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Weekly Aviation Headline News

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EasyJet halves winter losses – continues to discount airfares

Europe's low-cost carrier easyJet has confirmed it has halved its losses at the start of the winter season, thanks to lower fuel costs and more people travelling over the Christmas period. The FTSE 100 group on Wednesday reported a pre-tax loss of £61m for the three months to December, down from £126m in the same period 2023. The carrier had forecast that losses for the whole winter would fall, adding that there had been "strong" demand for travel over Easter. However, the airline said it had been forced to discount prices in the current quarter, partly because it had launched new routes that had taken time to bed in. "We are needing to put out some great fares to make sure we fill the aircraft during this period," said new Chief Executive Kenton Jarvis. Jarvis added that he expected the discounting to be confined to the current quarter, but shares in the airline fell 5 per cent in early trading on Wednesday before mounting a partial recovery to trade 3.4 per cent lower by early afternoon. EasyJet is the first big European airline to update on trading this year. According to the Financial Times, the industry has so far appeared relatively immune to the wider economic gloom in the UK, and executives are confident that consumers are prioritising spending on travel and holidays. There again, investors have been keeping a close eye on any potential signs of cracks in demand, or of airlines charging lower fares for the months ahead. "We continue to see that holidays remain a priority for households," said Jarvis, pointing to survey data suggesting consumers viewed travel spending as "essential" rather than discretionary. Additionally, he advised that easyJet would consider opening a base at London's Heathrow airport, if it ever built a third runway. His comments came after ministers indicated their willingness to back an airport expansion in a drive to boost economic growth. Despite the winter losses, easyJet said it was on course to report pre-tax profits of £709m for its current financial year, ending September 2025, in line with market consensus compiled by the company. The quieter winter season is well known as a lossmaking period for airlines, which have high fixed costs and usually charge lower fares to fill their aircraft during the off-season. Jarvis said the airline had made "positive progress" towards its medium-term target of annual pre-tax profits of £1bn. Passenger numbers in the three months to the end of December increased to 21.2m from 19.8m for the prior year, as easyJet took delivery of six new Airbus short-haul aircraft. Revenue per seat — a proxy for ticket prices that includes extras such as baggage — rose 6 per cent to £74.36. Fuel costs fell 3 per cent in the quarter to £500m.

(£1.00 = US$1.23 at time of publication).

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AIRCRAFT & ENGINE NEWS

Hi Fly ferries first Global Airlines' A380 to Portugal

The Hi Fly team has successfully ferried the first Global Airlines Airbus A380-841, registered as 9H-GLOBL, from Dresden, Germany, to Beja, Portugal, over a distance of 1,240 nautical miles. The three-hour journey was commanded by Carlos Mirpuri, Vice-Chairman of the Hi Fly Group, who had previously led similar missions, including flights from Mojave Desert Airport to Prestwick in May, and from Prestwick to Dresden in October of the previous year. Upon landing in Beja, Commander Mirpuri reflected on the experience: "The A380 is a technological marvel. Nothing compares to it. It's like a spaceship, and despite its impressive size, it's as responsive as a smaller Airbus. It's an absolute delight to fly. I'm looking forward to flying this impressive aircraft again when it makes its debut commercial flight with Global Airlines. This marks the culmination of nearly two years of effort, with a dedicated team of experts from Hi Fly and Global working tirelessly to make it happen." Hi Fly is part of an exclusive group of only 15 airlines worldwide to have operated the A380, the largest and most advanced passenger aircraft ever constructed. Hi Fly's technical and operational expertise was a key factor in Global Airlines choosing Hi Fly to assist in reactivating pre-owned A380s that had been preserved at Mojave Desert Airport. James Asquith, Founder and CEO of Global Airlines, commented: "This is now the fifth flight in the Global Airlines journey, and we are delighted to see the extremely qualified Hi Fly crew taking our first aircraft to the skies once again. At Global Airlines, we strive for the best in everything that we do and having the experience of Hi Fly on our flight deck is part of that. We've only just begun, and there will be plenty more flights in 2025 as Global and Hi Fly continue the work to take the Global aircraft around the world." Hi Fly is the largest Airbus wide-body aircraft wet-lease specialist that is EASA and IOSA certified and FAA approved, which has AOC's in Portugal and Malta, and which is licensed to operate globally. The airline operates a large fleet of all-Airbus aircraft including the Airbus A320, A330 and A340, available for wet-lease and charter, passengers and cargo, on short-, medium- and long-term contracts, worldwide. Customers include airlines, governments, tour operators, freight forward companies, private individuals and the military. This is Hi Fly's core business and has been developed with unmatched operational expertise over the last 20 years.

Lufthansa Technik completes assembly of restored Lockheed L-1649A Super Star

The Lockheed L-1649A Super Star was the flagship of the Lufthansa fleet in the late 1950s *© LHT*

Lufthansa Technik (LHT) has successfully completed the extensive assembly of a Lockheed L-1649A Super Star, which was the flagship of the Lufthansa fleet in the late 1950s. On Friday, January 17, the fully restored long-haul aircraft was rolled out from the hangar on its own landing gear for the first time in Hamburg, a moment that captivated aviation enthusiasts. The Lockheed Super Star joined Lufthansa's fleet in 1957, offering the exclusive Senator class for the first time. It primarily serviced the non-stop route between Hamburg and New York, a significant milestone in transatlantic aviation. The aircraft was a technical marvel, with its four piston engines marking the end of the classic propeller-driven era on North Atlantic routes. The flights, lasting up to 17 hours, departed from Hamburg, which also served as the base for aircraft maintenance. The aircraft's roll-out took place at this historically important location for both Lufthansa and Lufthansa Technik. The Lufthansa German Airlines Berlin Foundation is partnering with Lufthansa Technik to support this exceptional project. The restoration team in Hamburg faced the challenge of assembling several large components with precision. In October 2023, the fuselage, wings, distinctive triple tail unit and 292 wooden crates of smaller parts were delivered. A standout feature of this non-airworthy restoration is the cockpit, which has been faithfully recreated to reflect the 1950s design. The lighting and controls are fully functional, while cable pulls allow the rudders and flaps to be moved – a tribute to the engineering expertise of that era. After its roll-out, the aircraft will be dismantled into larger segments in the coming weeks for transport to Münster/Osnabrück Airport in July. There, it will undergo repainting in the original Lufthansa design from the Parabola phase. The cabin has been designed to evoke the style of the 1950s while incorporating modern technology. The seats, originally from a Lufthansa A340, have been painstakingly redesigned and upholstered in wine-red leather. The carpet and curtains also reflect historical patterns, bringing the vintage experience into the present. Once repainted, the Lockheed Super Star is scheduled to arrive in Frankfurt in October. It will become one of the main attractions at Lufthansa Group's new conference and visitor centre, which is set to open in spring 2026, coinciding with Lufthansa's 100th anniversary. With a glass façade, the aircraft and other exhibits will be visible from the outside, providing a striking and historic display for all to admire.

