUPPORT®



FINANCIAL NEWS

H.I.G. Capital makes major investment in STS

STS Aviation Group (STS) has announced a significant equity investment from H.I.G. Capital (H.I.G.), a global alternative investment firm. The executive team at STS, led by CEO P.J. Anson, will remain in charge and continue as significant shareholders in the company. Founded in 1984, STS Aviation Group provides comprehensive nose-to-tail aircraft maintenance services to the global aviation industry. Headquartered in Jensen Beach, Florida, with facilities and offices worldwide, STS operates four state-of-the-art aircraft hangars, two aircraft interior modification centres and more than 45-line maintenance stations across North America and the United Kingdom. The company specialises in aircraft base and line maintenance, aircraft interior solutions, aerospace engineering, aircraft repairs and modifications, parts sales, global distribution, and workforce management.



© Shutterstock

Renowned for its customer-first approach, STS supports airlines, aircraft lessors, and military organisations in meeting their maintenance and operational needs globally. P.J. Anson, CEO of STS Aviation Group, commented, “Partnering with H.I.G. Capital marks an exciting new chapter for STS. With H.I.G.’s vast resources and expertise, we’re positioned to accelerate our growth strategy, expand our global reach, enhance our service offerings, and pursue new acquisitions—all while maintaining our commitment to delivering innovative, high-quality solutions to our customers.”

MILITARY AND DEFENCE

Horizon Aircraft’s Cavorite X7: a new frontier in military aviation

Horizon Aircraft, a hybrid eVTOL aircraft developer operating under the name New Horizon Aircraft, believes that the fan-in-wing technology employed in its Cavorite X7 is ideally suited for military aviation operations that demand operational flexibility, reduced noise signature, speed, and access. Brandon Robinson, CEO of Horizon Aircraft, stated: “The Cavorite X7’s robust technology of fan-in-wing means its rotors are not only protected, but they also reduce the noise signature over an open rotor design, two features that should appeal greatly to the military.” Horizon Aircraft has identified three primary military roles for which the Cavorite X7 could be considered:



Cavorite X7

© New Horizon Aircraft

1. Medical Evacuation

Speed is crucial in medical evacuation scenarios, as the ability to transport casualties to a primary point of care within the ‘golden hour’ can be lifesaving. The MV-22 Osprey has already proven its value in this role, and Horizon believes that the Cavorite X7 could achieve similar success using fewer resources. Its smaller size would be well-suited for accommodating casualties and medical personnel.

2. Insertion/Extraction

In its civilian configuration, the Cavorite X7 can carry six passengers, but for military purposes, it can be adapted to transport four passengers fully equipped for combat. This is ideal for reconnaissance or special operations teams. The aircraft’s noise reduction, compared to open rotor designs, makes it highly suitable for covert or discrete missions.

3. ISR (Intelligence Surveillance and Reconnaissance)

The Cavorite X7’s hybrid electric powertrain can deliver an estimated 100kW, enabling it to support multiple sensors for intelligence gathering and surveillance. Its ability to loiter in ‘wings-closed’ mode for extended periods enhances its role as a sensor platform, aligning with the US Marine Corps’ philosophy of “every platform a sensor.”

Robinson further commented: “Military budgets are increasing at a time when there is a growing focus on how to enhance military aviation capabilities, while reducing their environmental impact. As the eVTOL sector rapidly evolves, it will play a growing role in supporting military operations, and we believe that our Cavorite X7 is well positioned to capitalise on this.” The Cavorite X7 will have an estimated gross weight of 5,500 lbs and a projected useful load of 1,500 lbs. With an estimated maximum speed of 250 miles per hour and an average range of over 500 miles with fuel reserves, Horizon believes that this experimental aircraft, if eventually licensed for commercial use, would excel in medical evacuation, critical supply delivery, disaster relief and special military missions. The company also foresees potential use in Regional Air Mobility—transporting people and cargo over distances of 50 to 500 miles. Unlike many aircraft in its category, the Cavorite X7 is designed with a hybrid electric power system. After vertical take-off, it can recharge its batteries mid-flight when flying like a traditional aircraft. Upon mission completion and a vertical landing, it can recharge its own battery array, eliminating the need for ground charging infrastructure. Horizon Aircraft believes that its innovative approach and technology will allow the Cavorite X7 to complete 98% of its missions in a low-drag configuration similar to a traditional aircraft. The company asserts that operating primarily as a conventional aircraft will enhance safety and simplify the certification process compared to other radical new eVTOL designs. Powered by a hybrid electric system capable of recharging its battery array during and after flight, the Cavorite X7 will also feature significant system redundancy. Horizon is continuing the testing of its 50%-scale aircraft, which it believes will reduce technical risk as development of the full-scale model progresses.

