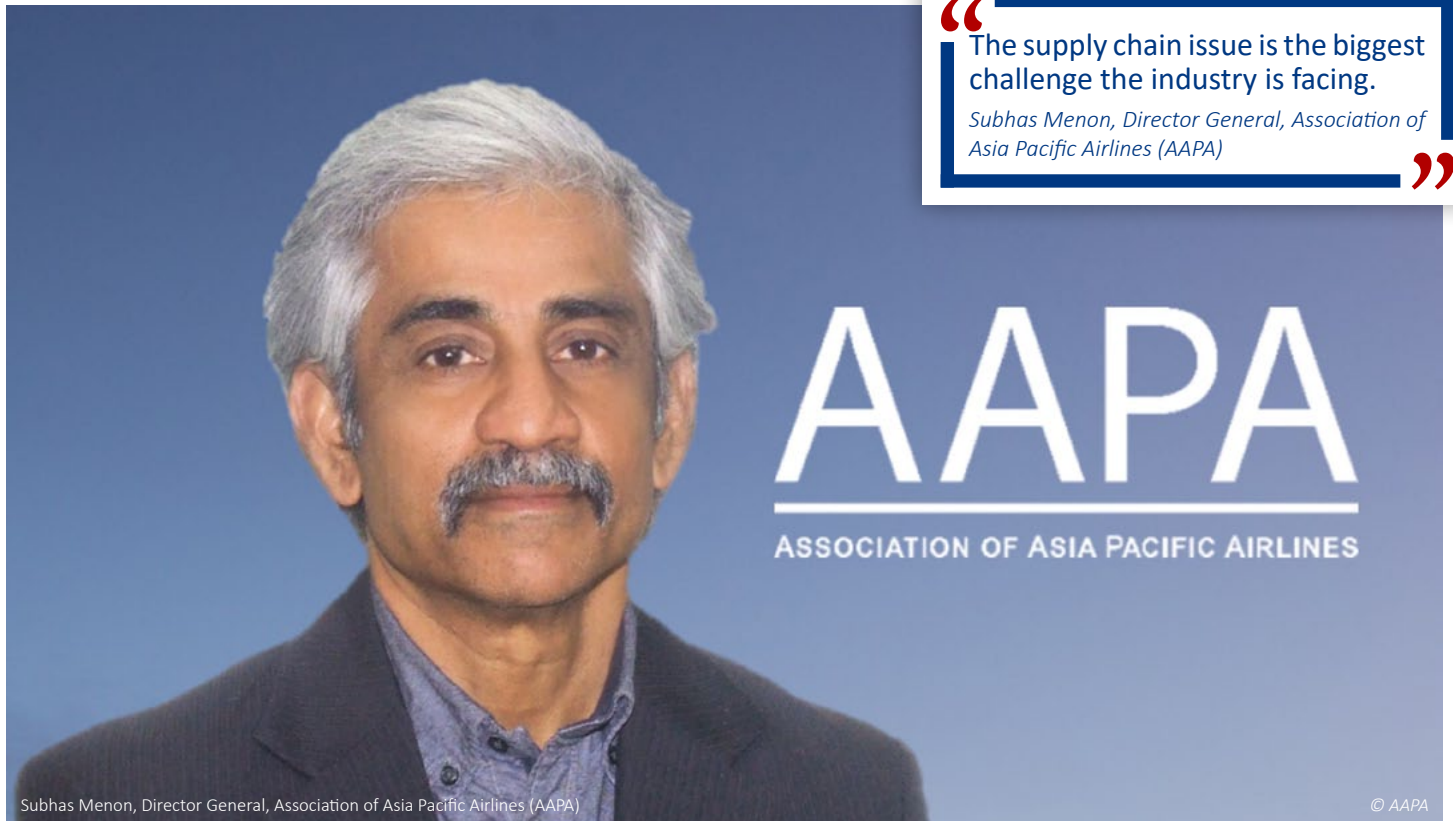


Weekly Aviation Headline News



“The supply chain issue is the biggest challenge the industry is facing.”
Subhas Menon, Director General, Association of Asia Pacific Airlines (AAPA)”

Subhas Menon, Director General, Association of Asia Pacific Airlines (AAPA)

© AAPA

Asia-Pacific Carriers vent frustration at supply chain issues

Operations disrupted and flights cancelled owing to parts, labour and aircraft shortages

The Association of Asia Pacific airlines (AAPA) held its annual meeting in Brunei this week and it became immediately obvious there is a supply chain problem affecting many of the region's commercial carriers. These problems have resulted in the cancellation of numerous flights and disruption throughout a region that has taken longer than most to recover from the pandemic owing to the extended travel restrictions imposed on many of the region's countries. A shortage of parts, labour and new planes as the aviation industry emerged from the pandemic has coincided with higher-than-expected repairs needed on the latest-generation engines. “The

supply chain issue is the biggest challenge the industry is facing,” Subhas Menon, the director general of the Association of Asia Pacific Airlines (AAPA) said. These shortages have resulted in turnaround times for engines now being at record lengths, while carriers have been forced to reduce the number of flights, re-allocate parts and lease stop-gap engines or planes to continue operations. Thai Airways CEO Chai Eamsiri said servicing the Rolls-Royce engines on its Boeing 787 jets used to take around three months, but that has blown out to about six. “We have to stretch the aircraft. We used to operate 12.5 hours a day, now we have to stretch

it to 13 plus,” he told Reuters news agency on the sidelines of the gathering. The heads of Thai Airways, Singapore, Malaysia Airlines and Kazakhstan's Air Astana expressed their frustration with maintenance times, suggesting that governments which are trying to improve consumer protections should stop placing the blame on airlines for flight delays. “The root cause is coming from the supply chain...But we are the one facing the customer,” Eamsiri told the meeting. Aviation manufacturers “have to get their act together”, Air Astana CEO Peter Foster added. Through a shortage of planes, labour and parts, Malaysia Airlines suffered multiple service disruptions this year and cut its network capacity by 20% from September. Malaysia's civil aviation regulator reduced the length of the carrier's air operator certificate to one year from three years after an investigation. “All airlines are wringing the neck of our suppliers,” Malaysia Airlines CEO Izhm Ismail told attendees. Engine servicing used to take around 55 days before the pandemic, but now it needs 100 or more, he added. Representatives of Airbus and Rolls-Royce said separately they were working to resolve supply chain snags. Travel in the Asia-Pacific region accounts for around 32% of global passenger traffic, while in September, passenger numbers for 40 Asia-Pacific based carriers averaged 97.5% of the corresponding month in 2019, according to AAPA data.