Falko reports strong portfolio activity for Q4 and full year 2024

Falko has released a summary of its Q4 and full-year 2024 portfolio activity, highlighting robust performance and increased transaction volumes. In Q4 2024, Falko expanded its portfolio by adding nine aircraft through the completion of the E-Jet portfolio acquisition from Nordic Aviation Capital (NAC). Concurrently, the company sold 12 aircraft and two CF34 engines, including three E175s, one CRJ900, seven Q400s and one ATR72. The buyers comprised airlines, lessors and OEMs, with North America dominating transactional activity. Additionally, leases for 11 aircraft were extended by three customers. Overall, Falko finalised transactions involving 32 aircraft and two engines during the quarter. For the entirety of 2024, Falko executed transactions related to 102 aircraft and eight engines. This included the acquisition of 24 aircraft with existing leases, the sale of 30 aircraft and seven engines, and new lease agreements or extensions for 48 aircraft and one engine. By the close of 2024, Falko's managed portfolio encompassed 215 aircraft leased to 38 customers worldwide. Mark Hughes, Falko's Chief Commercial Officer, commented on the year's achievements: "Against an improving macro-economic backdrop compared to recent years, Falko saw another year of very strong activity levels, with total transactions involving over a hundred aircraft. A particular highlight was the portfolio acquisition from NAC which added Royal Air Maroc as a new customer and re-enforced our position as a leading lessor of small commercial jet aircraft." He added: "In 2024, we saw considerable demand from our airline customers for lease extensions and new leases as airline requirements for aircraft capacity continued to outstrip supply largely driven by lower new aircraft deliveries than anticipated. This is reflected in the 48 aircraft lease extensions that Falko closed during the year as our customers sought to retain aircraft. 2024 also saw increased sales activity having concluded 30 aircraft and seven engine sales to a mixture of airlines, lessors and parts companies." Hughes continued, "For 2025, our expectation is that the current imbalance between aircraft demand and supply will continue, maintaining the requirement for airlines to extend a large proportion of maturing leases."


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AIRCRAFT & ENGINE NEWS

Challenge Group to lease two Boeing 777-300ERSFs from AerCap

Challenge Group announced at a press conference at its headquarters in Malta last week, its leasing of two additional Boeing 777-300ERSF converted freighters from AerCap. This makes Challenge Group the first European operator of these aircraft, often referred to as the "Big Twins." These passenger-to-freighter conversions are distinguished by their enhanced cargo capacity and superior fuel efficiency, reinforcing Challenge Group's commitment to innovation and sustainability in air cargo operations. This announcement comes after Challenge Group concluded 2024 with outstanding achievements, further cementing its position as a major force in the air cargo industry. The Group expanded its fleet to ten aircraft, successfully completing its Boeing 767 conversion programme. It has operated over 4,000 flights, transported more than 200,000 tonnes of cargo, and secured CEIV lithium battery certification, complementing its existing certifications for pharma and live animal transport. Notable shipments during the year included 5,000 horses, 600 aircraft engines, and over 25,000 e-commerce and dangerous goods consignments. Furthermore, the Group added five new destinations to its network: Milan, Dubai, Mumbai, Delhi and Nairobi. These accomplishments set the stage for even greater milestones in the future.

Challenge Group has signed lease agreements with AerCap for two B777-300ERSFs
© Challenge Group

Avincis wins seven-year contract to operate Italy's firefighting Canadair fleet

Italy's Canadair CL-415 firefighting aircraft will be operated by Avincis for the next seven years *© Avincis*

Avincis, a global leader in emergency aerial services and Europe's largest provider, has secured a seven-year contract to operate Italy's fleet of 18 Canadair CL-415 aircraft. With over 20 years of experience in firefighting services in Italy, Avincis will continue managing the world's largest fleet of Canadair CL-415s, which are owned by the Italian fire brigade. This fleet plays a crucial role in ensuring rapid and effective responses to emergencies. Avincis operates more than 180 bases across Europe, Africa and South America, with a fleet of around 220 aircraft and a team of over 2,400 professionals. Global operations, maintenance, repair and overhaul (MRO) activities are managed from its headquarters in Lisbon, Portugal. In Italy, Avincis' fixed wing division operates from three permanent and three seasonal bases, with the ability to activate additional temporary bases as required. Italy's active participation in RescEU, the European civil protection mechanism, requires the Avincis team to deploy the Italian Canadairs within 24 hours of activation, wherever they are needed. Recent missions have seen the fleet deployed to Portugal, Greece and Albania. The availability of high-quality maintenance centres in Ciampino, Lamezia, Genoa, Olbia, Trapani and Naples ensure safe and efficient operations. The maintenance team includes 250 employees, more than 100 of whom are pilots, alongside a similar number of specialised technicians. This contract strengthens Avincis' role in ensuring aviation safety in Italy, further solidifying its position as a key strategic partner for governments and other clients relying on the company's safe, reliable, and efficient services in times of need.

Eurowings gets green light for 40 new Boeing 737-8 MAX aircraft

Lufthansa Group has announced the allocation of 40 brand-new Boeing 737-8 MAX aircraft to its value carrier, Eurowings. The phased integration of these modern short- and medium-haul jets will position Eurowings as one of the operators of the youngest fleets in European aviation. This decision provides Eurowings with state-of-the-art jets equipped with highly efficient engines that significantly reduce fuel consumption and noise emissions. As part of its commitment to sustainable aviation, the latest generation of these aircraft consumes up to 30% less kerosene and emits substantially less CO_2. The €5 billion (US$5.2 billion) investment in these 40 aircraft, based on list prices, represents the largest and most impactful sustainability project in Eurowings' 30-year history. Eurowings, based in Cologne, has experienced dynamic growth since the pandemic, establishing itself as Germany's largest leisure airline and a market leader at major airports including Düsseldorf, Hamburg, Stuttgart and Cologne/Bonn. The first Boeing 737-8 MAX delivery is scheduled for 2027, with all 40 aircraft expected to be integrated into the fleet by 2032. These new jets will replace the Airbus A319 fleet and older Airbus A320 models. With a capacity of 189 passengers, the Boeing 737-8 MAX accommodates 39 more passengers than the A319, while its extended range makes it ideal for longer medium-haul routes, an increasingly prominent part of Eurowings' offering. Passengers can look forward to a redesigned cabin featuring enhanced comfort and a modern travel experience that aligns with the latest airline standards, solidifying Eurowings' reputation for quality and sustainability in European aviation.

Eurowings Boeing 737-8 MAX *© Eurowings*

AIRCRAFT & ENGINE NEWS

Broward Aviation Services acquires B737NG for disassembly

Broward Aviation Services has acquired a B737NG from AerCap © BAS

Broward Aviation Services (BAS), a specialised aircraft parts provider, has acquired a Boeing 737NG aircraft (MSN 32798) from AerCap. The dismantling of the aircraft, previously operated by South Korean carrier t'way Air, will take place at the AerCap Materials facility at Greenwood-Leflore County Airport in Mississippi and will be completed by mid-February. Approximately 800 desirable salvaged parts will be removed from the aircraft, repaired and stored at BAS' hub airports in the United States and at the new facility in Shannon, Ireland, to support customers worldwide with MRO and AOG requirements. BAS is focused on increasing its inventory and currently has a stock worth over US$60 million, with a particular focus on the Boeing 737NG. After the dismantling process, all parts will be sent to specialised workshops such as Jet Air MRO and Air Accessories & Avionics, both companies within the BAS group, for repair and overhaul. BAS aims to expand its parts portfolio and recently dismantled a Boeing737-700NG to increase its USM stock in order to support narrow-body operators and MROs looking for comprehensive and efficient component provision around the clock. The company also strives to further develop its capabilities and solidify its reputation as a trusted and reliable partner for lessors and airlines looking to sell older aircraft.

MRO & PRODUCTION NEWS

Second A380 arrives at MESA in Portugal for maintenance

A second A380 arrives in Baja, Portugal, for maintenance at MESA – Maintenance & Engineering *© Mesa*

MESA – Maintenance & Engineering (MESA) has received its second Airbus A380 for maintenance services at its state-of-the-art facility in Beja, Portugal. The Global Airlines Airbus A380-841, registered as 9H-GLOBL, was ferried by Hi Fly on a 1,240-nautical-mile journey from Dresden, Germany. Friday. This milestone highlights MESA's growing expertise with the Airbus A380, the world's largest commercial aircraft, cementing its reputation as a leader in the MRO sector. As one of the few global companies certified to maintain this complex aircraft, MESA continues to set industry benchmarks. During its time at the MESA facility, the A380 will undergo routine maintenance, cabin enhancements and the application of Global Airlines' distinctive livery. MESA's specialised team and cutting-edge infrastructure ensure the highest standards of safety and quality, enabling the delivery of innovative and tailored engineering solutions. David Cruz, CEO of MESA, expressed pride in being entrusted with another A380 project: "This opportunity underscores the expertise and dedication of our team. Supporting such an iconic and complex aircraft strengthens our position as a global leader in the MRO sector. We remain committed to providing tailored solutions that contribute to the success of global aviation operations." This achievement reinforces MESA's strategic role in supporting global aviation operators. The company remains dedicated to operational excellence, innovation and exceeding customer expectations, paving the way for the return of the much-loved Airbus A380 to Portuguese skies.

ST Engineering signs five-year engine MRO deal with Korean Air

A LEAP-1B engine at ST Engineering's engine MRO facility in Singapore *© ST Engineering*

ST Engineering's Commercial Aerospace business has signed a five-year maintenance, repair and overhaul (MRO) contract with new customer Korean Air. The agreement covers the LEAP-1B engines that power the airline's Boeing 737 MAX fleet. Under the terms of the contract, ST Engineering will deliver quick-turn services, including high-pressure turbine (HPT) work and performance restoration shop visit (PRSV) services. These operations will be carried out at ST Engineering's MRO facility in Singapore. Tay Eng Guan, Head of Engine Services at ST Engineering, stated, "This agreement underscores Korean Air's confidence in our ability as a trusted partner who can deliver high-quality engine services and support their long-term growth plans. As a Premier MRO provider designated by CFM for the LEAP engines, we are well-positioned to enable airlines to deliver reliable operations." ST Engineering holds the distinction of being the first independent MRO provider in Asia to be designated a Premier MRO provider within CFM International's LEAP open MRO ecosystem. Since earning this designation, the company has remained focused on expanding and enhancing its LEAP engine services. These services include high-pressure compressor rotor and HPT rotor balancing, as well as high-speed grinding. In 2024, ST Engineering achieved testing capabilities for LEAP-1A and LEAP-1B engines at its Singapore facility. The company is now expanding its offerings to include LEAP PRSV, aiming to better support the growing maintenance demands of airlines operating LEAP engines in the coming years.

FINANCIAL NEWS

Textron reports decreased revenues for fourth quarter 2024

Textron Aviation (Textron) reported revenues of US$1.3 billion for the fourth quarter of 2024, down US$242 million from the same period in 2023, driven by a US$282 million reduction in volume and mix due to strike-related production disruptions. Deliveries included 32 jets, down from 50 the previous year, and 38 turboprops, down from 44. Segment profit dropped to US$100 million, a decline of US$93 million, reflecting lower volume, manufacturing inefficiencies, and strike-related costs. Textron Aviation's backlog rose by US$219 million to US$7.8 billion. Bell achieved revenues of US$1.1 billion, up US$58 million year-on-year due to higher military programme revenues, particularly on the FLRAA programme, offset by lower V-22 programme volume. Commercial helicopter deliveries decreased to 78, down from 91 last year. Segment profit was US$110 million, a decline of US$8 million, impacted by programme mix. Bell's backlog stood at US$7.5 billion at quarter-end. Textron Systems posted revenues of US$311 million, slightly down by US$3 million, while segment profit increased by US$7 million to US$42 million. The backlog at quarter-end was US$2.6 billion. Industrial revenues fell by US$92 million to US$869 million, primarily due to reduced volume. Segment profit dropped to US$48 million, down US$9 million, affected by volume, mix, and inflation, though partially offset by cost reduction efforts and manufacturing efficiencies. Textron eAviation reported revenues of US$11 million for the quarter and incurred a segment loss of US$22 million, mainly due to research and development expenses for new products. Textron is forecasting 2025 revenues of approximately US$14.7 billion, up from US$13.7 billion in 2024. Textron expects full-year 2025 GAAP earnings per share from continuing operations will be in the range of US$5.19 to US$5.39, or US$6.00 to US$6.20 on an adjusted basis, which is reconciled to GAAP in an attachment to this release. The company is estimating net cash provided by operating activities of the manufacturing group will be between US$1.2 billion and US$1.3 billion and manufacturing cash flow before pension contributions, a non-GAAP measure, will be between US$800 million and US$900 million, with planned pension contributions of about US$50 million.

Alaska Air Group reports strong 2024 financial results

Alaska Air Group has announced its financial results for the fourth quarter and full year ending December 31, 2024, which now include Hawaiian Airlines from September 18, 2024. The Group reported net income under Generally Accepted Accounting Principles (GAAP) of US$71 million, or US$0.55 per share, for the fourth quarter and US$395 million, or US$3.08 per share, for the full year. This compares to a net loss of US$2 million, or US$0.02 per share, in the fourth quarter of 2023 and net income of US$235 million, or US$1.83 per

MRO & PRODUCTION NEWS

Joint venture XEOS boosts LHT's capacity for LEAP services

LOT Boeing 737-8 MAX © LOT Polish Airlines

Lufthansa Technik (LHT) has inducted its first LEAP engine at XEOS in Poland, marking a significant milestone in its growing partnership with LOT Polish Airlines. Poland's largest airline recently awarded Lufthansa Technik an initial batch of maintenance, repair, and overhaul services for the latest-generation CFM International LEAP-1B engines powering its Boeing 737 MAX fleet. Appropriately, the first engine serviced under this agreement was inducted at XEOS, a joint venture between Lufthansa Technik and GE Aerospace, located near Wrocław. This event marks the first LEAP engine induction at the XEOS facility. Shortly after, a second LEAP engine covered by the same contract was inducted at Lufthansa Technik's engine shop in Hamburg. "After a positive experience with Lufthansa Technik's services for our older-generation CFM engines, we are confident to now also entrust our latest-generation CFM engines to their renowned expertise, part of which is even being delivered right here in Poland," said Maciej Maciejewicz, Head of Powerplant at LOT Polish Airlines. The collaboration between Lufthansa Technik and LOT Polish Airlines has expanded significantly over the past year. Following an initial framework agreement signed in February 2024, Lufthansa Technik Malta completed a C-check on a LOT Boeing 787 in April. By May, a contract for the maintenance of LOT's CFM56-7B engines, which power its Boeing 737NG fleet, was signed, with services underway in Hamburg. These efforts are now complemented by LEAP engine services at XEOS and Hamburg, strengthening the partnership and expanding capabilities in supporting LOT's fleet.

FINANCIAL NEWS

ITA Airways joins Lufthansa Group as fifth network airline

Italian flagship carrier ITA Airways is now part of the Lufthansa Group
© AirTeamImages

The Italian airline ITA Airways is now a member of the Lufthansa Group. The Italian Ministry of Economy and Finance (MEF) and Europe's leading aviation group finalised the transaction on January 17, granting the Lufthansa Group a 41% stake in ITA Airways. The remaining 59% of the airline will initially remain under the ownership of MEF. The agreement for Deutsche Lufthansa AG to acquire a minority 41% stake in ITA Airways was originally reached in May 2023. On November 29, 2024, the European Commission gave its approval, endorsing the transaction by accepting certain proposed remedies. Subsequently, other competition authorities outside the EU have also approved the arrangement. This implementation of the first phase of investment was carried out through a capital increase of €325 million (US$338 million). Additionally, the Lufthansa Group and MEF have agreed on options for acquiring the remaining shares in ITA Airways, which can be exercised starting this year. With this transaction, ITA Airways officially becomes part of the Lufthansa Group, serving as the Group's fifth network airline. Italy is now an additional "home market" for the Lufthansa Group, reinforcing its presence in a country that is already its second most important international market after the United States, excluding its existing home markets of Germany, Austria, Switzerland and Belgium. The prestigious Rome Fiumicino Airport, recognised as a five-star Skytrax hub, becomes the Group's sixth and southernmost hub. Milan Linate Airport, a vital metropolitan hub located in the economically robust region of northern Italy, will also play a key role, with its catchment area ranking as the second largest in the EU. ITA Airways is a young, dynamic airline that has been steadily expanding since its operations commenced in 2021. Its modern and environmentally conscious fleet, composed entirely of Airbus aircraft, currently consists of 99 planes. This includes 22 long-haul aircraft such as the Airbus A350-900, Airbus A330-900neo and A330-200 models. ITA Airways serves nearly 70 destinations worldwide, with Rome Fiumicino and Milan Linate as its primary bases. In 2024, the airline welcomed approximately 18 million passengers aboard its flights.

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share, for the full year 2023. Excluding special items and other adjustments, Alaska Air Group achieved a net income of US$125 million, or US$0.97 per share, for the fourth quarter and US$625 million, or US$4.87 per share, for the full year. These results represent an improvement from the adjusted net income of US$38 million, or US$0.30 per share, in the fourth quarter of 2023 and US$583 million, or US$4.53 per share, for the full year 2023. The Group recorded an adjusted pre-tax margin of 7.1% for the full year 2024, positioning it among the industry leaders. Operating cash flow for the year reached US$1.5 billion. In addition, Alaska Air Group secured US$2 billion in financing backed by its Mileage Plan programme and retired US$1.6 billion in debt acquired from Hawaiian Airlines. The company repurchased 3.9 million shares of common stock in the fourth quarter for approximately US$250 million, bringing the total to 5.5 million shares repurchased for US$312 million in 2024. Furthermore, a new US$1 billion share repurchase programme has been authorised, with purchases set to begin in January 2025 and to be executed over the next four years.

Boeing faces US$4 billion loss for fourth quarter

Boeing has announced an estimated loss of US$4 billion for the fourth quarter of 2024, reflecting

TRIGO strengthens NDT capabilities with Controreupe acquisition

TRIGO, a global pioneer in quality management for the transportation industry, has announced the acquisition of Controreupe, a specialist non-destructive testing (NDT) company based in Saint-Geneviève-des-Bois, France. With support from law firm Ginestié-Paley-Vincent, this move bolsters TRIGO's position in industrial quality control and broadens its service portfolio within the aerospace and defence sectors.

TRIGO has acquired Controreupe, a specialised non-destructive testing (NDT) company based in France © TRIGO

Controreupe brings 30 years of expertise to TRIGO, generating annual revenues of €3 million through advanced NDT methods such as penetrant testing and 3-D measurement of complex components. These techniques ensure the safety and reliability of aerospace and railway systems by detecting microscopic defects and delivering precise dimensional assessments without compromising component integrity. The acquisition is a key step in TRIGO's strategic plan to enhance its component inspection, control, and testing solutions. This comes as its Aerospace, Defence, and Rail (ADR) division recently surpassed €100 million in annual revenue, achieving growth of over 20%. By 2030, TRIGO aims to triple Controreupe's revenue and create over 30 new roles, primarily for metrologists and NDT technicians, while expanding its 3D testing and measurement services to reach €100 million in revenue through organic growth and further acquisitions. Lucile Crayssac, who joined TRIGO in 2015, has been appointed Managing Director of Controreupe. With over two decades of experience in the aerospace industry and a successful track record as international Business Manager in TRIGO's Aerospace and Defence division, Crayssac will lead the integration and growth of Controreupe within TRIGO's operations. (€1.00 = US$1.04 at time of publication).

FINANCIAL NEWS

significant financial and operational challenges. The company projects a loss of US$5.46 per share and US$15.2 billion in revenue—below analysts' expectations, according to LSEG estimates. Additionally, Boeing burned through US$3.5 billion in cash during the quarter but raised over US$20 billion to bolster liquidity. The manufacturer has not reported an annual profit since 2018 and faced a turbulent year marked by a January midair accident, federal scrutiny, and a nearly two-month machinists' strike that disrupted commercial aircraft production. The strike ended in November with a new contract for workers, primarily in the Puget Sound region. Boeing anticipates a US$1.1 billion charge on its 777X and 767 programmes due to strike-related impacts and new agreements. The commercial airplane unit revenue is expected to be US$4.8 billion, with a negative operating margin nearing 44%. Boeing CEO Kelly Ortberg acknowledged the company's short-term challenges but highlighted efforts to stabilise operations, including a successful capital raise and agreements with unionised workers. In addition to commercial setbacks, Boeing's defence and space divisions also face significant losses. The company expects US$1.7 billion in pre-tax charges on its KC-46A tanker, delays with 747s designated as the new Air Force One and issues within its space programmes. The midair door plug failure in early 2024 compounded Boeing's ongoing struggles to recover from the fallout of two fatal crashes in 2018 and 2019. This safety incident led to heightened regulatory scrutiny and slowed deliveries of new aircraft, further hampering the company's recovery efforts. As Boeing works to overcome these challenges, it faces the dual task of restoring financial stability and regaining customer trust in its products and operations.

Australian Government rescues Rex Airlines with AU$50m debt acquisition

Rex Regional Express *© AirTeamImages*

The Australian federal government has intervened to save Rex Airlines, acquiring AU$50 million in debt to prevent the airline's collapse. The move ensures the continuity of essential air services to remote and regional communities across the nation. Rex Airlines entered voluntary administration in mid-2024 following the failure of its expansion into capital city routes. The government's acquisition of the debt from PAGAC Regulus Holdings Limited (PAG), Rex's largest creditor, positions it as the principal secured creditor. This strategic action allows the government to collaborate with administrators to secure the airline's future and maintain regional connectivity. Catherine King, Minister for Infrastructure, Transport, Regional Development, and Local Government, emphasised the government's dedication to supporting regional communities. She highlighted the critical role Rex Airlines plays in providing passenger, freight, and medical transport services to regional centres. The airline's financial challenges are significant, with administrators disclosing AU$500 million in debt owed to 4,800 creditors, including former staff, suppliers, and investors. To stabilise the situation, the government has provided additional financial support, including an AU$80 million loan to maintain operations, AU$7.1 million to cover entitlements for former staff and guarantees for ticket sales. This intervention underscores the government's commitment to preserving vital regional air links and ensuring economic and social support for remote communities. As discussions continue with administrators, the focus remains on safeguarding the services that connect Australia's regional and remote areas with larger cities, supporting both passengers and essential services.

MILITARY AND DEFENCE

French Armament General Directorate takes delivery of H225M helicopters

The French Armament General Directorate (DGA) has taken delivery of the first two H225M helicopters from Airbus. These helicopters are part of an order for eight placed in 2021. They will be operated by the French Air and Space Force, replacing ageing Pumas currently stationed overseas in French territories, including French Guiana, Djibouti and New Caledonia. Their roles will encompass operational missions, search and rescue operations and utility tasks, supporting the harmonisation of the French Air and Space Force's helicopter fleet. Bruno Even, CEO of Airbus Helicopters, commented: "The delivery of these two brand new H225Ms to the French Air and Space Force is very symbolic as France was the first operator of the H225M. They have proven on multiple occasions the benefit of this rotorcraft for combat, search and rescue, disaster management and medical evacuation missions". "We are very proud that the French Air and Space Force has renewed their trust in the Caracal," he added. "The French Air and Space Air Force will benefit from all the innovations that have been implemented on the H225M since the helicopter started operations in 2006 with the French armed forces, further expanding the capabilities of this unique aircraft."

Airbus H225M helicopters in flight *© Airbus*

The newly acquired H225Ms are equipped with advanced avionics and cutting-edge systems, including the Safran Euroflir 410 electro-optical system, the Sigma inertial navigation system, the Thales VUHF radio TRA6034, and an IFF (Identification Friend or Foe) transponder TSC4000. These features ensure the helicopters are optimised for complex missions in diverse and challenging environments. Globally, the H225M has established a reputation for reliability and resilience in combat and crisis zones. With more than 350 H225 and H225M helicopters in service, the fleet has amassed over 880,000 flight hours. Operators around the world, including Malaysia, Iraq, Brazil, and Hungary, rely on the H225M for its proven performance in a wide range of demanding scenarios.

INFORMATION TECHNOLOGY

Swiss AviationSoftware (Swiss-AS) has announced the successful implementation of its AMOS Line Maintenance Manager (LMM) at **Swiss International Air Lines** (SWISS). This marks an important milestone in SWISS' journey towards optimising digital maintenance processes and increasing operational efficiency. The AMOS LMM module is designed to streamline line maintenance operations for supervisors, providing a user-friendly platform to manage workflows effectively. The tool offers real-time visualisation of incoming flights, ground times and work packages. It also enables supervisors to assign line checks, create tasks, allocate staff and communicate assignments efficiently, ensuring seamless operations. By adopting AMOS LMM, SWISS continues its commitment to modernising its maintenance processes. The integration of this solution has simplified SWISS' digital system landscape by consolidating multiple tools into a single platform. Mechanics now perform tasks directly on their iPads, significantly improving workflow efficiency and reducing complexity. SWISS began its digital transformation in 2017 by equipping over 600 mechanics with iPhones, enabling them to digitally access and accept tasks. While this initiative eliminated paper-based task distribution, evolving digital needs necessitated a more comprehensive solution, leading to the implementation of AMOS LMM. The development of AMOS LMM was a collaborative effort between SWISS and Swiss-AS. The initial version was adapted to align with SWISS' specific operational requirements. This partnership ensured that the tailored solution seamlessly integrated into SWISS' maintenance processes, delivering a modern and future-ready system. The go-live event at SWISS' line maintenance offices in Zurich was a resounding success, with the system proving stable from day one. Swiss-AS representatives were on-site to provide support during the launch. Currently, around 40 users per shift, including short-haul mechanics, cabin and IFEN technicians, dispatchers and the maintenance control centre (MCC), are actively using AMOS LMM to streamline maintenance operations and enhance efficiency.

Krishna Bodanapu EVC and Managing Director of Cyient and Nico Neumann co-CEO of Deutsche Aircraft *© Deutsche Aircraft*

Cyient, a global provider of intelligent engineering services, has expanded its strategic partnership with **Deutsche Aircraft**, a prominent German manufacturer of regional aircraft. Under a newly awarded multi-year contract, Cyient will manage advanced technical documentation to support the lifecycle of safety-critical aviation systems for the D328eco, a 40-seater regional turboprop aircraft. The solution will provide Deutsche Aircraft's global customer base with a modular and scalable architecture, a personalised user experience, faster time-to-market, and seamless access via any device. The offering will leverage Cyient's AI-enabled products embedded within the solution. This collaboration reinforces Cyient's standing as a trusted partner in the Indian and European aerospace markets, while representing a key milestone for Deutsche Aircraft in advancing the "Make in India" mission. "This continued partnership is a testament to Cyient's unwavering commitment to delivering innovative engineering solutions in the aerospace sector. Our deep expertise across aircraft systems, software, structure, manufacturing and aftermarket solutions, positions us to play a global partner role in the success of the D328eco programme. Together with Deutsche Aircraft, we are excited to drive forward advancements in sustainable aviation technology, shaping the future of aerospace innovation," said Krishna Bodanapu, Executive Vice Chairman and Managing Director of Cyient.

Cirium, the trusted source of aviation analytics, has announced a new partnership with **Aerlytix**. This collaboration will enhance data analytics capabilities for financial service providers and lessors, delivering broader insights and enabling faster, more accessible asset and risk management scenario views and reporting. With increasing pressure on the aviation industry to provide more frequent reports and offer accessible metrics to drive market advantages, this partnership—alongside Cirium's continued investments in analytics—is well-positioned to address these challenges through innovative and transparent data solutions. Cirium anticipates that 2025 will be a pivotal year for transformative data analytics in aviation finance, bolstered by digital platforms designed to support investment strategies and asset management. To meet these challenges, the industry demands greater efficiencies, transparency and robust data security. Cirium's exclusive relationship with Dublin-based aviation technology company Aerlytix provides aviation financiers with access to maintenance-adjusted valuations, scenario-based fly-forwards on single aircraft and portfolio valuation reporting through Aerlytix's advanced digital platform. This integrated service combines the strengths of Cirium and Aerlytix by incorporating Cirium Ascend's comprehensive data—spanning fleets, values, maintenance costs, reserves, and intervals—with Ascend Consultancy's accredited aircraft valuations expertise. These capabilities are seamlessly integrated into Aerlytix's proprietary SaaS platform, delivering a powerful tool for the aviation finance sector. This partnership signals a significant step forward in delivering transparent, secure and efficient aviation finance analytics solutions.

Cirium and Aerlytix partner to revolutionise aviation finance analytics *© Shutterstock*

Eve Air Mobility (Eve) and **JetSetGo**, a private aircraft charter and fractional ownership company based in New Delhi, India, have entered into an agreement to explore and promote the use of Vector, Eve's state-of-the-art agnostic Urban ATM (air traffic management) software solution, in the Indian market. The announcement, made at the Bharat Mobility AAM Conference on January 20, establishes JetSetGo as Eve's 14th Vector customer globally and its second in India, reflecting the growing global interest in Eve's innovative Urban ATM software solution. Eve's Urban ATM software is a vital enabler for the efficient deployment and scalability of urban air mobility (UAM). It provides a comprehensive range of services, including UAM flight coordination, vertiport automation airside support, airspace flow management, and conformance management, serving stakeholders such as air navigation service providers, urban authorities, fleet operators and vertiport operators. As part of this agreement, Eve and JetSetGo will collaborate on various initiatives to advance UAM in India. This includes efforts to promote the potential of this transformative mode of transport while preparing Indian airspace for urban air travel. Additionally, the partnership supports the development and certification of electric vertical take-off and landing (eVTOL) aircraft, which are critical to the future of urban air mobility. This partnership marks a significant step forward in bringing innovative air traffic solutions and advanced mobility technologies to India, paving the way for a more connected and sustainable urban future.

INFORMATION TECHNOLOGY

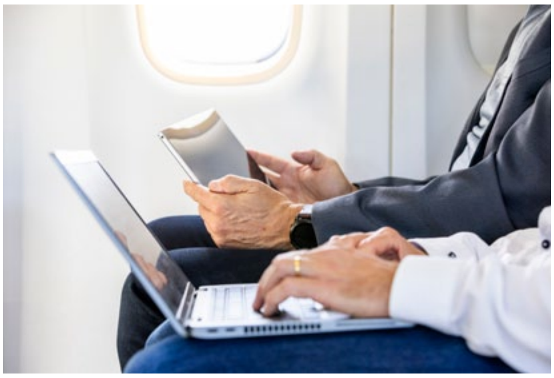

Czech Airlines Technics will implement QOCO MROTools application *© QOCO*

Czech Airlines Technics (CSAT) has entered a long-term agreement with **QOCO Systems** to implement its QOCO MROTools application, a digital solution designed to streamline tooling management in the aviation maintenance, repair, and overhaul (MRO) sector. The partnership aims to enhance operational efficiency, reduce administrative burdens, and support CSAT's broader digitalisation efforts. QOCO MROTools simplifies the process of booking, returning, and tracking tools essential for aircraft maintenance and repairs. The solution is already trusted by major airlines and MROs such as Finnair, Endeavor (part of Delta Group), and TAP Portugal. By adopting the system, CSAT becomes the first independent MRO in the industry to deploy this cutting-edge technology. Matti Nevala, CEO of QOCO Systems, highlighted the tool's potential to address current industry challenges, including resource shortages and the need for improved efficiency. "QOCO MROTools will help CSAT ensure safer and more efficient tooling management, advancing their digitalisation efforts significantly," Nevala said. CSAT's integration of QOCO MROTools will also include a cloud service linked to their AMOS M&E system, aligning with the needs of their airline and lessor customers. Petr Dobersky, CEO and Chairman of the Board at CSAT, emphasised the benefits of reducing paperwork associated with aviation safety regulations. "Our mechanics will experience a significant reduction in administrative tasks, while we deliver an even greater level of safety and efficiency to our customers," Dobersky noted. This partnership is part of QOCO's strategy to advance the digitalisation of aircraft maintenance across Europe and the Middle East. The company has recently secured growth investment to support its expansion into the U.S. market, reflecting its commitment to developing technology-agnostic solutions through deep partnerships in the aviation industry.

OTHER NEWS


Qantas has opened its Brisbane Engineering Academy to train future aircraft engineers *© Qantas*

The **Flying Kangaroo's** new **Engineering Academy** has officially opened its doors in Brisbane as of January 20, welcoming its first intake of apprentices. The Academy will play a key role in training the next generation of aircraft engineers through a revamped programme developed by **Qantas** in collaboration with **Aviation Australia**. The updated curriculum aims to significantly increase the number of apprentices trained annually. The inaugural cohort of 30 apprentices will undergo a blend of classroom theory and hands-on training. Practical tasks will be simulated in a controlled environment that replicates the conditions of a working hangar. Additionally, on-the-job training will be conducted under the guidance of experienced Qantas engineers, ensuring a comprehensive learning experience. To further enhance their education, QantasLink has donated its last retiring Boeing 717 aircraft (VH-YQW) to the Academy. This will allow apprentices to complete a portion of their training on a jet aircraft, providing invaluable practical experience. The programme expects to increase its annual intake to as many as 150 apprentices in the coming years. Female participation is also rising, with women projected to make up 25% of this year's engineering apprentices, an increase from 18% in 2023. In 2025 the **Qantas Group** will have more than 250 engineering apprentices in training across Australia, marking a 45% increase on the previous year. Over the next decade, the Group plans to create 8,500 new operational roles nationwide and invest significantly in training facilities to support these efforts. The Brisbane Engineering Academy is part of Qantas Group's growing training footprint in Queensland, complementing the **Pilot Academy in Toowoomba** and existing heavy maintenance and pilot training facilities at Brisbane Airport.


EASA has certified Starlink high-speed internet on ATR aircraft *© ATR*

ATR has introduced **SpaceX's** Starlink high-speed internet connectivity for its aircraft, following successful test flights on an ATR 72-600 test model. The **European Union Aviation Safety Agency** (EASA) has now certified the solution, with **Air New Zealand** set to become the launch customer. From 2025, the airline will equip its domestic flights with this cutting-edge internet service. The certification process involved ATR's long-standing partner, PMV Engineering, which developed the necessary modifications for integrating the Starlink aeroterminal. The solution is now available as a retrofit option for ATR 72-500 and 72-600 aircraft through a Supplemental Type Certificate (STC), accessible to ATR operators globally. Beyond improving passenger experiences, the Starlink system offers operational advantages for pilots by enabling connectivity to aviation weather services. This capability supports safer flights through more informed decision-making. The compact and aerodynamic design of the Starlink antenna is particularly suited to the ATR platform, ensuring seamless integration with the aircraft's structure. Starlink, engineered by SpaceX, is the world's largest satellite constellation, operating in low-Earth orbit to provide broadband internet. Its capabilities include supporting high-demand activities such as streaming, online gaming and video calls. By adopting this transformative technology, ATR operators will deliver a seamless internet experience comparable to what passengers enjoy at home. This innovation marks a significant step forward for ATR operators seeking to enhance passenger satisfaction and operational efficiency. The partnership between ATR, PMV Engineering, and SpaceX underscores a commitment to delivering advanced connectivity solutions that align with the evolving demands of modern aviation. With Air New Zealand pioneering this rollout, ATR aircraft will set a new standard for in-flight internet service.

OTHER NEWS

Boeing has partnered with **Norsk e-Fuel**, becoming a key development partner in one of Europe's first large-scale Power-to-Liquids (PtL) facilities. This collaboration aims to accelerate the production and availability of sustainable aviation fuel (SAF), supporting global efforts to achieve net-zero carbon emissions in aviation by 2050, in line with goals set by the International Civil Aviation Organisation (ICAO). Norsk e-Fuel will produce a type of SAF called electro-SAF (e-SAF) through a PtL process. This innovative method combines green hydrogen, generated using fossil-free power, with recycled CO_2 from biogenic sources. The resulting fuel has the potential to reduce the lifecycle greenhouse gas emissions of air travel by over 90% compared to conventional jet fuel. Steve Gillard, Boeing's regional sustainability director, emphasised the importance of the partnership, stating it would accelerate SAF production using fossil-free energy. He added that the collaboration would help commercialise SAF, making it more accessible and fostering the development of a robust SAF ecosystem in the Nordics and beyond. Despite its potential, SAF remains a small fraction of global aviation fuel use. In 2024, it accounted for just 0.53% of total commercial fuel consumption. However, initiatives such as Europe's RefuelEU SAF mandate aim to significantly increase SAF's share. Targets include 6% of aviation fuel coming from SAF by 2030 and 70% by 2050, with specific sub-mandates for e-SAF reaching 1.2% by 2030 and 35% by 2050. Boeing's involvement is expected to help meet these targets, contributing to EU commitments and enhancing energy security in the Nordics. Additionally, the partnership will guide policy development to ensure the economic feasibility of SAF production, while strengthening the competitiveness of the aviation industry both regionally and globally. This collaboration underscores Boeing's commitment to sustainability and innovation in aviation.

Boeing's investment in Norsk e-Fuel will support the development of one of Europe's first industrial-scale PtL facilities *© Norsk e-Fuel*

On April 30, Lufthansa will start flights to Denver with an Airbus A380 aircraft *© Lufthansa*

Lufthansa will be flying to Denver, Colorado, (U.S.A.) for the first time with the world's largest passenger aircraft, the Airbus A380, making Denver the sixth destination for the aircraft. The first flight is scheduled for April 30, 2025. There will be a daily flight from **Munich** to **Denver International Airport** located at the foot of the Rocky Mountains. The Airbus A380 service to Denver is not only a first for Lufthansa but also for the airport itself. It is the first time a regular flight with an aircraft of this size will land there. Passengers, airport visitors, and crew love the A380 for its spaciousness and the flying experience it offers. Additionally, the A380 has more premium seats than any other aircraft, according to Heiko Reitz, CCO of Lufthansa Airlines. Lufthansa will have a total of eight Airbus A380 aircraft, each with 509 seats, based in their Munich hub this summer. The destinations include New York (JFK), Boston, Washington, Los Angeles, Delhi and Denver. The A380 offers eight first-class seats, 78 business-, 52 premium economy- and 371 economy-class seats. With Denver, Lufthansa offers its passengers an attractive destination. The North American metropolis serves as a starting point for activities in the Rocky Mountains and is a haven for sports and nature enthusiasts. Through United Airlines' hub in Denver, a Star Alliance partner, Lufthansa passengers can also reach 170 other destinations, including popular ones like Phoenix, Las Vegas and Honolulu. Lufthansa has been operating non-stop flights from Munich to Denver for nine years and from Frankfurt for 25 years. In the summer of 2025, a total of four daily flights will be offered, with two from Munich and two from Frankfurt.

Pratt & Whitney (P&W), a **RTX** company, has announced plans to establish a **European Technology and Innovation Centre** (ETIC) to advance energy-efficient and sustainable aviation technologies. The ETIC will be co-located with RTX's **Collins Aerospace** European Innovation Hub in Houten, Netherlands, strengthening RTX's collaborative efforts within the Dutch and wider European aerospace technology sectors. "Our new European Technology and Innovation Centre will be a path to access the exceptional engineering talent and opportunities for collaboration both in the Netherlands and across Europe," said Frank Preli, Vice President of Technology at Pratt & Whitney. "A team of Pratt & Whitney innovators based at the ETIC will contribute to the development of cutting-edge technologies for achieving greater propulsion efficiency and reduced emissions in future aircraft, whether powered by conventional or alternative aviation fuels, including hydrogen." The ETIC is part of RTX's growing engagement with the Dutch aerospace industry. RTX recently signed a memorandum of understanding with the Netherlands Aerospace Group, outlining plans to collaborate on commercial aviation technology research alongside industry, academia and government agencies. Additionally, RTX has signed a master research agreement with Delft University of Technology (TU Delft), enabling joint research projects with academic staff and graduate students. Scheduled to open in mid-2025, the ETIC will begin with a core team of engineers and scientists, with potential for expansion as programme requirements grow. RTX currently employs around 22,000 people across 60 locations in Europe, including over 6,000 Pratt & Whitney employees, primarily in Poland and 270 staff across Collins Aerospace's three Dutch sites, including Houten.


Pratt & Whitney's ETIC will be co-located at Collins Aerospace's existing European innovation hub in Houten, the Netherlands *© RTX*

INDUSTRY PEOPLE


Blaire Shoor

• GE Aerospace has announced the appointment of **Blaire Shoor** as Head of Investor Relations. In this role, Shoor will oversee the communication of GE Aerospace's vision to its shareholders and the financial community. Shoor brings over a decade of experience at GE Aerospace to this pivotal position. **Rahul Ghai**, Chief Financial Officer at GE Aerospace, stated: "Maintaining a trusted relationship with our analysts and shareholders is a top priority. Blaire's deep expertise and transparent style make her the ideal choice for this important role." Shoor joined GE Aerospace through the Financial Management Programme, progressing rapidly through the company's professional development initiatives. In 2019, she became part of the Financial Planning & Analysis team and in 2021, she joined the GE Corporate Investor Relations team, where she played a critical role in GE's transformation into three public companies. Shoor holds degrees in Finance and Information Systems & Operations Management from the University of Florida. GE Aerospace is a global powerhouse in aerospace propulsion, services, and systems, with an installed base of approximately 44,000 commercial and 26,000 military aircraft engines. Supported by a worldwide team of 52,000 employees and a legacy of over a century of innovation, GE Aerospace is dedicated to shaping the future of flight, lifting people up, and ensuring their safe return home.


Derek Zimmerman (l) and Lor Izzard (r)

• Gulfstream Aerospace Corp. has announced the appointment of **Derek Zimmerman** as Senior Vice President of Enterprise Supply Chain, a newly created role. Effective immediately, Zimmerman will oversee procurement, inventory management, logistics, warehousing, repair and overhaul, distribution and spare parts. Zimmerman has been with Gulfstream since 2011, initially as vice president of product support materials. He later served as vice president of Gulfstream customer support in 2014 before becoming president of Customer Support in 2015. In addition, Gulfstream has promoted **Lor Izzard** to Senior Vice President, Gulfstream Customer Support. Izzard will now lead sales support, service centre operations, government programmes and field support. Having joined Gulfstream in 1999 as a systems engineer, Izzard most recently served as vice president of field support. **Mark Burns**, president of Gulfstream, emphasised the importance of these roles: "The strategic management of our enterprise supply chain and the ongoing support of our customers remain paramount to our long-term success. Derek and Lor are two seasoned leaders with proven track records of success. I look forward to their continued leadership in ensuring our products and parts operate at the highest standard for our customers throughout the life of their aircraft." These changes coincide with the upcoming retirement of **Dennis Stuligross**, Senior Vice President, Programme Management, Quality and Supply Chain. Stuligross, who has been with Gulfstream for over 30 years, will retire in March. His contributions included leading key areas such as completions, manufacturing, and operations and he played a pivotal role in certifying the Gulfstream G700. The appointments of Zimmerman and Izzard underscore Gulfstream's commitment to maintaining excellence in supply chain management and customer support as it continues to enhance its global operations.


Katja Garcia Vila

• MTU Aero Engines AG has appointed **Katja Garcia Vila** as its new Chief Financial Officer, succeeding **Peter Kameritsch**. Vila, who brings 27 years of experience from Continental AG, including a tenure as CFO (2021–2024), will officially join MTU on April 1, 2025, with the transition completing on July 1, 2025. Outgoing CFO Peter Kameritsch, a 25-year veteran of MTU, chose not to extend his contract, aiming to focus on Supervisory Board roles. During his tenure, Kameritsch oversaw MTU's profitable growth, its inclusion in Germany's DAX stock market index in 2019, and successfully navigated financial challenges during the COVID-19 pandemic. He expressed pride in MTU's record financial achievements in his final year, including its highest-ever share price. **Gordon Riske**, Chairman of the Supervisory Board, praised Kameritsch's contributions to MTU's success and welcomed Vila as his successor. Riske highlighted Vila's operational experience, financial expertise and leadership as pivotal for advancing MTU's transformation and continued growth. Vila expressed her commitment to building on MTU's success, stating, "MTU Aero Engines is a highly successful company with excellent future prospects. Alongside my colleagues on the Executive Board, I am committed to leading MTU into the future and setting the course for continued profitable growth." This leadership transition marks a significant step for MTU as it positions itself for further innovation and profitability under its new financial stewardship.

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THE AIRCRAFT AND ENGINE MARKETPLACE

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

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5B3/3	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiaviation.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				
(2) 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

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@ftaiaviation.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, (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
(3) 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, (1) A330 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				
(2) 131-9A, (1) 131-9B (Max compliant), (1) APS3200, (2) 331-500		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(4) 131-9B, (2) APS3200 "C", (1) 85-129H, (1) 331-350					
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				