MILITARY AND DEFENCE

France announces development of new stealth combat drone

Sébastien Lecornu, French Minister of the Armed Forces and Veterans Affairs, has announced the launch of the development of an unmanned combat aerial vehicle (UCAV) that will complement the future Rafale F5 standard after 2030. The announcement was made during a ceremony commemorating the 60th anniversary of the French Strategic Air Forces (FAS) at the Saint-Dizier air base, attended by General Jérôme Bellanger, Chief of Staff of the French Air and Space Force (AAE), and Éric Trappier, Chairman and CEO of Dassault Aviation. “This stealth combat drone will contribute to the technological and operational superiority of the French Air Force by 2033. It is significant that it is being initiated today, as we mark the 60th anniversary of the Strategic Air Forces and the 90th anniversary of the Air and Space Force: in aeronautics — a highly complex field — the future has deep roots, and innovation is built on experience. Dassault Aviation and its partners are proud to serve the French Armed Forces and the French Defence Procurement Agency (DGA). Their renewed confidence honours and obliges us,” stated Éric Trappier. The new UCAV will be complementary to the Rafale and designed for collaborative combat. It will incorporate stealth technologies, autonomous control (with man-in-the-loop), internal payload capacity, and more. Highly versatile, it will be capable of adapting to future threats. The project will build on the achievements of the nEUROn programme, Europe’s first stealth UCAV demonstrator and will ensure France’s continued technological and operational superiority in the coming decades, similar to the role the Mirage IV once played. Initiated in 2003, the nEUROn programme brought together the aeronautics resources of six European countries, with project management led by Dassault Aviation. The programme achieved its maiden flight in December 2012 and has since completed over 170 test flights, meeting all its performance, timeline and budgetary objectives.



© Dassault Aviation

INFORMATION TECHNOLOGY



© OASES

OASES, a provider of MRO (maintenance, repair and overhaul) software and **KeepFlying**, an innovative AI and aviation solutions company, have announced a strategic partnership. This collaborative initiative aims to deliver advanced AI-driven solutions that will enhance efficiency, reliability, and safety for OASES’ global customer base. The collaboration will see KeepFlying’s cutting-edge AI technology seamlessly integrated with OASES’ MRO platform. This integration will offer customers AI-driven CAMO (continuing airworthiness management organisation) and Tech Records functionality, bid-to-cash MRO workflows, Engine Asset Management and Inventory & Supply Chain optimisation, fundamentally transforming aviation maintenance processes. Sriram Haran, CEO of KeepFlying, commented: “Partnering with OASES is an exciting opportunity to showcase how AI can transform aviation maintenance. With OASES’ deep expertise in MRO software and our AI capabilities, we can unlock new insights and efficiencies that were previously unattainable. Together, we are setting a new benchmark for innovation in the aviation industry.” Paul Lynch, Group Managing Director at OASES, added: “The potential gains for businesses in leveraging their aviation data cannot be overstated – but it’s not enough just to have these data – the value comes from putting them to work. Therefore, we are excited to partner with KeepFlying, a pioneering AI-empowered organisation. We are confident that our customers will appreciate the benefits this collaboration will offer.” The partnership marks the beginning of a new era in aviation maintenance, where data-driven decisions and AI-powered tools will shape the future of MRO operations.