Thai Airways Boeing 787

© Shutterstock

AIRCRAFT & ENGINE NEWS


Turkish Airlines will take delivery of six A321neos in 2027, on lease from BOC Aviation © AirTeamImages

BOC Aviation places six Airbus A321neo aircraft with Turkish Airlines

BOC Aviation Limited (BOC) has announced an agreement to place six Airbus A321neo aircraft with Turkish Airlines, a long-term customer. These aircraft are set to be delivered in 2027, originating from BOC Aviation's existing orderbook. The agreement further solidifies the partnership between the two companies. Steven Townend, Chief Executive Officer and Managing Director of BOC Aviation, stated that Turkish Airlines is one of their longest-standing partners. He emphasised the strong market demand for modern, fuel-efficient aircraft such as the A321neo, which aligns with the company's growth strategy for the coming years. Levent Konukcu, Turkish Airlines' Chief Investment and Strategy Officer, also expressed his satisfaction with the deal. He noted that the addition of these aircraft supports Turkish Airlines' commitment to providing a contemporary and efficient travel experience. The agreement is also part of the airline's broader mission to expand and enhance its global route network. Konukcu further expressed enthusiasm for continuing the collaboration with BOC Aviation. Turkish Airlines, a member of the Star Alliance, has a rich history, having been established in 1933 with an initial fleet of just five aircraft. It has since grown into a major global carrier, operating a fleet of 477 passenger and cargo aircraft. The airline serves 349 destinations across 130 countries, including 296 international and 53 domestic routes. This extensive network makes it one of the airlines with the widest reach worldwide. The addition of the Airbus A321neo aircraft is expected to further boost Turkish Airlines' capabilities, offering advanced technology, fuel efficiency, and enhanced passenger comfort. With its focus on growth and modernisation, the airline continues to strengthen its position as a leader in global aviation.

Orders and deliveries – Boeing and Airbus

Airbus v Boeing: Orders and Deliveries					
October 2024 YTD (net orders)					
	Airbus		Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	-2	53	737	246	238
A320 Family	534	444	747	0	0
A330	64	24	767	0	16
A350	134	38	777	61	11
A380	0	0	787	28	40
Total	730	559	Total	335	305

Source: Airbus

Source: Boeing

Avia Solutions Group places first order with Boeing

Avia Solutions Group, an ACMI (aircraft, crew, maintenance, insurance) provider, has placed its first-ever order with Boeing for 40 737-8 aircraft, with the option to acquire an additional 40 in the future. This acquisition underscores the Group's commitment to enhancing operational flexibility and meeting the diverse needs of airlines worldwide. With 11 air operator certificates (AOCs), Avia Solutions Group operates



Avia Solutions Group has placed its first-ever direct order with Boeing for 40 737-8s © Boeing

an extensive network of airlines including Avion Express, Smartlynx, Klasjet, Air Explore, BBN, Ascend Airways and Skytrans, among others. These AOCs serve clients across over 60 countries, providing year-round services to scheduled airlines and tour operators. The 737-8, a single-aisle aircraft known for its versatility, is particularly well-suited to ACMI operations, as it can operate profitably on both short- and medium-haul routes. This adaptability allows Avia Solutions Group to support client airlines with additional capacity during peak travel seasons or in the event of unexpected aircraft or crew shortages. Brad McMullen, Boeing's Senior Vice President of Commercial Sales and Marketing, commented on the partnership, saying, "ACMI providers such as Avia Solutions Group offer important, flexible capacity to meet the dynamic demand in our industry and we are honoured Avia has selected Boeing airplanes to help meet that demand from its customers. By choosing the 737-8, Avia Solutions Group is aligning with its customers' plans to operate increasingly fuel-efficient fleets that improve the passenger experience." The 737-8 offers seating for 162 to 210 passengers, depending on configuration and boasts a range of up to 3,500 nautical miles (6,480 km). Its efficient design not only reduces fuel consumption and emissions but also enhances the passenger experience with features like the Boeing Sky Interior and adjustable LED lighting, creating a spacious, comfortable cabin environment. This strategic investment will allow Avia Solutions Group to support its clients' operations with a more fuel-efficient and environmentally friendly fleet, meeting the rising global demand for ACMI services.

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AIRCRAFT & ENGINE NEWS

Falko acquires two E170 aircraft from Azorra

Falko has announced the acquisition of two Embraer E170 aircraft from Azorra, a U.S.-based commercial aircraft lessor. These aircraft, currently leased to American Airlines and subleased to its subsidiary, Envoy Air, will be integrated into Falko's managed fund, the Falko Regional Aircraft Opportunities Fund II (Fund II). This addition increases Fund II's portfolio holdings with American Airlines, where it already leases three CRJ700 aircraft, further strengthening Falko's strategic footprint in the North American market. Mark Hughes, Chief Commercial Officer of Falko, expressed his enthusiasm for the transaction with Azorra, acknowledging its collaboration and anticipating future partnership opportunities. He pointed out that the acquisition not only enhances Fund II's exposure to a major U.S. airline but also adds two E170s to its portfolio, bringing the total to eight E170 aircraft in Fund II and sixteen across Falko's entire portfolio. Demand for the E170 remains robust, particularly within North America, due to the aircraft's compliance with scope clauses in airline contracts and its suitability for connecting secondary airports and feeder routes to major hubs across the U.S. This adaptability makes the E170 a valuable asset for Falko's portfolio, given its high demand for regional and crossover markets. Falko's acquisition aligns with its strategic vision to grow its portfolio within the 70-130 seat aircraft sector, a niche where it holds a significant position. The company's focus is on expanding its portfolio and enhancing services in support of its lease management activities for regional jets, which serve essential connectivity roles in the aviation sector. As a wholly owned subsidiary of Chorus Aviation Inc., based in Halifax, Nova Scotia, and listed on the Toronto Stock Exchange, Falko benefits from a stable parent company, further supporting its ability to secure and manage a growing portfolio of aircraft.



Falko has acquired two E-170 aircraft from Azorra, currently leased to American Airlines © AirTeamImages

Royal Jordanian orders GEnx-1B engines for expanding Dreamliner fleet



Royal Jordanian has placed an order for 18 GEnx-1B engines plus spare units for its growing 787-9 fleet © GE Aerospace

At the recent Arab Air Carriers Organization annual general meeting in Amman, Royal Jordanian Airlines (Royal Jordanian) announced a major investment in GE Aerospace's GEnx-1B engines to power its expanding Boeing 787-9 Dreamliner fleet. The commitment comprises 18 engines plus spare units, along with a comprehensive TrueChoice services agreement that will provide MRO services for these engines. This partnership aligns with Royal Jordanian's goals to modernise its fleet and support long-haul route expansions. Royal Jordanian's Vice Chairman and CEO, Samer Majali, highlighted the benefits of this collaboration, stating, "We have been pleased by the performance of the GEnx engines in our existing fleet. Expanding our partnership and introducing higher-thrust technology into our operations will support our long-haul route expansion goals and fleet modernization programme." Majali expressed confidence that this order will strengthen Royal Jordanian's long-standing relationship with GE Aerospace.

Royal Jordanian has a long history with GE Aerospace, being the first Middle Eastern airline to operate Boeing 787s powered by GEnx engines. Since their introduction in 2011, the GEnx engine family has gained widespread popularity, amassing over 56 million flight hours and has become GE Aerospace's fastest-selling wide-body jet engine. Currently, more than 3,000 GEnx engines are either in service or on order, with the GEnx-1B model powering two-thirds of all Boeing 787s in operation. Known for its advanced materials and innovative design, the GEnx engine represents a significant advancement in jet propulsion technology, offering increased fuel efficiency and lower emissions than previous models.

Electra Unveils the EL9 Ultra-Short Hybrid-Electric Aircraft

Electra has unveiled the design of its revolutionary EL9 Ultra Short hybrid-electric aircraft, a nine-passenger piloted aircraft set to transform air travel. The EL9 combines cutting-edge hybrid-electric propulsion with blown lift technology, enabling ultra-short take-offs and landings in spaces as small as a soccer field. This technology, which was previously limited to helicopters and eVTOLs, is now available at one-third of the cost, with the added benefits of safety and reliability typical of fixed-wing aircraft. Having successfully completed over a year of flight testing with its two-seat EL2 Goldfinch prototype, Electra is now entering the development phase for the EL9. This marks a significant step forward in the company's commitment to the future of electric aviation. The EL9's hybrid-electric propulsion system allows it to take off and land in as little as 150 feet, making it ideal for use in small regional airports or even unconventional sites such as grass fields and parking lots. This opens up thousands of new locations for air service, offering seamless, point-to-point regional connectivity for both passengers and cargo. The aircraft produces significantly lower emissions and noise compared to traditional aircraft, and its hybrid-electric system includes inflight battery recharging, eliminating the need for ground charging stations. Equipped with four independent battery packs and a small turbine-powered generator that drives eight electric motors distributed along the wings, the EL9 provides high lift at low airspeeds. It can carry nine passengers with baggage or up to 3,000 pounds of cargo, with a range of 330 nautical miles and a maximum ferry range of 1,100 nautical miles with IFR reserves. The aircraft will be certified for IFR and flight into known icing conditions and will feature Electra's Safe Single Pilot technology with fly-by-wire controls, allowing for easy precision landings with just a single pilot. Electra has already secured over 2,100 orders for the EL9 from 52 operators globally, representing a market value exceeding \$8 billion. Test flights are planned for 2027, with certification and service entry expected in 2029 under FAA Part 23 regulations.



EL9 ultra-short hybrid-electric aircraft © Electra

MRO & PRODUCTION NEWS

StandardAero's San Antonio facility begins LEAP-1A engine testing



StandardAero has completed correlation of its San Antonio test cell for LEAP-1A engines
© StandardAero

StandardAero's engine overhaul centre in San Antonio, Texas, has completed correlation of its first test cell for the CFM International LEAP-1A turbofan engine, marking a significant milestone in its rollout of LEAP-1A and LEAP-1B maintenance, repair, and overhaul capabilities. The San Antonio facility is now equipped to conduct LEAP-1A functional and performance engine testing, serving Airbus A320neo-family customers. This new engine test capability for the LEAP-1A follows three months after StandardAero's 810,000 ft² facility in San Antonio correlated its initial test cell for the LEAP-1B engine used in the Boeing 737 MAX. This achievement opens the door to LEAP-1A and LEAP-1B performance restoration shop visit (PRSV) services, with PRSVs now available. As a 'Premier MRO' provider for the LEAP-1A and LEAP-1B engines, StandardAero signed the first North American non-airline CFM-branded service agreement (CBSA) for these engines in March 2023. The San Antonio facility began accepting LEAP Continued Time Engine Maintenance (CTEM) shop visits in March 2024. Alongside developing MRO capabilities for the LEAP-1A and LEAP-1B in San Antonio, StandardAero is also advancing new engine component repairs for the LEAP series through its Component Repair Services (CRS) division's network and its Repair Development Centre of Excellence. To date, StandardAero's CRS team has developed and implemented over 250 component repairs for the LEAP-1A and LEAP-1B engines.

easyJet extends partnership with Lufthansa Technik Milan

easyJet and Lufthansa Technik Milan have signed a three-year extension to their previous contract for ongoing light base maintenance on easyJet's extensive Airbus A320-family fleet. This extended agreement, now set to run until mid-2027, will see two of easyJet's 300+ aircraft pass through Milan every night for a range of high-quality maintenance services. The contract covers aircraft operated under easyJet UK, easyJet Switzerland, and easyJet Austria's Air Operator Certificates (AOCs). The scope of work for easyJet includes comprehensive phase checks, which allow larger, mandatory maintenance tasks for the A320 fleet to be divided into smaller, intensive inspections during each night stopover at Lufthansa Technik Milan. For instance, a major C1-check can be distributed across up to 64 smaller visits, referred to as P-checks, to optimise efficiency. Beyond these scheduled inspections, Lufthansa Technik Milan will support easyJet with additional tasks as needed, including structural repairs, modifications, component or engine replacements and interior repairs. Brendan McConnellogue, Director of Engineering and Maintenance at easyJet, commented on the partnership: "As a long-standing customer of Lufthansa Technik Milan, we value their highly skilled workforce, flexibility and customer-focused attitude and so we look forward to the next chapter in our joint success story with confidence that our fleet is in safe hands."



easyJet aircraft in Malpensa

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MRO & PRODUCTION NEWS

VoltAero opens new headquarters and final assembly facility for Cassio electric-hybrid aircraft



VoltAero's final assembly facility and headquarters at Rochefort Airport

© VoltAero

The inauguration of VoltAero's final assembly facility and headquarters at Rochefort Airport on November 8, marks a major step towards certification and production of the company's Cassio electric-hybrid aircraft family, advancing a new era of sustainable regional air transportation. Situated at Saint Agnant in the Charente-Maritime department of France's Nouvelle-Aquitaine region, this purpose-built 2,400 m² facility will serve as the primary hub for production and delivery of Cassio-family aircraft. The site is supported by VoltAero's on-site design, engineering, flight test and administrative departments, and is capable of assembling up to 150 Cassio aircraft annually at full production rate. Additional production sites are planned in other key geographical markets to support growing demand. At the inauguration, VoltAero CEO and

Chief Technology Officer Jean Botti emphasised the company's realistic approach to developing, certifying and producing the Cassio aircraft family. "We are addressing the highly important market requirement to connect thousands of communities and regions around the world with truly sustainable and efficient advanced regional air mobility – while remaining fully compatible with the airport and air traffic control infrastructure," he said. "Additionally, our patented electric-hybrid propulsion system for Cassio provides the dual-source power to fly safely and is based on electric battery technology that is available today." Botti highlighted that France's Nouvelle-Aquitaine region has been at the heart of e-aviation since 2008, when he and his team built and flew the pioneering Cri-Cri and E-Fan all-electric planes during his time at Airbus. This was followed by VoltAero's development of its electric-hybrid propulsion system, now the functional heart of the Cassio aircraft family and validated on the Cassio S testbed aircraft. The facility has direct access to Rochefort Airport's 2,280-metre-long by 45-metre-wide runway, along with road, rail and sea transportation links in the region. The master plan provides scope for future growth and enables suppliers and service providers to establish their own presence to support Cassio production. "With VoltAero's cornerstone presence, we look forward to the future evolution of an industrial ecosystem for sustainable aviation at Rochefort Airport and in the vicinity," stated Gérard Pons, President of the Syndicat Mixte des Aéroports de La Rochelle - Île de Ré et Rochefort - Charente-Maritime. The Cassio electric-hybrid aircraft family comprises three versions seating between five and 12 passengers, tailored for regional commercial operators, air taxi and charter companies, private and business operators, as well as utility services such as cargo, postal delivery and medical evacuation (Medevac) applications. VoltAero's initial production model will be the Cassio 330, designed with a four-to-five-seat configuration and powered by a combined electric-hybrid propulsion system producing 330 kilowatts. This will be followed by the six-seat Cassio 480 with 480 kilowatts of combined power, and the Cassio 600, which will accommodate 10 to 12 seats with 600 kilowatts of propulsion. VoltAero's propulsion system is unique: the Cassio aircraft will utilise Safran ENGINEUS electric motors for all-electric power during taxi, take-off, primary flight (for distances under 150 km), and landing. The hybrid component, powered by an internal combustion engine from Kawasaki Motors, serves as a range extender by recharging the batteries during flight. This hybrid element also provides a backup, ensuring true fail-safe functionality should an issue arise with the electric propulsion system.

EFW and HNA Aviation Group to collaborate on A330 P2F conversion

Elbe Flugzeugwerke GmbH (EFW), renowned for its expertise in Airbus passenger-to-freighter (P2F) conversions, and HNA Aviation Group, a major Chinese aviation player owned by Fangda Group, have signed a strategic memorandum of understanding (MoU) to collaborate on converting Airbus A330 aircraft from passenger-to-freighter models. This agreement, signed at the China International Aviation and Aerospace Expo in Zhuhai, China, will help both companies address the rising demand for air cargo capacity, spurred by the growth of cross-border e-commerce and the global logistics market's recovery. Under the MOU, EFW will assist Grand China Aircraft Maintenance Services (GCAM), a subsidiary of HNA Aviation Group, in establishing A330P2F conversion capabilities at its facility at Meilan International Airport in Haikou, China. This partnership aims to build local capacity for converting A330 aircraft, creating an efficient and expanded freighter network within China's borders. EFW, a joint venture between ST Engineering and Airbus, currently has three P2F conversion sites in China and will use this collaboration to further expand its footprint within the Chinese market. The initial stage of this collaboration will see EFW converting the first A330 from HNA's fleet at its Shanghai facility in the first half of 2025, with the option for a second conversion later in the year. Following this, the remainder of HNA's A330 fleet slated for conversion will be modified at GCAM's newly set-up facility in Haikou. Jordi Boto, CEO of EFW comments: "We are happy to enter into an agreement on A330P2F conversion with HNA Aviation Group, one of the largest aviation groups in China. We look forward to working with our latest strategic partner to tap the growing Chinese market and beyond, and to better support the growing global demand for air cargo with our wide-body P2F solution." Ding Yongzheng, Chairman of HNA Aviation Group, highlighted the increasing demand for long-range, wide-body freighters due to e-commerce expansion and the revival of global logistics. He praised the partnership as a mutual opportunity, noting that HNA has extensive experience operating A330 aircraft, and the new venture with EFW will add strategic value and growth opportunities for both parties in the aviation market. This agreement positions both EFW and HNA Aviation Group to meet the surging need for freight capacity in Asia and beyond, establishing them as key players in the rapidly expanding market for passenger-to-freighter conversions.



Signing of the MoU at the China International Aviation and Aerospace Expo in Zhuhai, between EFW and HNA Aviation Group © EFW

MRO & PRODUCTION NEWS

Honeywell and Curtiss-Wright develop 25-hour CVR

Honeywell and Curtiss-Wright have jointly developed the Honeywell Connected Recorder-25 (HCR-25), a combined cockpit voice recorder (CVR) and flight data recorder (FDR) now available for applicable Boeing and Airbus commercial and cargo aircraft. The HCR-25 was type-certified for use on Boeing 737, 767 and 777 aircraft last year and is set to be type-certified for Airbus A320-series platforms in the first half of 2025. This innovative technology aligns with Honeywell’s commitment to automation and the future of aviation, supporting key megatrends within the industry. “The Honeywell HCR-25 addresses the FAA’s mandate for cockpit voice and data recorders, helping to enhance flight safety,” said Steve Hadden, Vice President of Services and Connectivity, Honeywell Aerospace Technologies. “Our collaboration with Curtiss-Wright combines our strengths to provide superior audio clarity and data streaming, enabling next-generation access to aircraft performance data.” The HCR-25 meets the requirements of the 2024 FAA Reauthorization Act, which mandates that commercial passenger aircraft be equipped with a CVR capable of recording the last 25 hours of flight data. All newly manufactured aircraft must meet this 25-hour requirement, while existing aircraft must be compliant within six years. “We are proud to work closely with Honeywell to introduce the 25-hour cockpit voice recorder capability to both new OEM installations and retrofit applications,” said Brian Perry, Senior Vice President and General Manager, Curtiss-Wright Defense Solutions Division. “Together, we are leveraging our expertise in flight recorders to deliver advanced technologies that provide airlines with direct access to their own data.” The 25-hour CVR significantly improves the ability to identify the root cause of incidents and accidents, enhancing passenger safety and improving training, policies and procedures. This joint development follows a letter from the U.S. National Transportation Safety Board (NTSB), which called for the installation of 25-hour CVRs in new aircraft and retrofitting existing planes. The NTSB highlighted 14 investigations since 2018 that were hampered by insufficient CVR data due to limited recording capacity. The HCR-25, based on Curtiss-Wright’s lightweight Fortress® CVR technology, complies with the latest FAA regulations and international standards in Europe, Canada, Mexico and Singapore. It features four channels of wideband audio recording, providing superior clarity compared to current-generation recorders. The HCR-25 FDR surpasses the requirements of each of the International Civil Aviation Organization (ICAO)-defined flight recorder types. The HCR-25 FDR, when coupled with Honeywell’s Aspire SATCOM system, adds real-time data streaming to support the ICAO Global Aeronautical Distress and Safety (GADSS) initiative and timely recovery of data requirements. It can record and store more than 3,500 hours of data in crash-protected memory before needing to overwrite the oldest data collected. The HCR-25 also provides a 25-hour CPDLC datalink recorder (DLR) function.



The Honeywell Connected Recorder-25 (HCR-25), a combined CVR and FDR © Honeywell

LATAM Airlines Brazil invests US\$7 million in maintenance hub



© LATAM

LATAM Airlines Brazil has announced a substantial investment of US\$7 million in the expansion of its maintenance base at LATAM MRO in São Carlos, São Paulo, marking the airline’s largest commitment to its facilities in the past decade. This funding will support the construction of a new, specialised hangar dedicated to Boeing 787 Dreamliner aircraft, set to begin operations in September 2025. Construction will start on November 15, at the LATAM MRO centre, which is already the largest aeronautical maintenance facility in South America. The new structure will enable LATAM to bring more maintenance services in-house, reducing reliance on external suppliers, lowering operational costs, and enhancing the availability of aircraft for flights. Currently, major maintenance on LATAM’s Boeing 787s is performed in Chile and through a network of international suppliers. However, this new facility will centralise these operations within Brazil, reinforcing LATAM’s commitment to operational efficiency. Enrique Parada, Director of Engineering and Maintenance at LATAM, highlighted that this investment complements LATAM’s existing maintenance offerings, further expanding their capacity. In addition to serving the Boeing 787 fleet, the new hangar in São Carlos will support painting and preventive maintenance for up to three Airbus A320-family aircraft simultaneously. A specialised structure will be implemented to ensure painting activities remain isolated, thus preventing contamination and guaranteeing the highest quality standards. Advanced technology will be a core feature of the new hangar, with inspection drones and autonomous logistics carts integrated into daily operations, as already in use at LATAM’s São Paulo facility. This expansion is expected to generate 300 new jobs within São Carlos, covering a wide range of roles, from warehouse workers and aircraft mechanics to planners and engineers, further boosting employment in the region. LATAM MRO employs 2,000 staff and is responsible for over 60% of scheduled maintenance across the LATAM Group’s fleet, positioning São Carlos as a significant aviation hub. The LATAM MRO centre in São Carlos spans 95,000 m², with 22 workshops equipped with cutting-edge technology and certified by international authorities such as EASA, FAA, and DGAC Chile. Since 2019, LATAM has pioneered the use of drones for aircraft inspection, a first in Latin America, which has increased inspection efficiency twelvefold. This advanced method gathers up to 2,000 high-resolution images of the aircraft fuselage, using artificial intelligence to detect potential damage, while keeping records updated in real-time via cloud storage. With the internationalisation of São Carlos Airport, LATAM MRO has expanded its facilities and equipment, creating around 450 additional jobs and reinforcing São Carlos as a key player in LATAM’s global operations.

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MRO & PRODUCTION NEWS

ADE secures Vietnamese certification, expands MRO reach

Asia Digital Engineering (ADE), the MRO subsidiary of Capital A, has announced its latest achievement: receiving Approved Maintenance Organisation (AMO) certification from the Civil Aviation Authority of Vietnam. This milestone expands ADE's operational capabilities across ASEAN, enabling it to deliver its high-quality MRO solutions to even more airlines within the region. With Vietnam now on board, ADE has AMO certifications in nine countries, including Malaysia, Indonesia, Cambodia, the Philippines, Singapore, Nepal, Thailand and Myanmar. This comprehensive certification portfolio reinforces ADE's status as a reliable and leading MRO provider within the region. Furthermore, ADE's compliance with the European Union Aviation Safety Agency (EASA) Part 145 maintenance organisation standards, achieved last year, highlights its commitment to safety and operational excellence in aviation maintenance. Mahesh Kumar, Chief Executive Officer of ADE, stated: "We are thrilled to add Vietnam to our extensive list of maintenance certifications. This approval marks a crucial step in our journey to becoming the go-to MRO partner for airlines. With the recent launch of our state-of-the-art, 14-line hangar at KLIA and our innovative digital solutions like ELEVADE™ and AEROTRADE®, ADE is redefining MRO standards in the region. From maximising aircraft reliability to reducing turnaround times, our aim is to support airline partners in meeting their operational goals and enhancing fleet performance." ADE's growing network of certifications and recent investments in advanced infrastructure and digital solutions underscore its commitment to elevating MRO standards and providing reliable, efficient support to its airline partners across ASEAN.

EASTEC, Thales renew avionics maintenance services agreement

EASTEC and Thales have renewed their partnership agreement in a signing ceremony at the 15th Airshow in Zhuhai, China. Under this contract extension, Thales will continue providing maintenance and repair services for its avionics equipment installed on China Eastern Airlines' A320, A330 and B737 fleets until 2029. This renewal builds upon a successful collaboration that began in 2018, marking a significant milestone in the decade-long relationship between the two companies. It further demonstrates the trust in Thales' premium service quality and its commitment to supporting the expanding aviation market in China. Maintenance services will be delivered

Chromalloy enters new engine parts supply agreement with AAR

Chromalloy has announced the signing of a distribution and license agreement with AAR, under which AAR will exclusively distribute Chromalloy's PMA (parts manufacturer approval) parts for the CF6-80C2 engine high-pressure turbine (HPT) Stage 1 and Stage 2 blades across the global aftermarket. However, some account coverage exclusions apply due to Chromalloy's existing customer agreements. "This agreement builds on the long relationship between AAR and Chromalloy for connecting innovative solutions to our global aftermarket customers. The combination of Chromalloy's engineering and manufacturing capability with AAR's global aero-engine channel access ensures that our PMA solutions are accessible by operators and repair stations in every region," stated Chromalloy's Chief Executive Officer, Chris Celtruda. Sal Marino, AAR's Senior Vice President of Parts Supply, commented, "AAR is pleased to partner with Chromalloy and to expand our aftermarket solution offerings to include Chromalloy's CF6-80C2 parts. AAR provides a complete range of solutions for engine repair facilities, ensuring access to the best value combination for our customers." The agreement spans an initial term of three years, with AAR having made an initial provisioning order to ensure inventory readiness for the immediate global distribution of Chromalloy's CF6-80C2 HPT Stage 1 and Stage 2 turbine blades. Chromalloy remains dedicated to the ongoing design and development of PMA and designated engineering representative (DER) solutions, offering FAA-approved aftermarket alternatives that ensure best-value options for turbine engine service and restoration.



Chromalloy and AAR have signed a global distribution agreement © Chromalloy

Champion Aerospace and Satair sign MoU to extend distribution agreement



Champion Aerospace and Satair are strengthening their 40-year partnership © Champion Aerospace

Champion Aerospace and Satair have signed a memorandum of understanding (MoU) to extend their long-standing distribution agreement, marking another milestone in their 40-year collaboration. The MoU sets the stage for a renewed partnership, focusing on the global distribution of Champion's turbine engine ignition products. Once finalised, the agreement will grant Satair exclusive rights to distribute Champion Aerospace's igniters, exciters, and ignition leads for the commercial aftermarket. This expanded partnership is expected to enhance Satair's product portfolio while ensuring continued delivery of high-quality solutions and technical support to aviation operators worldwide. Commenting on the MoU, Thomas Lagaille, Vice President of Product Management & Business Development at Satair, expressed enthusiasm for the ongoing collaboration. "This MoU reaffirms our mutual trust in the strong relationship between Satair and Champion Aerospace. It also demonstrates the value Satair is creating for OEMs, and we are excited to explore the next phase of this collaboration. We look forward to continuing to provide top-tier solutions for the aerospace industry." Andrew Wall, President of Champion Aerospace, pointed out the importance of the partnership in driving innovation. "Our longstanding relationship with Satair has been crucial in bringing innovative ignition solutions to market. This MoU signals our joint commitment to advancing aerospace ignition systems and aftermarket service with a focus on easy access for our global customer base." The agreement, expected to be finalised soon, is anticipated to further solidify the collaboration between Champion Aerospace and Satair, enabling them to build on their decades of success in the aerospace sector. Together, they aim to set new benchmarks for quality, innovation, and accessibility in turbine engine ignition systems, reinforcing their positions as leaders in the industry.

MRO & PRODUCTION NEWS

by both Thales Aerospace Beijing Co., Ltd., Thales' local maintenance centre in China, and Thales Aviation Global Services (AGS) centre in Singapore, providing comprehensive support for China Eastern's fleet. Since its first selection of Thales avionics equipment in 2014, China Eastern has equipped 270 A320 aircraft with Thales' flight management systems (FMS), low-range radio altimeters (LRRA), and T3CAS integrated surveillance solutions. In 2018, China Eastern and Thales solidified their partnership with a strategic maintenance cooperation agreement. Thales remains at the forefront of innovation, ready to meet the aviation industry's evolving demands. Thomas Got, Vice President of Aviation Global Services, Thales Avionics, stated, "We are proud to strengthen our collaboration with EASTEC, reinforcing our position as a trusted partner in the region. At Thales, we leverage our global expertise to deliver high-quality premium solutions to EASTEC and our local customers and partners."

AAR and Whippany Partner to enhance global actuation distribution

AAR CORP. has signed an exclusive multi-year distribution agreement with Whippany Actuation Systems, a TransDigm Group business, to globally distribute Whippany's actuation components and sub-assemblies. This partnership expands AAR's product offerings on platforms such as the Boeing 737 and 777 while improving lead times, stocking capabilities, and customer service for Whippany users. Whippany President Cedrick Fontes highlighted the collaboration's goal to optimise the supply chain and deliver high-quality products efficiently. AAR's Senior Vice President, Frank Landrio, emphasised the agreement's role in scaling Whippany's reach and enhancing AAR's value to the aviation industry.

ATR focuses on core products as STOL variant development halted



ATR will discontinue development of the ATR 42-600S (STOL) variant

© ATR

Following a comprehensive market review and supply chain challenges, ATR has announced it will discontinue development of the ATR 42-600S, a short take-off and landing (STOL) variant of its regional aircraft. This strategic decision underscores ATR's commitment to realigning with market needs and increasing the competitiveness of its existing product lines. The company aims to focus its resources on enhancing the capabilities of its current ATR 42-600 and ATR 72-600 aircraft, responding to the evolving requirements of regional airlines and their passengers. ATR's decision follows an analysis indicating that the market for the ATR 42-600S variant is smaller than initially anticipated. This is due to infrastructural changes in key regions, such as Southeast Asia, where many airports originally targeted for STOL operations have extended their runways or constructed nearby alternatives. Consequently, ATR's existing aircraft models can now serve these airports without the need for STOL capabilities, reducing the potential demand for the variant. Nathalie Tarnaud Laude, ATR's Chief Executive Officer, stated that the company's decision aligns with its responsibility to adapt to customer needs and industry trends. She highlighted that halting the STOL project reflects ATR's broader focus on operational efficiency and long-term sustainability. According to Laude, ATR's next phase involves investing in technological advancements for existing models, improving operational costs and enhancing the aircraft's availability to meet the dynamic needs of the regional aviation sector. This strategic refocus will also allow ATR to further penetrate the North American market, where it seeks to replace ageing fleets of regional jets and improve direct regional connections. Laude emphasised that ATR's dedication to delivering strong value propositions has cemented its reputation as an industry leader for over 40 years. The company intends to continue working closely with suppliers and customers to introduce product improvements that meet operational demands and maintain ATR's competitive edge. By focusing on its well-established aircraft models, ATR aims to strengthen its market position and remain a reliable partner for regional airlines worldwide.

Gulf Air and Joramco ink new MRO agreement

Gulf Air, Bahrain's national carrier, has signed a memorandum of understanding (MoU) with Jordan Aircraft Maintenance Limited (Joramco), the Amman-based maintenance, repair, and overhaul facility and a subsidiary of Dubai Aerospace Enterprise (DAE). This agreement aims to expand joint MRO services, building on a longstanding partnership that has seen over 250 heavy maintenance checks completed since 2009. The MoU was signed at the Bahrain Airshow 2024 by Gulf Air Group CEO Dr Jeffrey Goh and Joramco CEO Fraser Currie. It marks a significant step towards developing Gulf Air's MRO capabilities in Bahrain, including potential new hangar facilities. This collaboration seeks to leverage Joramco's extensive expertise, and the operational synergies cultivated over 15 years. Fraser Currie, CEO of Joramco, commented, "We are delighted to enter into this new MOU with our esteemed partner Gulf Air as they explore new and exciting strategic opportunities for MRO services. Joramco and Gulf Air have enjoyed a trusted partnership since 2009, and we now seek to grow that trust for the mutual benefit of both partners." This agreement reflects Gulf Air's commitment to strengthening its operational capabilities and supporting the development of Bahrain's aviation sector.



At the Bahrain Airshow 2024- Gulf Air Group CEO Dr Jeffrey Goh (r) and Joramco CEO Fraser Currie (l)

© Joramco

FINANCIAL NEWS

Spirit AeroSystems secures US\$350 million in advance payments from Boeing



Spirit AeroSystems will get an advance payment of US\$350 m from Boeing © Shutterstock

Spirit AeroSystems has announced a critical financial arrangement with Boeing, which will provide the company with up to US\$350 million in advance payments. This cash infusion is designed to alleviate some of Spirit’s ongoing financial challenges, including excessive inventory levels, strained operational cash flows and escalating production costs that have put pressure on its balance sheet. Spirit AeroSystems has been struggling to stabilise its financial position, recently voicing concerns over its ability to continue operating as a going concern. The cash from Boeing aims to support Spirit in its immediate financial needs, providing a temporary buffer against the turbulence in its operations. The advance comes with an agreed repayment plan, under which Spirit will repay 25% of the advance back to Boeing in four instalments spread throughout 2026. This structured repayment plan reflects the cautious optimism both companies hold regarding Spirit’s potential recovery, but it also signals Boeing’s need to ensure repayment over a manageable timeframe. In a separate but related development, Spirit

AeroSystems also announced a new arrangement with Airbus through a second amended and restated memorandum of agreement. Under this agreement, Airbus has extended a non-interest-bearing line of credit worth US\$107 million to Spirit. This line of credit will serve as working capital to support production activities across various Airbus programmes, enabling Spirit to maintain delivery schedules for key Airbus components. This financial support from Airbus also underscores the shared interests of the companies to ensure the continuity of production and delivery despite Spirit’s current financial instability. Both agreements with Boeing and Airbus are temporary financial solutions to Spirit’s ongoing challenges. They represent a vote of confidence from two major aerospace players in Spirit’s future, but the road to recovery remains steep for the supplier.

Wheels Up secures US\$332 million financing, acquires GrandView fleet

On November 13, 2024, Wheels Up Experience completed a major milestone in its growth strategy by securing a US\$332 million revolving equipment notes facility with Bank of America and acquiring GrandView Aviation’s fleet of 17 Embraer Phenom 300 and Phenom 300E aircraft, along with associated maintenance assets and customer programmes. These transactions mark a significant step towards enhancing Wheels Up’s service offerings and operational capabilities. George Mattson, Chief Executive Officer of Wheels Up, commented on the acquisitions, stating, “Our fleet transition starts today with the strategic acquisition of GrandView’s Phenom fleet and the immediate introduction of the Phenom fleet into our programmatic member as well as charter offerings as we head into the peak holiday travel season. By expanding our fleet with newer, more capable aircraft, we are positioning Wheels Up to remain at the forefront of our industry, offering our customers private aviation solutions that deliver greater flexibility, enhanced comfort, and the reliable access our customers expect.” The new financing facility, backed by credit support from Delta Air Lines, is a cornerstone of Wheels Up’s fleet transition plan. It refinances the company’s existing owned fleet, funds the purchase of GrandView’s fleet and provides additional borrowing capacity to support future growth. Wheels Up is a provider of on-demand private aviation in the United States and one of the largest companies in the industry. Offering a global aviation solution, Wheels Up boasts a versatile fleet and a worldwide network of safety-vetted charter operators. Its innovative programmes include membership and charter options, as well as exclusive commercial travel benefits through a strategic partnership with Delta Air Lines.



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MILITARY AND DEFENCE

Collins Aerospace to equip UK Chinooks with advanced avionics

Collins Aerospace has secured a US\$19 million contract from the U.S. Department of Defense to equip the UK Royal Air Force's new H-47 Chinook helicopters with its common avionics architecture system (CAAS). This avionics management suite will align the UK's Chinook fleet with the U.S. Chinooks, featuring advanced digital cockpit displays and applications to enhance interoperability. Dave Schreck, Vice President and General Manager of Military Avionics and Helicopters at Collins Aerospace, commented on the contract: "Interoperability with our allies will be crucial in the future fight, particularly when it comes to maintaining air dominance. Having the same battle-proven, modernised flight deck technology on both UK and U.S. aircraft will enable our forces to collaborate more seamlessly, lower their workload and increase operational effectiveness and safety in challenging environments." The CAAS system, powered by its Flight2™ Modular Open Systems Approach (MOSA) architecture, integrates communications, navigation, and mission sensor subsystems. Its flexible hardware and software design allows for cost-effective upgrades and enhancements, reducing sustainment costs throughout the fleet's lifecycle. Collins Aerospace will also provide data analysis and testing services, collaborating with the UK Ministry of Defence to ensure compliance with the UK Military Airworthiness Authority's requirements. This contract supports the UK government's recent investment in heavy lift capability, which includes the purchase of 14 extended-range Chinooks. The programme is projected to inject approximately £151 million into the UK economy. The work will be conducted at Collins Aerospace facilities in Cedar Rapids, Iowa and Huntsville, Alabama.

OTHER NEWS

A U.S. appeals court has upheld a prior ruling that deemed **American Airlines'** Northeast Alliance with **JetBlue Airways** anticompetitive, affirming the decision made by a lower court in favour of the U.S. Department of Justice. The 1st U.S. Circuit Court of Appeals, based in Boston, concurred with the judgement that the partnership, which allowed the airlines to coordinate flights and pool revenue on routes in and out of New York City and Boston, breached federal antitrust law. U.S. District Judge Leo Sorokin had ruled against the alliance in May 2023, siding with the Justice Department and six states that jointly challenged the agreement, originally formed in 2020. Sorokin's decision led JetBlue to end the alliance, which had been intended to strengthen its position as it sought regulatory approval for a separate, now-abandoned, US\$3.8-billion acquisition of Spirit Airlines — another transaction the Justice

Swedish Ministry of Defence selects Embraer C-390 Millennium as new tactical transport aircraft



Image of the C-390 Millennium aircraft © Embraer

The Swedish Ministry of Defence has announced the selection of the Embraer C-390 Millennium as Sweden's new tactical transport aircraft. This strategic choice from another North Atlantic Treaty Organization (NATO) member country marks the first acquisition of the C-390 in Northern Europe, highlighting Sweden's commitment to advancing its defence capabilities with cutting-edge aircraft. Embraer already has a longstanding partnership with Sweden, which will be further strengthened with the selection of the

C-390. The company is fully prepared to support the Swedish Armed Forces in meeting the rigorous requirements of their acquisition process, marking a new chapter in Brazil-Sweden relations. Sweden's selection of the C-390 aligns with a trend among European NATO countries recognising the aircraft's capability to address both current and future defence needs. Sweden is the sixth European nation to opt for the C-390, joining Austria, the Czech Republic, Hungary, the Netherlands, and Portugal. Sweden's acquisition of the C-390 will not only reinforce national defence but also enhance interoperability with allied forces while taking advantage of European synergies in training, support, and logistics. The C-390 has also been ordered by Brazil and South Korea. Since it entered service with the Brazilian Air Force in 2019, the fleet has logged over 15,000 flight hours, achieving a mission capability rate of 93% and mission completion rates above 99%, demonstrating exceptional productivity within its category

INFORMATION TECHNOLOGY

Air India has selected Swiss-AS' AMOS as its comprehensive maintenance, repair, and overhaul (MRO) software solution to maintain high reliability in aircraft operations amid significant fleet expansion and connectivity growth. The cloud-based AMOS system, developed by Swiss



Air India will adopt AMOS' MRO software solution © Swiss-AS

AviationSoftware (Swiss-AS), will streamline the management of maintenance logistics and compliance for Air India's rapidly growing fleet of Airbus and Boeing aircraft. This includes the historic order of 470 new aircraft, alongside the addition of 36 leased aircraft last year and the integration of 70 Vistara planes by November 2024. AMOS will enable Air India to manage maintenance and engineering logistics more efficiently by using real-time data across several functions, including supplies and spare parts inventory, facility utilisation, and resource allocation at its engineering and maintenance facilities worldwide. Through AMOSmobile, mechanics will have instant mobile access to the AMOS system, allowing them to digitally record maintenance activities, view 3-D graphics, and e-sign reports, effectively creating a paperless workflow. The AMOSmobile/STORES add-on will allow store personnel to carry out inventory tasks entirely via mobile devices, eliminating the need for desktop access or physical paperwork, significantly improving process efficiency on the ground. Additionally, the AMOScloud hosting services will enhance data access and system integration across Air India's expanding fleet, facilitating seamless collaboration between engineering teams and providing real-time updates on resource distribution. This robust cloud-based infrastructure is essential for Air India to handle its increasing fleet size and support efficient, coordinated planning and execution of maintenance activities. Air India's experience with AMOS software will also accelerate data migration and the in-house AMOS training programme, ensuring that the system is up and running quickly and efficiently. The first phase of AMOS implementation for the Air India Group, supporting 300 wide-body and narrow-body aircraft, is scheduled to go live in November 2024. By the end of November, Vistara's 63 Airbus and seven Boeing aircraft will be fully integrated, enhancing operational capacity and ensuring the effective maintenance of the expanded fleet as Air India continues to strengthen its position in the global aviation market.

OTHER NEWS

Department contested. American Airlines continued its legal efforts to overturn the ruling, arguing that the judgement restricts its ability to pursue any similar partnerships for the next decade, including any potential collaborations with JetBlue.

In a landmark step towards transforming India's aviation landscape, the **Air India Group** has finalised the operational integration and legal merger of **Air India** with **Vistara**, creating a comprehensive full-service carrier under the Air India name. This consolidation forms part of the ambitious Vihaan.AI transformation programme, a five-year plan designed to position Air India Group as a premier global airline with a distinctly Indian identity. Earlier this year, the Group also merged its low-cost airlines, **Air India Express** and **AIX Connect** (formerly **AirAsia India**), further consolidating **Tata's** four airlines into two entities – one full-service carrier and one low-cost airline. The newly unified Air India Group now operates over 8,300 weekly flights on 312 routes, connecting more than 100 destinations globally with a fleet of 300 aircraft. The full-service Air India operates 5,600 weekly flights, covering over 90 destinations with its 208-strong fleet, and will now serve more than 120,000 passengers daily. Through over 75 codeshare and interline partnerships, Air India offers connectivity to over 800 global destinations, enhancing its international reach. This merger has been years in the making, involving the seamless integration of Vistara's 6,000-strong staff into a unified organisational structure, the alignment of 140 IT systems across the airlines, and the consolidation of over 4,000 vendor contracts. Notably, 270,000 customer bookings and 4.5 million Club Vistara loyalty accounts have been migrated into Air India's updated loyalty programme, Maharaja Club. Coordination with India's Directorate General of Civil Aviation (DGCA), Ministry of Civil Aviation (MoCA), and other key domestic and international regulatory bodies ensured smooth progress throughout this complex process. Air India Group's ongoing transformation efforts under Vihaan.AI include an order of over 500 new aircraft, a US\$400 million refurbishment of interiors for its existing fleet, and the opening of a state-of-the-art 600,000-square-foot training centre capable of training up to 2,000 employees at a time. Plans for a 12-bay maintenance facility, expected to open in 2026, are also underway. The Group has modernised its IT infrastructure, added over 9,000 new employees, and is expanding its operational and training capabilities to support the company's ambitious growth plans. The completion of these mergers underlines Tata's commitment to reinvigorating Air India's brand and expanding its influence on both regional and global stages. Through the Vihaan.AI initiative, Air India Group is poised to become a highly competitive and efficient player in the international aviation industry.

Boeing's 2024 World Air Cargo Forecast (WACF) anticipates robust growth for the air cargo industry, projecting an average annual increase of 4% in air cargo traffic through 2043. This sustained growth follows a post-pandemic resurgence, with current air cargo volumes already exceeding pre-pandemic levels. Darren Hulst, Boeing's Vice President of Commercial Marketing, attributes this momentum to air cargo's unique role as the "quickest and most reliable way to move goods." Key drivers for



Boeing's 2024 WACF anticipates robust growth for the air cargo industry © Boeing

continued demand include expanding global manufacturing, the rise of e-commerce and the growth of emerging markets. To meet this rising demand, the global air cargo fleet is expected to grow significantly, increasing by two-thirds from its 2023 level of 2,340 freighters to around 3,900 by 2043. Nearly half of new freighter deliveries, both in production and converted models, will replace older jets with more fuel-efficient, modern aircraft, as many older models have been kept in service due to recent market pressures. The large wide-body freighter segment, driven by high-growth Asian markets, is set to nearly double, underscoring the vital role of these aircraft in meeting intercontinental shipping demands. Asia is projected to lead global air cargo growth, with the Asia-Pacific fleet forecasted to nearly triple by 2043. This region will see the highest rate of traffic growth, especially in East and South Asia, due to expanding economies and rising consumer demand. Asian carriers are projected to receive 980 of the new deliveries, closely followed by North America with 955. Together, these two regions will account for more than two-thirds of global freighter deliveries. India's domestic air cargo market is set to nearly quadruple, fuelled by the growth of e-commerce and the expansion of express delivery networks. Reflecting this trend, express carriers are expected to increase their share of the air cargo market from 18% to 25%, as their role in e-commerce and time-sensitive deliveries continues to expand, particularly in emerging markets.



SAS is joining a green hydrogen partnership

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on hydrogen cooperation, held at the headquarters of Danish Industry. This international initiative seeks to establish Northwest Europe's foremost hydrogen cluster, linking Danish production capacity with Dutch industrial demand. By bolstering green hydrogen infrastructure, the partnership aims to stimulate demand, advocate for supportive government policies, and secure funding to position green hydrogen as a competitive energy source throughout the region. SAS is committed to playing a central role in advancing this sustainable transformation, joining forces with key stakeholders to progress towards a more sustainable future for aviation. "We're very excited and proud to join forces in this green hydrogen partnership, which brings us closer to a sustainable future for aviation. If Europe is to meet its climate goals and strengthen energy security, public and private sectors as well as countries must work together to build a strong green hydrogen market. We're committed to doing our part to help drive real progress," said SAS President & CEO, Anko van der Werff.

SAS has joined a collaborative initiative between Danish green hydrogen producers and Dutch industrial markets, officially launched in the presence of His Majesty King Willem-Alexander of the Netherlands, His Majesty King Frederik of Denmark, Dutch Deputy Prime Minister and Minister for Climate Policy and Green Growth Sophie Hermans, and Danish Minister for Climate, Energy and Utilities, Lars Løkke Rasmussen. The partnership was formalised with a declaration signed at the Dutch Danish Forum

OTHER NEWS

RECARO Aircraft Seating (RECARO) and **Iberia** have reached a significant milestone in their ongoing partnership with the launch of the A321XLR aircraft featuring RECARO's new R3 economy-class seats on Iberia's Madrid to Boston route. The inaugural flight for this new configuration is set to take-off November 14. As the launch customer for the award-winning R3 seat, Iberia will equip eight A321XLRs with 168 R3 seats each, designed to elevate passenger comfort on transatlantic flights bound for the U.S. East Coast. The R3 seat is distinguished by its lightweight design, setting a new benchmark in weight for economy-class long-haul seating. Weighing approximately two kilograms less than its predecessor, the R3 is a sustainable option, featuring a composite backrest with an integrated monitor and USB charging ports. For enhanced passenger comfort, the seat includes a six-way adjustable headrest with integrated neck support, along with customisable comfort cushions and armrests in Iberia's signature colours and upholstery. An additional innovation is RECARO's redesigned patented "steward step," which facilitates easier access to overhead bins. Marco Sansavini, CEO and President of Iberia, commented: "We are very proud to be the launch airline for this new Airbus aircraft. The A321XLR will allow us to operate transoceanic routes and do so more efficiently. And all this while ensuring the comfort of our customers, thanks to the work done by RECARO."



RECARO R3 Economy Class seats on Iberia's A321XLR © RECARO

INDUSTRY PEOPLE



Michael Sattler

Eirtech Aviation Services, a sister company of International Aerospace Coatings (IAC), has announced the appointment of **Michael Sattler** as President. Based at the company's headquarters in Shannon, Ireland, Sattler brings over 30 years of aviation experience to the role. Prior to joining Eirtech Aviation Services, he held senior leadership positions at prominent companies, including Jet Aviation, SR Technics, RUAG Aviation and Contact Air Technik. His extensive industry expertise spans the military, corporate and commercial aviation sectors, equipping him well to lead Eirtech Aviation Services as it continues to grow. **Martin O'Connell**, CEO of IAC Group, expressed his enthusiasm for Sattler's appointment, highlighting Sattler's deep understanding of the industry and the company's services. "We are delighted to welcome Michael to the team and look forward to future growth together. His aviation leadership is invaluable as we continue to expand IAC Group," O'Connell said. Sattler's appointment comes at a time when Eirtech Aviation Services is focused on further development and aims to strengthen its position within the aviation sector.



Marc Parent

CAE has announced that **Marc Parent**, who has led the company for 20 years, including 15 years as President and CEO, will step down at the company's annual general meeting in August 2025. Parent has been instrumental in transforming CAE into a global leader in training for both civil aviation and defence and security forces. His decision to leave comes as part of the company's ongoing succession plan. Under Parent's leadership, CAE's annual revenue nearly doubled, rising from CA\$2.2 billion to CA\$4.3 billion. This growth was largely driven by Parent's vision to transition the company from primarily an industrial products manufacturer to a leader in aviation training solutions. Over two-thirds of CAE's revenue now comes from recurring services, marking a significant shift and establishing the company as a dominant force in its field. **Alan N. MacGibbon**, Chair of the Board of Directors, praised Parent's achievements, noting that his leadership has solidified CAE's position as a key player in the aerospace industry, contributing to the company's mission to make the world safer. MacGibbon added that the Board is grateful for Parent's lasting impact on the company and global aerospace, with the transfor-

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mation he led creating a robust foundation for future growth. Parent expressed his pride in the company's achievements, highlighting the exceptional team he has worked with and the recognition CAE has received under his leadership. He also acknowledged the company's technological innovation and strong training and safety standards, which have set the global benchmark. Parent is confident in CAE's future, citing strong growth prospects in both the Civil and Defence sectors, alongside a solid order backlog. As part of its succession process, the Board has engaged a leading executive search firm to conduct a global search for a new CEO, with both internal and external candidates being considered. The search will be overseen by the Human Resources Committee of the Board, with Parent offering his support to ensure a smooth transition.

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



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Commercial Engines

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) CFM56-7B22E	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



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Commercial Engines

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) V2527-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(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, (1) GTCP131-9B	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH					
(3) 3800702-2, (1) 3800708-1, (1) APS3200	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, (3) 767 LG Shipset, (1) A320 Shipset, (5) A330 LG Shipset, (1) A330 Shipset		GA Telesis		landinggearsales@gatelesis.com	
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				
(2) 131-9A, (1) 131-9B (Max compliant), (1) APS3200, (1) 331-500		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(5) 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				