OTHER NEWS

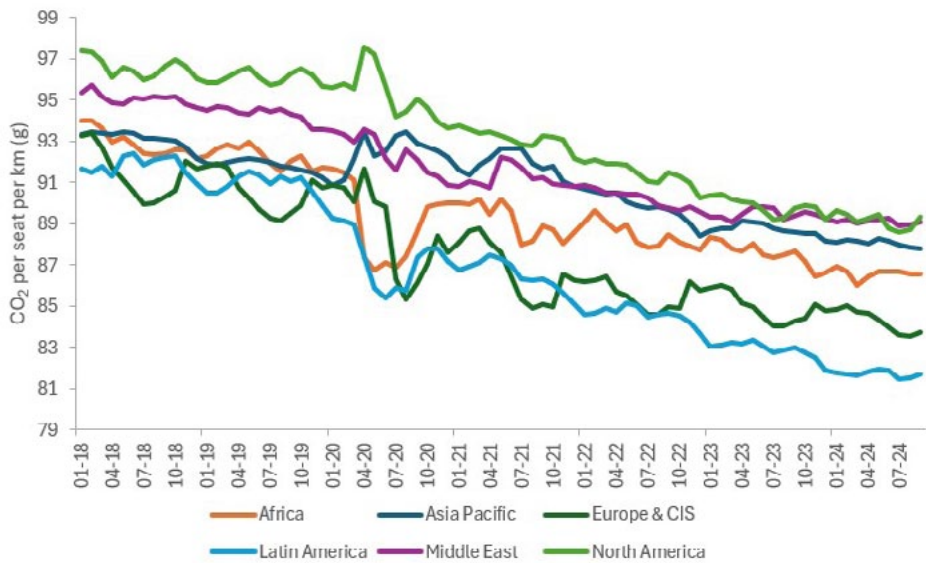
Wizz Air has inaugurated its latest state-of-the-art pilot training centre at Rome Fiumicino Airport in Italy, marking a significant expansion of its training capabilities beyond its initial facility in Budapest. The new centre is set to provide recurrent training for more than 4,800 pilots annually, reinforcing the airline’s commitment to maintaining the highest standards of safety and innovation in aviation. Conveniently located within walking distance of Rome Fiumicino Airport’s Terminal 1, the facility spans over 2,500 m² and features briefing rooms, theoretical training spaces and a simulator hall equipped with two cutting-edge CAE Airbus A320-family full-flight simulators. A third simulator is scheduled to be installed in 2025, enhancing the centre’s capacity to support Wizz Air’s expanding operations. These simulators offer high-fidelity visuals, an immersive cockpit environment and realistic flight dynamics, ensuring that pilots receive the most advanced training available. Marco Troncone, CEO of Aeroporti di Roma, noted that the new training centre is a testament to Fiumicino Airport’s attractiveness as a hub for long-term aeronautical development. He highlighted the collaboration between Wizz Air and the airport, noting that it fits within their strategic vision for fostering innovation and human capital development. Building on the success of its Budapest facility, which has provided over 98,000 flight hours of training since its opening six years ago, Wizz Air’s new Rome centre further solidifies its position as a leader in European aviation training and development.



Wizz Air has opened a new pilot training centre at Rome Fiumicino Airport © Shutterstock

OTHER NEWS

Aviation market intelligence firm **IBA** has reported a notable decrease in CO2 emissions per Available Seat Kilometre (ASK) globally compared to pre-pandemic levels. According to the company's latest data, global aircraft efficiency has seen significant improvement, with CO2 per ASK dropping between 4.1% and 10.1% from 2019 to 2024 as airlines continue to modernise their fleets with more fuel-efficient aircraft. Regionally, Latin America has achieved the highest improvement, with CO2 emissions per ASK decreasing by 10.1%—from 90.9g in 2019 to 81.7g in 2024. In contrast, Asia-Pacific recorded the smallest reduction, showing only a 4.1% decline over the same period, from 91.8g in 2019 to 88.1g in 2024. Europe's emissions also saw fluctuations, ultimately achieving a 6.9% reduction by 2024, dropping from 90.5g in 2019 to 84.3g in 2024. Jennifer Stanley, ESG Manager at IBA, stated, "IBA's latest data demonstrates that aircraft fuel efficiency is improving due to better technology and operational practices. However, discrepancies exist between countries due to varying investments in new aircraft as a result of regulatory environments and economic factors." This data was gathered using IBA's NetZero platform, including its IBA NetZero Reporting tool. The IBA NetZero Reporting tool enables users, including investors and financial institutions with limited access to actual fuel burn data, to effectively monitor and report emissions at the airline, aircraft, or portfolio level. It offers a wide range of measurement metrics, such as well-to-wake CO2e and fuel burn, allowing users to easily track their sustainability targets with precision.



CO2 per ASK graph

© IBA

6th Aerospace & Defence

MRO

SOUTH ASIA
SUMMIT

CO-LOCATED

MRO

XPO INDIA

Aircraft
INTERIORS INDIA

26 27 MARCH 2025

FREIGHT HANDLING PARTNER

PRINCIPAL MEDIA PARTNER

INDIA'S LARGEST
2 DAYS NON-STOP
EXHIBITION

ORGANISED BY
AEROSPACE

INDIA International Convention & Expo Centre (IICC) New Delhi - India

MEDIA PARTNERS

www.mroxpoindia.com

OTHER NEWS

KLM has announced a series of measures aimed at enhancing its operational and financial performance. This comprehensive plan includes increasing productivity, simplifying the organisational structure, reducing costs and deferring non-essential investments. While KLM's revenues are on the rise, these steps have become necessary due to increasing costs related to equipment, staffing, and airport fees. The airline is also heavily investing in a fleet renewal programme, which involves billions of euros, to transition towards cleaner, quieter and more fuel-efficient aircraft. The overall objective of these measures is to improve KLM's operating results by €450 million in the short term and align with **Air France-KLM's** ambition to achieve a sustainable profit margin exceeding 8% by 2026-2028. The strategy reflects KLM's commitment to maintaining its service network and preserving as many jobs as possible. The airline has engaged with its Works Council and trade unions regarding these proposed measures, and further consultations are expected before finalising decisions. Key elements of the plan include a 5% increase in labour productivity by 2025 through automation and mechanisation, tackling the ongoing pilot and technician shortages and minimising flight cancellations. If necessary, KLM will consider partial outsourcing of maintenance operations to address the technician shortage and supply chain issues affecting spare parts availability. To reduce overheads, KLM plans to reorganise its flight services and training divisions, and reassess investments in new headquarters and maintenance facilities, while preserving its fleet upgrade commitments. The airline is also trialling new in-flight products and optimising aircraft layouts to boost annual revenues by at least €100 million. The restructuring will focus on streamlining operations, eliminating redundancies, and exploring options for outsourcing or discontinuing activities that are not directly linked to flight operations. KLM's CEO, Marjan Rintel, emphasised that these changes are crucial for building a robust and future-proof airline, ensuring that KLM continues to connect the Netherlands to the world for many years to come. (€1.00 = US\$1.10 at time of publication).

Italian prosecutors have accused seven individuals and two sub-contractors of



PLAY Airlines expands its network with new airline partner easyJet

© PLAY Airlines

Iceland's low-cost carrier **PLAY Airlines** has announced the expansion of its PLAY Connect platform through a new partnership with **easyJet**, facilitated by Dohop's alternative interlining technology. This collaboration adds over 350 new city pairs to PLAY Connect, enabling customers to access a broader range of destinations across Europe and beyond. The addition of easyJet, Dohop's first airline partner, aligns with PLAY's commitment to providing more flexible and diverse travel options. With the integration of easyJet into the PLAY Connect platform, customers can now book connected flights more easily, making it simpler to explore a wider variety of destinations. Unlike traditional interline agreements, alternative interlining allows airlines to collaborate without complex arrangements, giving PLAY the ability to extend its network and offer seamless travel experiences. PLAY Airlines envisions PLAY Connect as a pivotal platform that offers travellers a wide array of travel options at competitive prices. The airline has future plans to expand the platform with more partnerships, targeting airlines in the U.S.A., Canada, the Middle East, LATAM and Asia. These collaborations will further enhance Iceland's connectivity and provide more opportunities for international passengers to explore the world.

SITA, a global leader in air transport technology, has opened a new technology hub in Cluj-Napoca, Romania, aimed at driving innovation in air travel. This new hub strengthens SITA's network of technology centres, joining those in London, Letterkenny (Ireland) and New Delhi. The Cluj-Napoca hub will focus on developing solutions to improve passenger processing, operational efficiency and sustainability, addressing key challenges in the aviation industry. The hub will play a vital role in creating next-generation platforms such as SITA Flex, which allows passengers to check in and board using their phones, reducing wait times globally by up to 40%. Another key platform, SITA WorldTracer, aims to reduce lost baggage incidents by 77% while lowering carbon emissions with its cloud-based system. According to SITA's CEO, David Lavorel, the Cluj hub will help accelerate the development of technologies that cater to growing passenger demand for faster, more efficient, and greener travel. The hub will focus on automation, biometrics and AI to modernise passenger processing systems worldwide. To mark the hub's opening on October 9, a letter of intent was signed by SITA's President for Europe, Sergio Colella, and Cluj Avram Iancu International Airport's Chief Operations Officer, Dan Nicorescu. This agreement establishes a strategic partnership to share expertise and collaborate on joint initiatives aimed at advancing airport technology. The collaboration will focus on innovation in passenger processing, sustainability and testing new solutions to address the evolving needs of the aviation industry. Airports and airlines are investing heavily in technology, with airports spending US\$10.8 billion and airlines US\$34.5 billion in IT according to SITA's 2023 Air Transport IT Insights. The Cluj hub will contribute to the industry's move towards cloud-based, mobile and self-service solutions, which enhance operational efficiency and sustainability. Additionally, SITA's expansion will support the development of secure digital identity solutions, like the Digital Travel Credential (DTC), which improves real-time identity verification for governments, airports, and airlines, enhancing both compliance and passenger experience.



Official opening of SITA's new hub in Cluj-Napoca, Romania

© SITA

OTHER NEWS

crimes including fraud and breaching aircraft safety regulations following an investigation into suspected flawed parts produced by an Italian company for **Boeing**, Reuters reported. The investigation, which began in late 2021, was launched after Boeing revealed that some parts for its 787 Dreamliner, supplied by a company working for Italian aerospace group **Leonardo**, had been improperly manufactured. According to the prosecutors, the investigation found that two Italian sub-contractors had used cheaper, non-compliant forms of titanium and aluminium to produce certain parts, allowing them to significantly reduce their raw material costs. The prosecutors did not name the sub-

contractors, or the seven individuals involved. "This resulted in the production of aircraft parts with significantly lower static and stress resistance characteristics, impacting aviation safety," the prosecutors based in the southern city of Brindisi stated. The seven individuals and two sub-contractors will now have an opportunity to present any new evidence in their defence before prosecutors decide whether to request a judge to proceed with a trial. Aerospace experts working with the prosecutors certified that at least 4,829 non-compliant titanium components and 1,158 aluminium components were involved, according to the statement from the prosecutors.

INDUSTRY PEOPLE



Michael Scheferhoff, newly appointed President and CEO of Lufthansa Technik Engine Services @LHT

• BizJet International, an engine maintenance service provider in the United States and a subsidiary of Lufthansa Technik, has officially rebranded as Lufthansa Technik Engine Services (LTES). The rebranding aligns the Tulsa-based company with Lufthansa Technik's global brand identity, underscoring its enhanced role in the Americas and solidifying its position within the wider Lufthansa Technik network. With recent upgrades to its test cells, the Tulsa facility can now support maintenance and testing for engines such as the V2500, CFM56-5B and, most recently, the CFM56-7B. **Michael Scheferhoff**, newly appointed President and CEO of Lufthansa Technik Engine Services, remarked on the rebranding: "With over 650 full engine overhauls and more than 600 mobile engine services events completed, we've achieved a great deal, but there's much more to come. Strengthening our presence under the Lufthansa Technik brand will enable us to expand further in both the corporate and commercial engine services markets. Growing our market share in the Americas also means enhancing our Tulsa facility, which is now the second-largest repair station in Lufthansa Technik's global Mobile Engine Services network." Scheferhoff, who took over the role on October 1, 2024, previously served as Managing Director and Head of Operations Americas at Lufthansa Technik Component Services. He succeeded Thomas Illner, now Managing

Director and Head of Region Americas at Lufthansa Technik Component Services.



Guy Danon

• Pentagon 2000 Software (Pentagon 2000), an Aerospace and Defence ERP provider, has strengthened its European presence by appointing **Guy Danon** as Managing Director for Europe. Danon joins Pentagon 2000 after 15 years in senior roles at SAP's EMEA headquarters and its partners, where he served as Public Services Industry Director, among other positions. After leaving SAP, Danon ventured into the start-up scene, where he led a Marketing SaaS company and mentored various tech start-ups. He later returned to SAP's ecosystem in 2020, taking on SAP sales director roles at CODiLOG and Wipro for France and Southern Europe. **Gabriel Mofaz**, President of Pentagon 2000, commented: "As part of Pentagon's strategic growth outside North America, we are pleased to welcome Guy Danon. His strong customer-centric approach and value-driven culture will help establish Pentagon 2000 as a key European software provider for aviation, defence, and manufacturing, challenging current market leaders."



Patrick Corrigan

• Aerogility, a provider of AI-based digital simulation twin solutions, is further expanding its leadership team by appointing **Patrick Corrigan** as the new Head of Customer Success. Corrigan

AviTrader Publications Corp.
Suite 305, South Tower
5811 Cooney Road
Richmond, BC
Canada V6X 3M1

Publisher
Peter Jorssen
Tel: +1 604 318 5207

Editor
Heike Tamm
editor@avitrader.com
Tel: +34 (0) 971 612 130

Advertising Inquiries
Tamar Jorssen
VP Sales & Business Development
tamar.jorssen@avitrader.com
Phone: +1 (778) 213 8543

Advertising Inquiries "International"
Malte Tamm
VP Sales International & Marketing
malte.tamm@avitrader.com
Phone: +49 (0)162 8263049

For inquiries and comments,
please email:
editor@avitrader.com



brings nearly two decades of experience to Aerogility, having led business and client development for QOCO Systems Ltd and Spiff Ltd. He also spent 17 years at Rolls-Royce, where he cultivated and maintained relationships with airlines across the globe. In his new role, Corrigan will oversee the development and support of both existing and new customer relationships, while spearheading initiatives to foster long-term partnerships. This strategic addition to Aerogility's leadership team follows the appointment of **Andy Graham** as Chief Commercial Officer in September 2024, and underscores Aerogility's commitment to ongoing growth. Corrigan will play a pivotal role in implementing the company's commercial strategy, while Graham will ensure the commercial team meets Aerogility's ambitious targets for 2025 and beyond.

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
B737-400F	Royal Aero	CFM56-3C1	29204		Now	Sale/Lease/Ex	Gary MacLeod	gary@royalaero.com	+44 (0)1357 521144
B737-800 SF	GA Telesis		27988	2000	Now	Sale / Lease		aircraft@gatelesis.com	
B737-800 SF	GA Telesis		33814	2004	Now	Sale / Lease		aircraft@gatelesis.com	
B767-300ERBCF	Altavair	PW4060-3	28141	2000	Now	Now	Gareth Henry	gareth.henry@altavair.com	+353 87 330 9220
B767-300ERBCF	Altavair	PW4060-3	30563	2000	Now	Now	Gareth Henry	gareth.henry@altavair.com	+353 87 330 9220
B777-300ER	BBAM	GE90-115BL	39237	2013	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039

Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
SAAB 2000	Jetstream Aviation Capital	AE2100A	031	1996	Now	Sale / Lease	Donald Kamenz	dkamenz@jetstreamavcap.com	+1 (305) 447-1920 x 115
SAAB 340B CRG	Jetstream Aviation Capital	CT7-9B	224	1990	Now	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102
SAAB 340B Plus	Jetstream Aviation Capital	CT7-9B	450	1998	Now	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102

Commercial Engines

AE3007 Engines	Sale / Lease	Company	Contact	Email	Phone
(8) AE3007A1	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF34-10E	Now - Sale	Lufthansa Technik AERO Alzey	Johannes Otto	johannes.otto@lhaero.com	+49-151-589-39560
(2) CF34-10E	Now - Lease				
(1) CF34-8C5	Now - Sale / Lease	ASI Aero	Dave Silvers	daves@asiaero.net	+561.931.6650
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-10E5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CF34-8C5A1	Now - Sale / Lease	Magellan Aviation Group	Bradley Hogan	engines@magellangroup.net	+1 704-504-9204
(2) CF34-3A	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(1) CF34-10E5A1	Now - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+1 954-478-7195



Now Offering
CFM56-5B/7B Engine Disassembly

www.JetAirWerks.com



Making Aircraft Maintenance More Affordable



- MRO services
- PMA parts
- DER repairs





GLOBAL COMPONENT SUPPORT
CHICAGO | LONDON

RESPONSIVE, RELIABLE, READY TO GO.

SALES@SETNAIO.COM +1 312-549-4459



THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines

CF6-80 Engine	Sale / Lease	Company	Contact	Email	Phone
(1) CF6-80E1A4/B	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5B3/3	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaaviation.com	+1 786-785-0777
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B3/P	Now - Lease				
(1) CFM56-5B1/P	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(3) CFM56-5C4	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B4/P	Now - Sale	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7040
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B26/3	Now - Lease				
(4) CFM56-5B6/P	Now - Sale				
(3) CFM56-5B5/P	Now - Sale				
(1) CFM56-5B3/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-5B2/P	Now - Lease				
(1) CFM56-5B6/3	Now - Lease				
GE90 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) GE90-94B	Now - Sale	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1B25	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717



Aviation OEMs, Distributors, MROs and Repair Centers: What sets you apart from other Aviation ERPs?

Us:

We put you in the pilot seat with our powerful, scalable, affordable MRO & Logistics software. Take Control. Quantum Control.

Commercial Engines

PW1100 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW1133G-JM	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW150A	Oct 2024 - Lease	Lufthansa Technik AERO Alzey	Johannes Otto	johannes.otto@lhaero.com	+49-151-589-39560
(2) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW127M	Now - Sale/Lease/Exch.				
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(2) Trent 772B-60	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) Trent XWB-84	Now - Sale/Lease/Exch.				
(1) Trent 556-61	Now - Sale/Lease/Exch.				
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) V2527-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) V2533-A5	Now - Sale/Lease/Exch.				
(1) V2530-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiaaviation.com	+1 786-785-0777

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCP131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
(3) 3800702-2, (2) 3800708-1	Now - Lease	Magellan Aviation Group		apuleasing@magellangroup.net	+1 704.504.9204
(4) APU EMB145LR, Model: 4504113A	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(4) EMB145 LG Shipsets	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(1) GTCP36-150	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(5) A340 LG Shipset, (1) B777 LG Shipset (2) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(3) 767 LG Shipset, (1) A320 Shipset, (5) A330 LG Shipset					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) GTCP331-200, (1) 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				
(5) 131-9A, (2) 131-9B (Max compliant), (1) APS3200, (1) 331-500		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(3) 131-9B, (1) 331-350, (2) 331-200, (2) APS3200 "C", (1) 85-129H					
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000				stands@gatelesis.com	+1-954-676-3111
(2) APU GTC131-9B	Now - Sale / Lease	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease				