

Weekly Aviation Headline News

“ [Zamora Yrala’s fraud] risked public safety on a global scale in a way that defies belief.

Emma Luxton, Director of Operations, the Serious Fraud Office



Enginge parts

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Company Director Jailed for Over Four Years Over Sale of Fraudulent Aircraft Engine Parts

AOG Technics sold over 60,000 suspect parts leading to multiple aircraft groundings and financial losses of an estimated £39.3 million

Having pleaded guilty in December last year, Jose Alejandro Zamora Yrala, the director of a London, UK-based airline parts company, has been jailed for four years and eight months for defrauding customers and potential customers of AOG Technics by falsifying documents about the source and condition of engine parts from January 2019 to December 2023. Over that four-year period, it is estimated that more than 60,000 suspect engine parts entered the global aviation supply chain. Many of the documents related to parts for CFM56 engines that powered some Airbus and Boeing jets, including several versions of the Boeing 737 and Airbus A320, as well as some larger aircraft. Their discovery in 2023 led to planes being briefly grounded worldwide and prompted calls for extra regulation. Yrala was also banned from

being a company director for eight years and will face confiscation proceedings to compensate the affected companies. On Monday of last week at London’s Southwark Crown Court, Judge Simon Picken said that his actions constituted a “more or less complete undermining of a regulatory framework designed to safeguard the millions of people who fly every day”. According to the Crown prosecutor Faras Baloch, AOG Technics sold parts with falsified documents for a total of about £6.9 million, which represented 90% of the company’s revenue. He also indicated that the fraud caused around £39.3 million in losses, including about £23 million in losses suffered by American Airlines - which obtained parts from an AOG Technics customer - for the cost of repairing affected engines, leasing replacements and for aircraft being

out of use. According to Reuters news agency, Zamora Yrala and AOG Technics were sued at London’s High Court by CFM International, GE and Safran in 2023, shortly after European regulators began investigating reports that parts without valid certificates had been found inside CFM56 engines. The scam was unearthed when an engineer at Portuguese carrier TAP queried the origins of a part he was struggling to fit; the manufacturer subsequently confirmed that its documentation had been faked. As a result, CFM launched a worldwide hunt for parts with suspected false documentation from AOG Technics. The Serious Fraud Office’s Director of Operations, Emma Luxton, said in a statement that Zamora Yrala’s fraud “risked public safety on a global scale in a way that defies belief”. (£1.00 = US\$1.35 at time of publication).

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AIRCRAFT & ENGINE NEWS

ATR posts solid 2025 performance amid production challenges

ATR has reported robust commercial results for the 2025 financial year, combining strong sales activity and stable revenues with continued investment in its industrial system to underpin long-term growth. While supply-chain constraints weighed on deliveries, the manufacturer strengthened its order book, expanded its global operator base and advanced key sustainability initiatives. During 2025, ATR secured 60 gross aircraft orders from nine customers across nine countries. Notably, Air Algérie committed to 16 ATR 72-600s and UNI Air ordered 19 aircraft of the same type. After adjustments, net orders totalled 50 aircraft, lifting ATR's backlog to more than 160 units, providing solid forward visibility. The wider ATR ecosystem also demonstrated positive momentum. Nineteen new operators joined the global fleet across multiple regions, reflecting sustained demand for regional turboprop capacity. Leasing activity was particularly dynamic, with more than ten new aircraft placed from lessors' order books, including a notable breakthrough within the Ethiopian Airlines Group. The secondary market remained active, generating over 90 transactions during the year. Financially, ATR generated total revenues of US\$1.2 billion in 2025, of which US\$538 million derived from customer support and services, underlining the growing contribution of aftermarket activities. The year also marked progress in North America, where JSX launched public charter operations in the United States with ATR 42-600 aircraft, and Rise Air took delivery of the first ATR -600 certified in Canada. Demand for higher-end regional products increased, with further adoption of the ATR HighLine cabin offering by operators including Berjaya Air, Air Tahiti and Air Cambodia. However, ongoing supply-chain disruptions constrained output. ATR delivered 32 aircraft in 2025, below initial projections. Management characterised 2025 as a transition year, prioritising structural improvements over short-term volume metrics. The company implemented measures to enhance final assembly line flow, reopen production stations and reduce parts shortages — now reportedly at one-third of early-2025 levels — while intensifying collaboration with suppliers. ATR is targeting a 20% increase in deliveries in 2026. Strategically, 2025 also marked the launch of two major EU Clean Aviation programmes, HERACLES and DEMETRA. These research initiatives aim to develop a hybrid-electric ATR 72-600 flying testbed by 2029, integrating hybrid propulsion, advanced propeller technology and electrified systems to support the next generation of low-emission regional aircraft.



ATR has reported strong 2025 demand

© ATR

Cantor Air orders three Tecnam P2006T NG aircraft



Italian flight training organisation Cantor Air has acquired three new P2006T NG aircraft

© Tecnam

Tecnam has announced that the Italian Flight Training Organisation Cantor Air (IT. ATO.0004) has confirmed the acquisition of three new P2006T NG aircraft, with options for additional units in the future. The new twin-engine aircraft will join the academy's existing fleet — which already includes the Tecnam P2008JC and P2010 TDI — further streamlining the training pathway for its cadets. The selection of the P2006T NG (Next Generation) ensures a seamless progression for students. Cadets will complete Multi-Engine Training through to the final stage of their Commercial Pilot Licence (CPL) on a platform that reflects the avionics environment they have already mastered on the P2010 TDI. Both aircraft are equipped with the state-of-the-art Garmin G1000 NXi suite, providing a consistent "family feel" in the cockpit. The P2006T NG also incorporates an advanced Flight Management System (FMS) keypad, designed to familiarise students with complex avionics workflows. This configuration mirrors contemporary airline operational standards, ensuring full alignment with Competency-Based Training (CBT) principles. Beyond its educational advantages, the decision highlights

Cantor Air's commitment to sustainability. Powered by twin Rotax engines, the P2006T NG is recognised for class-leading fuel efficiency and low emissions, supporting the academy's environmentally responsible approach first established through its earlier Tecnam acquisitions.

ABL completes second 737 MAX 8 delivery to TUI

ABL Aviation has delivered a second Boeing 737 MAX 8 to TUI Airline, concluding a two-aircraft agreement between the companies. The first aircraft was handed over in December 2025, marking the start of their partnership. Powered by CFM LEAP-1B27 engines, the 737 MAX 8 supports TUI Airline's strategy of operating a modern, fuel-efficient and lower-emission fleet. The aircraft delivers improved fuel burn, reduced emissions and enhanced operational performance, while maintaining passenger comfort. ABL's Founder and CEO, Ali Ben Lmadani, said the transaction reflects confidence in the firm's execution capabilities and relationship-led asset management approach. TUI Airline CEO Marco Ciomperlik described the deliveries — the airline's 50th and 55th 737 MAX 8 aircraft — as an important milestone in fleet modernisation, reinforcing its commitment to a younger, more eco-efficient fleet while upholding customer comfort and reliability.



TUI Boeing 737 MAX 8

© Boeing

AIRCRAFT & ENGINE NEWS

OROS expands PT6T inventory with six additional TwinPacs

OROS Aerospace (OROS) has announced the acquisition of six additional Pratt & Whitney Canada PT6T TwinPac units, comprising power sections and gearboxes, bringing its total available inventory to nearly 40 PT6T modules. The expansion reflects rising market interest in OROS' PT6T support programme and growing global demand from helicopter operators seeking reliable, inventory-backed engine solutions. As the programme continues to expand internationally, the company is investing to stay ahead of demand by strengthening its exchange capability, minimising aircraft downtime and providing immediate, dependable support to operators. With close to 40 Pratt & Whitney Canada modules in stock, OROS is positioned to offer scale, responsiveness and operational assurance in an increasingly constrained global market.



PT6T TwinPac engine

© P&W Canada

Embraer unveils new Praetor 600E and 500E jets



Interior of Praetor 600E jet

© Embraer

Embraer has revealed the next generation Praetor 600E and Praetor 500E, marking the first evolution of the Praetor family. The new aircraft feature fully redesigned cabins that elevate the private flying experience, optimising the longer-range missions they are capable of. With these improvements, the new Praetors usher in a new era of private aviation, where aircraft serve as tools to enhance productivity, connectivity, and performance. The Praetor 600E introduces industry first cabin technology with a 42 inch 4K OLED touchscreen Smart Window™, an optional feature that delivers a new level of functionality and productivity. This Embraer exclusive cabin innovation supports video conferencing, high resolution video streaming, and provides a real time view via three externally mounted cameras. With the option to fit a divan opposite the Smart Window™, the cabin becomes the perfect environment for meetings, watching films, playing video games, and more. Both aircraft feature a new Cabin Management System (CMS),

alongside upgraded in flight entertainment and lighting. The CMS offers passengers more intuitive control of the cabin environment through multiple interfaces, including a new app that adjusts temperature, airflow, lighting, video playback, and audio. Seamless connectivity is provided via Bluetooth audio and wireless charging, while all new Smart Switch panels allow easy access to individual seat controls. Optional integrations include voice commands and RGB mood lighting. The upper valance has been redesigned, incorporating new upper tech panels and an ambient air system. "In 2018, we introduced the Praetor family—named to reflect their mission of 'leading the way'—and we delivered on that promise, setting a new benchmark with the most advanced midsize and super midsize jets ever built," commented Michael Amalfitano, President and CEO of Embraer Executive Jets. "Their success marked a new chapter for Embraer, and today we are redefining the business aviation industry by introducing innovations never before seen in this segment. We are proud to unveil the Praetor 600E and Praetor 500E, enhancing the private flying experience with smarter, more intuitive jets designed for the next generation of private travellers." The seating has been completely redesigned and manufactured by Embraer to provide extended comfort on longer flights. Features include adjustable cushion firmness, dual lumbar support, a forward tracking headrest, increased legroom, and an electric assist mechanism for smoother seat movement. A redesigned berthing process allows quicker transitions for rest, while a dedicated lounge position enhances relaxation on long haul journeys.

ACG delivers two Boeing 737 MAX 8 planes to WestJet

Aviation Capital Group LLC (ACG), a global full-service aircraft asset manager, has announced the delivery of two Boeing 737 MAX 8 aircraft to Canadian carrier WestJet. The deliveries complete a two-aircraft sale-and-leaseback transaction between ACG and WestJet. Both aircraft are powered by CFM LEAP-1B engines and were handed over in Seattle earlier this week. Carter A. White, Chief Commercial Officer at ACG, said the company was pleased to finalise the transaction and further strengthen its long-standing relationship with WestJet. He noted that the addition of these modern, fuel-efficient aircraft will support the airline's fleet expansion and ongoing growth strategy.



Tail of a WestJet B737 MAX 8

© ACG

MRO & PRODUCTION NEWS

West Star Aviation unveils major Chattanooga expansion



Mike Ditmeyer, Vice President and General Manager, Chattanooga Location © West Star Aviation

communication and turnaround times. “This is a very exciting time for West Star Aviation as we continue to grow here at Chattanooga Airport,” said Mike Ditmeyer, Vice President and General Manager, Chattanooga Location. “The site expansion strengthens our foundation to support our customers’ maintenance needs and further develop our team’s expertise. The pride, quality, and teamwork of this group are at the heart of this facility.” The expansion is expected to create up to 200 additional skilled roles over the next five years, reinforcing West Star Aviation’s commitment to Tennessee’s workforce and the regional economy. The Chattanooga facility currently employs more than 500 team members supporting aircraft operators daily, reflecting the company’s sustained growth and long-term investment in the region. Chattanooga remains a strategic location for West Star and for customers requiring reliable maintenance support. With convenient access across the Southeast, the East Coast and the North Central United States, the airport’s accessibility — combined with the region’s connectivity and amenities — provides a strong foundation for long-term service growth. As one of West Star Aviation’s full-service locations, Chattanooga enables customers to complete all required work in one place. From scheduled maintenance to major modifications, including avionics upgrades, interior refurbishment and paint, the team can coordinate the full scope of activity under one roof, simplifying scheduling and minimising downtime.

West Star Aviation has announced a significant expansion at its Chattanooga Airport campus. The project responds to increasing customer maintenance demand and is supported by the skilled teams who return aircraft to service each day. Upon completion, targeted for February 2027, the Chattanooga site will extend to approximately 400,000 ft². The development enhances capacity and capability across two principal areas of the campus. Hangar 26 will comprise 40,000 ft² of hangar space, supported by 15,000 ft² of shop and office facilities. These will include customer offices, programme offices and climate-controlled storage to protect customer interiors and property when removed from aircraft. The expansion also incorporates an overhead crane, fall-protection systems, dedicated fire-rated aircraft document storage rooms and an upgraded customer lounge — improvements designed to strengthen safety, operational efficiency and the overall customer experience. In addition, the project will extend the existing Hangar 27 with a new two-storey, 30,000 ft² addition. The expanded footprint will accommodate a larger Aircraft Service Department, Accessories Shop, Composites Shop and Sheet Metal Shop, bringing critical functions into closer proximity to improve workflow,

Collins Aerospace commits US\$40 Million to Puerto Rico expansion

RTX’s Collins Aerospace has disclosed the investment of more than US\$40 million to support two operational expansions and to modernise infrastructure, machinery and equipment at its facilities in Santa Isabel and Aguadilla, Puerto Rico, announced by Governor Jennifer González Colón. The initiative is expected to create around 525 highly skilled, full-time engineering and manufacturing roles, increasing Collins’ workforce in Puerto Rico to almost 2,100 employees and bringing RTX’s total headcount on the island to approximately 3,500. The event took place in San Juan at La Fortaleza, the governor’s official residence, and was attended by the Secretary of the Department of Economic Development and Commerce, Sebastián Negrón Reichard, the Executive Director of the Puerto Rico Industrial Development Company, Roberto Lefranc Fortuño, along with senior Collins executives. “Puerto Rico is a strategic hub for Collins’ continued sustainable growth,” noted Javier Ramis Rivero, Vice President of Global Operations at Collins. “Our planned expansion will create a shared infrastructure focused on end-to-end electronics operations, from design to manufacturing, enhancing support and on time delivery for our customers. This will allow us to optimize productivity and automation, providing scalable automation solutions, connected factories and hands-on learning areas.” Collins has operated in Puerto Rico for more than 30 years, supporting the full product life cycle — from design and manufacturing through to maintenance, repair and overhaul — for integrated systems and components serving the aerospace and defence sectors. Its Santa Isabel site produces electronic and electromechanical components, while the Aguadilla facility delivers engineering services across the Collins organisation. “Puerto Rico’s economic development is built on attracting and retaining high-value-added industries that create well-paying jobs,” remarked Governor Colón. “This expansion demonstrates the aerospace sector’s confidence in our talent, our infrastructure, and in public policy aligned with sustained growth.” Collins’ activities in Puerto Rico span a broad portfolio of processes and products, including digital and control systems such as switches, system controllers and moving map displays; electrical systems incorporating high-power, motor and signal-level controllers; and communications systems encompassing radar equipment, radio-frequency technologies and high-frequency transmitters.



Collins Aerospace has announced two expansions in Puerto Rico

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MRO & PRODUCTION NEWS

StandardAero welcomes first Gulfstream jet to Augusta centre



Gulfstream Aircraft at Augusta centre

© StandardAero

of Starlink connectivity. “We are actively scheduling GIV, G450, GV and G550 service events through 2026 and beyond, with additional model support coming soon,” added Chris Bodine, Vice President and General Manager of StandardAero AGS. StandardAero provides CompleteCare® support to Gulfstream operators through its network of dedicated Gulfstream service centres in Augusta, Georgia; Springfield, Illinois; and Van Nuys, California. The company also delivers engine and APU support for Gulfstream aircraft, including the Rolls-Royce Tay and BR710, as well as the Honeywell HTF7000 engines and GTCP 36 APUs, either at its facilities or on wing via StandardAero’s Mobile Service Team (MST).

IAG Cargo launches new AOG service

IAG Cargo, the freight division of International Airlines Group (IAG), has introduced a dedicated aircraft-on-ground (AOG) service to ensure the urgent transport of aircraft parts for the aviation industry. The launch addresses growing demand for specialist AOG logistics and is designed to facilitate rapid recovery when aircraft are grounded, minimising downtime and helping maintain schedule integrity. Available worldwide from today, the service leverages IAG Cargo’s logistical expertise and its extensive network spanning more than 250 destinations. It also benefits from the company’s proximity to major manufacturing and maintenance hubs in Europe and North America, providing customers with faster access to critical parts when every minute counts. Shipments booked through AOG are handled by specialist teams available 24/7, offering rapid



© IAG Cargo

triage and real-time updates to give customers greater clarity and control when transporting their most essential consignments. David Rose, Chief Commercial Officer at IAG Cargo, commented on the launch: “With our AOG product, we’re addressing the industry’s need for a rapid and specialist response when unexpected technical issues leave aircraft on the ground. With a dedicated team and a bespoke service model, customers booking our AOG product will see their critical parts move at speed and with absolute focus. Leveraging our global network, proven expertise and strategic presence across the globe, we can position urgent shipments exactly where they’re needed quickly, securely, and with 24/7 oversight. This launch strengthens our premium portfolio and reflects the quality and customer focus that make IAG Cargo trusted to deliver.” The launch of the service comes amid rising demand for Aircraft-on-Ground (AOG) logistics. Recent market research valued the AOG sector at US\$3.14 billion in 2025 and projects it will reach US\$4.16 billion by 2032, driven by increasing air traffic, ageing fleets, and leaner inventory strategies that heighten the need for rapid-response solutions.



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MRO & PRODUCTION NEWS

British Airways expands use of 8tree's dentCHECK technology



British Airways Strengthens commitment to digital MRO efficiency with 8tree's dentCHECK technology

© 8tree

8tree, a global leader in 3-D surface inspection technology, has announced the continued adoption and expansion of its dentCHECK tooling within British Airways' maintenance operations. A long-standing user of dentCHECK since 2017, British Airways deploys the technology across both line and base maintenance to accelerate and standardise damage inspection and reporting. In 2025, the airline further strengthened its digital inspection capability with three additional dentCHECK units — one in Glasgow, supporting base maintenance at its narrow-body facility, and two at London Heathrow, serving both line and base maintenance. This expansion highlighted British Airways' ongoing commitment to operational excellence, safety and innovation. Specifically designed for the aviation maintenance environment, dentCHECK is the world's only augmented reality-enabled, handheld 3-D dent-mapping tool recognised and approved by major OEMs, including Airbus, Boeing and Embraer. The system enables airlines and MROs to complete inspections up to 90% faster, while generating SRM-compliant, fully traceable digital reports with up to 20-times greater consistency than traditional manual methods. British Airways' adoption of dentCHECK forms part of its wider strategy to digitise and optimise MRO processes, supporting faster decision-making and enhanced inspection traceability across its engineering network.

AAR expands business aviation avionics portfolio



© Otto Instrument Service

AAR CORP. has entered into a new agreement with Otto Instrument Service to distribute and support the LASEREF IV inertial reference system product line. The partnership underlines AAR's strategic objective to expand its OEM distribution portfolio within the business aviation segment. Under the terms of the agreement, AAR will manage the availability and global distribution of the LASEREF IV system, supporting both replacement requirements and upgrade programmes. The LASEREF IV is a critical avionics component installed across a range of business aircraft platforms, providing precise inertial reference data essential for navigation and flight control. Ensuring reliable access to this equipment is therefore central to operational continuity and performance for operators. The collaboration leverages Otto Instrument Service's technical expertise in avionics manufacturing and product support, alongside AAR's extensive

global supply chain network, established distribution infrastructure, and comprehensive customer support capabilities. By combining these complementary strengths, the two companies aim to enhance logistics efficiency, reduce lead times, and provide responsive technical assistance to operators worldwide. Frank Landrio, Senior Vice President of Distribution at AAR, stated that the agreement reinforces AAR's position as a leading global distributor while broadening its reach within the business aviation market. He emphasised the company's commitment, in coordination with Otto Instrument Service, to improving product availability, streamlining logistics, and supporting customers transitioning to advanced avionics technology. Overall, the agreement represents a strategic alignment designed to strengthen market access, optimise supply chain performance, and support the continued modernisation of business aviation fleets.

MRO & PRODUCTION NEWS

Embraer and Hindalco explore aerospace aluminium opportunities in India

Embraer and Hindalco Industries have signed a memorandum of understanding (MoU) to undertake exploratory activities aimed at assessing potential business opportunities in India. The joint initiative will examine prospects in the manufacture of aerospace-grade aluminium raw materials to support Embraer's industrial programmes, while reinforcing the company's commitment to the Government of India's 'Make in India' ambition. "This joint action reinforces our focus to identifying local partners that can become our suppliers and, in doing so, accelerate the development of the Indian industrial base," said Roberto Chaves, Executive Vice President of Global Procurement and Supply Chain at Embraer. "The initiative enhances Embraer's engagement to advancing the aerospace ecosystem in India, creating long-term value across the entire supply chain". The signing of the MoU comes at a time when Embraer is steadily expanding its presence in India and maintaining active dialogue with local industry leaders and government stakeholders. Throughout this evaluation cycle, the company assessed a broad spectrum of industrial capabilities in the country, including aerospace structure assembly, machining, metal forming, composites, wiring systems, and hardware and software development. India represents a strategic market for Embraer across all its business units. The company currently has a fleet of 47 aircraft operating in the country, serving customers in Commercial Aviation, Executive Aviation, and Defence & Security. This includes five Embraer VIP jets operated by the Indian government and three EMB 145 AEW "Netra" aircraft operated by the Indian Air Force. Hindalco Industries Limited is the metals flagship company of the Aditya Birla Group. It is the world's largest aluminum company by revenues and the world's second-largest producer of copper rods outside China. Hindalco operates across the entire value chain, from bauxite mining, alumina refining, coal mining, and captive power generation to aluminum smelting, rolling, extrusions, and foils. Together with its subsidiary Novelis, it is the global leader in flat-rolled products and the world's largest recycler of aluminum.

FINANCIAL NEWS

J&C Aero sells majority stake to Setna iO



Setna iO has taken a majority stake in J&C Aero

© J&C

J&C Aero (J&C), a European cabin interior hub, has announced the sale of a majority stake in the business to Setna iO (SETNA), a Chicago-based global aviation group specialising in used serviceable material, trading, repair services and asset leasing. The transaction is intended to support J&C's next phase of growth while maintaining its operational standards, leadership continuity and long-term strategy. Through the partnership, J&C aims to expand beyond its core European markets, broaden its service capabilities and strengthen its international presence. For SETNA, the acquisition diversifies its portfolio and enhances its industrial platform through investment in a high-value aerospace business with established OEM and aftermarket positioning and recurring lifecycle revenues. Under the new ownership structure, J&C's five founders will retain significant shareholdings and continue to manage

day-to-day operations, ensuring strategic consistency and founder-led leadership. According to Chief Executive Officer Laurynas Skukauskas, the decision centred on long-term alignment and cultural fit, with both organisations sharing a focus on expertise, teamwork and strong customer commitment. J&C holds multiple regulatory approvals, including EASA Part 21J (design), Part 21G (production), Part 145 (maintenance) and Part CAMO. The company operates more than 9,000 m² of facilities and employs 240 specialists. For SETNA, the acquisition represents a strategic expansion into certified aerospace design, production and maintenance capabilities in Europe, further strengthening its lifecycle service offering.

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FINANCIAL NEWS

DAE to acquire Macquarie AirFinance in US\$7bn deal

Dubai Aerospace Enterprise (DAE) has entered into a definitive agreement to acquire 100% of Macquarie AirFinance (MAF) for an approximate enterprise value of US\$7 billion. The combined group will have a pro forma fleet of 1,029 owned, managed and committed aircraft and will serve 191 airline customers across 79 countries. Narrow-body aircraft will account for approximately 70% of the enlarged fleet. Upon completion, DAE is expected to add 37 airline customers to its portfolio, including operators in seven new country markets. The transaction will be prudently financed through a combination of debt and equity, supporting DAE's current investment-grade

credit ratings and its objective of achieving an upgrade following the doubling of the franchise over the past 18 months. Commenting on the transaction, Khalifa AlDaboos, Managing Director of DAE, said: "This transaction demonstrates the shareholder's long-standing commitment to positioning DAE among the world's leading aircraft leasing companies. It continues DAE's strategy of acquiring established platforms and fleets that enhance the franchise and deliver exceptional shareholder value." Firoz Tarapore, Chief Executive Officer of DAE, added: "We are delighted to welcome MAF's fleet and people into DAE and to create a larger, stronger, more diver-

sified and well-capitalised aircraft leasing company. Our increased scale and market presence, together with an enhanced order book, will enable us to serve a broader customer base with competitively priced solutions reflecting the synergies of our expanded platform. Our robust operating platform is well equipped to integrate this transaction, which on completion will more than double DAE's fleet compared with year-end 2024." The transaction has been approved by DAE's Board of Directors and is subject to customary closing conditions, including receipt of certain regulatory approvals. It is expected to complete in the second half of 2026.

Astronics delivers strong Q4 on aerospace demand

Astronics Corporation reported financial results for the fourth quarter (Q4) of 2025, with sales growth driven by sustained demand within its Aerospace segment, primarily from the Commercial Transport market. Aerospace sales increased by US\$31.0 million, or 16.5%, while Test Systems sales rose by US\$0.5 million. Gross profit increased by US\$17.8 million to US\$80.0 million in Q4, representing 33.3% of sales and a 350-basis point improvement on the 29.8% gross margin reported in the comparator quarter. Margin expansion was driven by higher volumes, favourable mix, pricing actions — including certain true-up pricing recoveries — improved productivity, and the benefits of Test Systems' restructuring initiatives. These gains more than offset a US\$2.9 million increase in tariff expenses. Selling, general and administrative (SG&A) expenses decreased by US\$7.3 million in Q4, primarily due to a

US\$9.0 million reduction in legal reserves and litigation-related costs. This was partially offset by SG&A expenses associated with the acquired BMA business and higher legal and accounting costs related to the acquisition. Research and development expenditure declined by US\$1.4 million, reflecting project timing. Higher gross profit and lower SG&A resulted in an operating margin of 14.8%, compared with 4.3% in the prior-year period. Adjusted operating margin expanded by 450 basis points. Interest expense decreased by US\$0.8 million, or 18.5%, reflecting lower interest rates following refinancing activities undertaken in 2025. The quarter included US\$0.6 million in expense related to the write-off of deferred financing fees associated with two existing revolving credit facility lenders, recorded within interest expense. Tax expense for Q4 was US\$2.6 million, compared with US\$3.4 million in

the prior-year period, primarily due to a valuation allowance reversal linked to research and development costs expected to be expensed for tax purposes in the current year under the One Big Beautiful Bill Act. Consolidated net income was US\$0.78 per diluted share, compared with a net loss of US\$0.08 per diluted share in the prior-year period, reflecting stronger operating performance and lower interest expense. Adjusted diluted earnings per share increased by US\$0.29, or 62.5%, to US\$0.75 per diluted share. Adjusted EBITDA rose 44.8% to US\$45.7 million, with adjusted EBITDA margin expanding by 390 basis points to 19.0% of consolidated sales. Quarterly bookings increased 31.3% to US\$257.2 million. For the full year, bookings grew 14.4% to US\$924.4 million, representing a book-to-bill ratio of 1.07:1. Backlog at quarter-end stood at US\$674.5 million — the highest level in the company's history.

Rolls-Royce generates robust financial momentum in 2025

Rolls-Royce has reported another year of robust strategic and financial progress in 2025, with marked improvement across all key financial indicators. Over the past three years, its transformation programme has delivered a step-change in performance, generating higher operating profit and free cash flow while capital expenditure has doubled. The group continues its evolution into a high-performing, competitive, resilient and growth-oriented business. This stronger financial delivery has been achieved despite a challenging external environment, including ongoing supply chain constraints, which are being actively managed. Underlying operating profit rose to £3.5 billion in 2025, up from £2.5 billion in

2024, with the operating margin increasing to 17.3% from 13.8%. Civil Aerospace recorded an underlying operating margin of 20.5%, compared with 16.6% the previous year, driven by improved performance in the large engine aftermarket, contractual margin enhancements and stronger profitability in spare engines. Defence achieved an underlying operating margin of 14.4%, slightly ahead of 14.2% in 2024, reflecting improved results across transport and combat programmes and the absence of a prior-year one-off benefit in submarines. Power Systems delivered an operating margin of 17.4%, up from 13.1%, supported by growth in power generation, particularly in data centres and government-related de-

mand. Group-wide profitability gains were reinforced by continued efficiency and simplification measures. Free cash flow increased to £3.3 billion from £2.4 billion in 2024, supported by higher operating profit, sustained growth in long-term service agreement balances and strong working capital performance, partially offset by net investment. Net cash stood at £1.9 billion at year-end, compared with £475 million a year earlier. Gross debt fell to £2.8 billion following bond repayment, while liquidity remained strong at £8.7 billion. The Group's cost discipline and operational efficiency have strengthened resilience and reduced volatility in free cash flow. (£1.00 = US\$1.35 at time of publication).

FINANCIAL NEWS

Erickson Group acquires 321 Precision Conversions

321 Precision Conversions, a provider of Airbus A321-200PCF freighter conversions, has announced that Erickson Group (Erickson), a global and diversified aviation and aerospace business, has acquired full ownership of the company through its wholly owned subsidiary, Precision Aircraft Solutions. Under the terms of the transaction, Erickson has increased its existing majority holding in 321 Precision Conversions by acquiring the minority stake previously owned by Air Transport Services Group (ATSG). That interest had been held through ATSG's subsidiary, Cargo Aircraft Management, Inc. The acquisition consolidates Erickson's position within the narrowbody freighter conversion market and provides 321 Precision Conversions with the strategic backing of a larger, vertically integrated aerospace group. With full ownership now secured, Erickson is expected to align the company more closely with Precision Aircraft Solutions' engineering, certification and programme management capabilities, supporting continued development of the A321-200PCF platform and enhancing its competitiveness in the global cargo aircraft sector. "This is an important strategic milestone for the future of 321 Precision Conversions as it strengthens our commitment to delivering advanced freighter conversion solutions to global cargo operators," commented Gary Warner, President of 321 Precision Conversions. "Full ownership under Erickson enables us to invest more boldly in our people, our partners, and the next generation of conversion programs. We thank ATSG for their support and collaboration over the years, and will continue to support them as a customer." "We're grateful to ATSG for their partnership and support in building the A321PCF program," stated Dylan Garner, President, Erickson Group. "We believe strongly in the platform, the team at 321 Precision Conversions, and the long-term demand for narrow-body freighters. We're excited to build on this foundation and continue investing in the programme's next phase of growth." "ATSG has played an active role in the development and launch of the A321PCF program," added Todd France, Chief Commercial Officer, ATSG. "We're pleased to transition our interest in the program to Erickson, whose leadership will guide 321 Precision Conversions into its next phase. We look forward to continuing to market the A321 converted freighter as part of ATSG's broader leasing portfolio."



Erickson Group acquires 321 Precision Conversions

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MILITARY AND DEFENCE

Lockheed Martin to deliver C-130J training systems to RAAF



Lockheed Martin to deliver advanced C-130J training devices

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Lockheed Martin has been awarded a Foreign Military Sales (FMS) contract through Wright-Patterson Air Force Base to supply C-130J training devices and upgrades to the Royal Australian Air Force (RAAF). Deliveries are scheduled to commence in 2029 and will include two Weapon Systems Trainers, an Enhanced Integrated Cockpit Systems Trainer (EICS), a Loadmaster Part-Task Trainer, and upgrades to the RAAF's Virtual Simulation and Virtual Maintenance Trainers. "We're honoured to continue our long-standing partnership with the Royal Australian Air Force to enhance and expand their training capabilities," said Todd Morar, Vice President of Air and Commercial Systems at Lockheed Martin. "As the original equipment manufacturer of the C-130J, our knowledge of the aircraft and its operational flight programme enables us to provide the most authentic, mission-ready training tools available, preparing Australian aircrews to master the aircraft from day one." The new training devices incorporate advanced graphics, motion cueing and high-fidelity cockpit replication to mirror the operational C-130J. They are designed to ensure concurrency with the RAAF's forthcoming C-130J-30 acquisitions, enabling the rapid introduction of new capabilities. The RAAF has operated the C-130 since 1958 and currently fields 12 C-130J-30 Super Hercules aircraft. Under a 2022 Foreign Military Sales agreement, the United States approved the sale of up to 24 additional C-130J-30 airlifters. In July 2023, Australia exercised that option, formally acquiring 20 new C-130J-30 aircraft to replace and expand its existing fleet. The first of these aircraft is expected to be delivered in 2028, strengthening the RAAF's tactical airlift capability and supporting No. 37 Squadron at RAAF Base Richmond.

MILITARY AND DEFENCE

Airbus unveils next-generation rotorcraft concepts for NATO



Airbus has unveiled the next generation rotorcraft concepts for NATO studies
© Airbus Helicopters

rate on the design, development, delivery and support of a medium multi-role helicopter. Airbus' advanced concept draws on the company's experience in military rotorcraft and high-speed flight, particularly its compound demonstrators, the X3 and Racer. This configuration enables significantly higher speeds than conventional helicopters and extends the flight envelope, offering the ability to accelerate and decelerate rapidly, as well as improved climb and descent performance. The benefits of the additional wings and propellers have been validated through flight evaluations conducted by military pilots on Racer within the European Next Generation Rotorcraft Technologies programme. This flight-test expertise, informed by operational feedback from Airbus customers, underpins the proposed next-generation capability.

Airbus Helicopters has unveiled its next-generation rotorcraft concepts in response to NATO's Next Generation Rotorcraft Capabilities (NGRC) study requirements. Developed in collaboration with RTX businesses Collins Aerospace and Raytheon, and with MBDA, Airbus' proposal comprises two concepts: a high-performance conventional helicopter and a novel high-speed compound configuration. The approach is designed to ensure operational efficiency and fleet complementarity for military partners. Modularity and simplicity are central to the NGRC proposal, with a design philosophy focused on platforms that are straightforward to manufacture, maintain and upgrade, supporting long-term affordability through a Modular Open Systems Architecture. Both concepts will be highly connected and will share commonality in maintenance, training, weapons and systems. In July 2024, the NATO Support and Procurement Agency (NSPA) awarded Airbus Helicopters a contract to lead a concept study under the NGRC project, bringing together participants to collaborate

USAF selects Honeywell SkyShot 1600 for autonomous aircraft propulsion prototype

The U.S. Air Force (USAF) has awarded Honeywell a prototype contract to design a propulsion system for an autonomous aircraft, based on its new small thrust-class engine, the SkyShot 1600. The SkyShot 1600 is intended for use in collaborative combat aircraft. Its flexible architecture enables adaptation across a range of mission profiles in either turbojet or turbofan configuration, providing a versatile propulsion solution for modern military operators. The award was made under an Other Transaction Authority (OTA) Project Agreement granted by SOSSEC, Inc. in support of the Air Force's Propulsion Directorate through the Propulsion Consortium Initiative 2.0 (PCI 2.0), OTA No. FA8626-24-9-0005, between the Air Force Life Cycle Management Center (AFLCMC) and SOSSEC, Inc. The SkyShot 1600 supports thrust levels from 800 to 2,800 pounds and can be configured as either a turbojet or turbofan, with scalability for higher thrust outputs as required. The engine is engineered to meet demanding G-force performance requirements, enabling effective engagement of manoeuvring targets. Honeywell is applying advanced design and manufacturing innovations to accelerate development of the SkyShot 1600 and enable efficient, cost-effective production. These include digital modelling techniques that facilitate faster design cycles, rapid performance evaluation and smoother integration with air vehicle systems. Collectively, these approaches are intended to shorten production timelines and strengthen supply chain resilience.



Image of SkyShot 1600 engine

© Honeywell

GE Aerospace secures J85 readiness contract



J85 jet engine

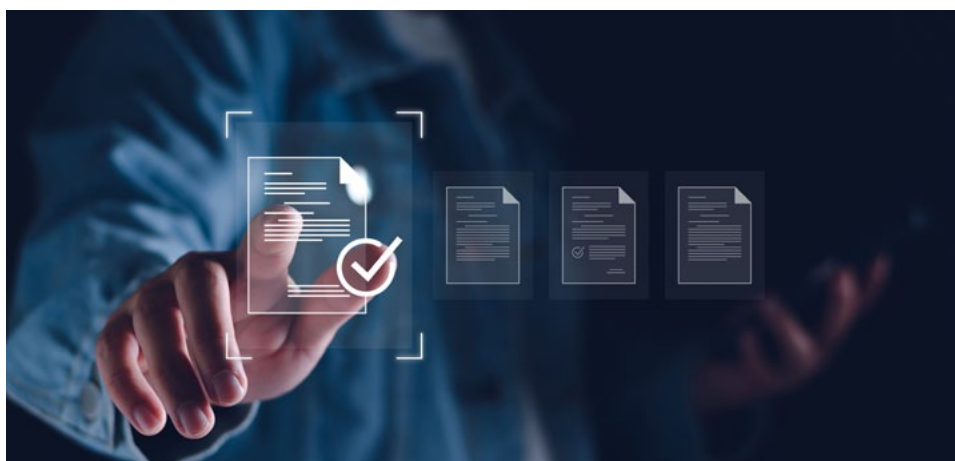
© GE Aerospace

trial demonstrated how advanced analytics can strengthen supply chain transparency, reduce delays and enable more proactive maintenance and sustainment planning. As part of the programme, GE Aerospace is collaborating with Palantir to integrate expertise in aerospace engineering, data integration and artificial intelligence. The partnership will focus on mitigating supply chain bottlenecks, improving parts availability and enabling timelier, data-driven decisions across the J85 sustainment ecosystem, ultimately reinforcing operational capability for the Air Force.

GE Aerospace has been awarded a contract by the US Defense Logistics Agency aimed at enhancing the readiness of the J85 engine, which powers the US Air Force's primary trainer aircraft, the T-38. Under the agreement, GE Aerospace will deliver fleet management and supply optimisation capabilities in support of the Air Force's pilot training mission. The award represents the first digitally enabled TrueChoice™ Defense contract for the J85 engine. The initial term runs for seven months and includes an option for a further four years and five months. The programme will employ artificial intelligence and advanced data analytics to integrate previously fragmented data from across the enterprise, including inputs from the US Air Force, the Defense Logistics Agency and GE Aerospace. By consolidating these data streams, the platform is designed to forecast parts demand, identify emerging supply chain constraints and provide stakeholders with a comprehensive operational overview. This enhanced visibility is intended to support faster decision-making, more efficient engine sustainment and improved fleet readiness. The contract follows a successful pilot initiative that combined data from multiple organisations responsible for managing more than 6,000 individual J85 engine components. The

INFORMATION TECHNOLOGY

Rapita Systems, a provider of qualifiable software verification tools for the aerospace and defence sectors, and **Avionyx**, an aerospace engineering company owned by **Joby Aviation** and specialising in next-generation compliance solutions, have announced a strategic partnership aimed at accelerating the development and certification of complex avionics programmes across the Americas. Certifications include compliance with DO-178C Design Assurance Level A (DAL A). Some of the most significant delays affecting new aircraft programmes, including next-generation electric aircraft and unmanned aerial systems, stem from software compliance requirements. Every line of code incorporated into an aircraft



Rapita Systems and Avionyx announce avionics partnership

© Shutterstock

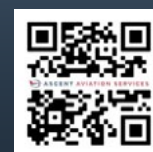
must be tested and verified against stringent certification standards, such as the Federal Aviation Administration's DO-178C. Traditionally, this verification process can take several years, incur costs running into millions of pounds or dollars, and depend on highly specialised expertise that remains in limited supply. "Rapita and Avionyx joining forces is a logical union given our shared focus on supporting high-criticality aerospace projects and commitment to solving the industry's hardest challenges," stated Jamie Ayre, Chief Commercial Officer at Rapita Systems. "This collaboration enables Avionyx to offer our customers a faster, more efficient path to certification, even for the most demanding DAL A and multi-core projects. Rapita's tools, combined with our decades of aerospace experience, create a powerful solution for programmes across the Americas." added Tom Ferrell, General Manager at Avionyx. The partnership between Avionyx and Rapita is expected to accelerate the development of next-generation aviation technologies by materially improving the efficiency and robustness of software verification. By enabling companies to identify and rectify software defects within hours rather than weeks, the collaboration significantly shortens the path to compliance and market entry. Increased automation reduces reliance on labour-intensive manual testing, lowering development costs for both emerging entrants and established aerospace manufacturers. At the same time, the joint capability supports DO-178C Design Assurance Level A certification, the most stringent classification, ensuring that flight-critical systems meet the highest standards of safety and reliability.



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OTHER NEWS



Boeing has received initial qualification for the 777-9 training devices © Boeing

Boeing's 777-9 flight training simulators have moved closer to supporting airline entry into service after receiving initial qualification certificates from both the **U.S. Federal Aviation Administration** (FAA) and the **European Union Aviation Safety Agency** (EASA). The approvals mark a critical regulatory milestone, enabling the devices to be used in the next phase of validated pilot training. The qualification clears the way for the commencement of formal flight training activities, subject to regulatory validation of associated courseware. According to Capt. Gary Mandy, 777X Chief Technical Pilot, the approvals represent an important step towards ensuring operational readiness for future 777-9 operators. He emphasised that the immersive nature of the simulators will equip pilots with the proficiency required to transition effectively to Boeing's latest wide-body aircraft. Developed collaboratively by Boeing and simulator manufacturer CAE, the training devices are located at the Boeing Training Campus in Gatwick, UK. The installation includes a state-of-the-art full-flight simulator (FFS)

and a flight training device (FTD), both engineered to replicate the 777-9's advanced systems architecture. These systems-based simulators enable crews to train across the full operational envelope of the aircraft, covering normal, abnormal and emergency procedures within a highly realistic synthetic environment. The devices integrate aircraft data, high-fidelity flight dynamics models and sophisticated environmental simulation software, ensuring accurate replication of real-world operating conditions. This level of technical fidelity is designed to meet stringent global regulatory standards while supporting airline training efficiency. Following this initial qualification, regulators will use the simulators to validate and approve Boeing's pilot training curricula before airline customers begin formal type-rating programmes. Boeing Global Services described the achievement as evidence of its commitment to delivering compliant, high-quality training solutions for international operators. CAE highlighted that the certification reflects several years of joint technical development and validation work. The partners intend to continue their collaboration as additional full-flight simulators are delivered to airline customers worldwide, supporting the global introduction of the 777-9.

Spirit Aviation Holdings (Spirit) has reached a pivotal stage in its restructuring, announcing an agreement in principle with its existing debtor-in-possession lenders and secured noteholders on the core terms of a restructuring support agreement. The accord represents a decisive step towards concluding the airline's Chapter 11 process and implementing the final operational and financial adjustments required to reposition the business. Spirit intends to emerge from bankruptcy protection in late spring or early summer as a streamlined, competitive low-cost carrier, maintaining its commitment to offering both basic and premium travel options at highly competitive fares. "This agreement in principle is the result of months of hard work and allows Spirit to move toward completing its transformation," said Dave Davis, President and Chief Executive Officer. "Spirit will emerge as a strong, leaner competitor that is positioned to profitably deliver the value American consumers expect at a price they want to pay." Central to Spirit's revised operating model is an optimised network strategy. The airline plans to align capacity more precisely with periods and routes demonstrating the strongest demand elasticity. This will involve increasing aircraft utilisation on peak travel days while scaling back off-peak flying, thereby improving load factors and yield performance. The company also intends to preserve flexibility within its scheduling framework, enabling agile adjustments to seasonal demand fluctuations across its route network. Spirit will also broaden its product segmentation with the expansion of its Spirit First and Premium Economy offerings is designed to capture higher-yield leisure and price-sensitive premium traffic, while retaining its structural position as a fare leader. Enhancements to the Free Spirit loyalty programme and associated co-branded credit card partnerships are expected to strengthen customer retention and ancillary revenue streams. From a balance sheet perspective, the restructuring materially deleverages the company. Total debt and lease liabilities are projected to fall from approximately US\$7.4 billion prior to filing to around US\$2.1 billion upon emergence. This substantial reduction in fixed obligations, coupled with further cost base rationalisation, is intended to reinforce Spirit's structural cost advantage relative to legacy carriers and other competitors in the North American aviation market.



© Spirit Airlines



Lufthansa introduces "IATA Turbulence Aware" technology © Lufthansa

With "IATA Turbulence Aware", **Lufthansa** will collect anonymised turbulence data from flights operated by participating airlines. This real-time information provides pilots with precise insights into current atmospheric conditions. Through its involvement in IATA Turbulence Aware, Lufthansa is making a significant contribution to enhancing the quality and availability of turbulence data for airlines worldwide. **Lufthansa Group** carriers **Swiss International Air Lines** and **Edelweiss Air** are also participating in the programme. IATA Turbulence Aware is built on the principle of swarm intelligence in the skies. Thousands of aircraft across the globe are equipped with sensors that continuously measure turbulence intensity and transmit anonymised data to a central database. Pilots can access this information directly via the navigation display in the cockpit. Colour-coded symbols indicate the location, altitude, timing and severity of recorded turbulence. This real-time data complements conventional weather forecasts and enables more accurate and efficient flight planning. Francesco Sciortino, Hub Manager Frankfurt, said: "With 'IATA Turbulence Aware', we are setting new standards for safety and comfort in aviation. This technology enables us to offer our passengers a smoother and more pleasant flight experience while making an important contribution to safety in global aviation."

INDUSTRY PEOPLE



Ole Orvér

• oneworld has appointed experienced aviation executive **Ole Orvér** as its new Chief Executive Officer (CEO). He will join the alliance on April 1, 2026. A Swedish national, Orvér brings more than 20 years' industry experience. He most recently served as Chief Commercial Officer at oneworld member Finnair, where he led a transformation of the airline's commercial and network strategy and introduced significant revenue and loyalty initiatives. Previously, he was Senior Vice President, Network Management at Qatar Airways, also a oneworld member. He has additionally held senior leadership roles at Air Berlin, LOT Polish Airlines and SAS Scandinavian Airlines. Orvér holds a degree in Economics from Mid Sweden University and has completed the Strategic Thinking and Leadership Growth Program at the Wharton School of the University of Pennsylvania. He succeeds **Nathaniel Pieper**, who has taken up the role of Chief Commercial Officer at American Airlines. The alliance's Governing Board thanked Pieper for his leadership and contributions during his tenure. Orvér will oversee oneworld's continued focus on strengthening member integration, advancing technology and enhancing customer benefits. He will report to the alliance's Governing Board, comprising the chief executives of its member airlines.



Scott Stoki
© Duncan Aviation

• Duncan Aviation has confirmed the promotion of **Scott Stoki** to Vice President of Engine Operations. A highly experienced professional with a strong technical foundation and many years at the company, Stoki's elevation reflects Duncan Aviation's ongoing focus on delivering advanced MRO services and sector-leading expertise to aircraft operators. Stoki takes over from **Doug Alleman**, who will retire at the end of the year after 38 years of service. The succession plan ensures operational stability for customers, while leveraging Stoki's more than two decades of hands-on industry experience to enhance engine reliability and further

reduce aircraft time out of service. Over the past five years, Duncan Aviation's engine services division has experienced sustained and rapid growth, and in his new role Scott Stoki will seek to build on this trajectory through a series of targeted initiatives aimed at enhancing the customer experience. His priorities include expanding engine maintenance capabilities across appropriate platforms to meet evolving market demand, optimising the company's 36,000 ft² Designated Overhaul Facility by reorganising in-house backshop functions such as paint, inspection and test cell operations to reduce turnaround times, and strengthening strategic parts sourcing. Working closely with Duncan Manufacturing Solutions, he also intends to increase in-house component repair capability and refine procurement processes to deliver more cost-effective, efficient support for operators. Stoki joined Duncan Aviation in 2005 as an Engine Line Technician. Progressing from hands-on work in the hangar to roles in Quality Assurance and later into management, he has developed a comprehensive, end-to-end understanding of the maintenance process. This breadth of experience enables him to translate complex engine technicalities into practical solutions aligned with the strategic needs of flight departments. "Scott has an unparalleled blend of technical acumen and strategic foresight," commented **Mike Minchow**, Duncan Aviation President. "His leadership will be pivotal as we continue to expand our capabilities and deliver the exceptional service our customers have come to expect."



Juichi Hirasawa

• All Nippon Airways (ANA), Japan's largest airline, has announced changes to its board leadership with the appointment of **Juichi Hirasawa**, currently Representative Director and Senior Executive Vice President, as President and Chief Executive Officer (CEO). He will succeed **Shinichi Inoue** on April 1, 2026, on which date, Inoue will assume the role of Senior Advisor at ANA Holdings Inc. Hirasawa graduated from Keio University and joined ANA in 1986. Over the course of his career with the ANA Group, he has held a range of senior roles, primarily in business planning and corporate strategy. Since becoming an Executive Officer in 2018, he has played a central role in

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shaping and implementing management strategy, guiding the company through the unprecedented disruption caused by the COVID-19 pandemic. He currently serves as Representative Director and Executive Vice President of ANA Holdings Inc., where his responsibilities focus on industrial policy, government relations and economic security. Inoue was appointed President and Chief Executive Officer of ANA in April 2022. During his tenure, the airline contributed to the Group achieving record-high operating revenue in the 2024 financial year, while retaining its prestigious 5-Star SKYTRAX rating. Under his leadership, ANA has returned to a sustained growth trajectory as a leading global airline, with safety remaining its foremost priority.

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
B737-800 SF	GA Telesis		33814	2004	Now	Sale / Lease		aircraft@gatelesis.com	

Commercial Engines

CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(3) CFM56-5C4	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B2/P	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-5B3/3	Now - Lease				

(2) CFM56-7B26	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
(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				

LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950

Commercial Engines

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(2) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW127M	Now - Sale/Lease/Exch.				

PW1000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW1524G-3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717

V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) 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



THE AIRCRAFT AND ENGINE MARKETPLACE

Aircraft and Engine Parts, Components and Misc. Equipment

Description	Company	Contact	Email	Phone
(2) GTC331-200ER, (2) GTC131-9A, (1) GTC131-9B	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH				
(3) A340 LG Shipset, (1) B777 LG Shipset (4) B737 LG Shipset, (10) A320 LG Shipset, (3) B757 LG Shipset, (1) 767 Shipset, (1) 737 Shipset	GA Telesis		landinggearsales@gatelesis.com	
(14) 131-9A, (10) 131-9B (Max compliant), (1) 331-350, (3) 131-9B, (2) 331-200, (3) 331-500, (1) PW901	GA Telesis		apu@gatelesis.com	+1-954-849-3509
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000			stands@gatelesis.com	+1-954-676-3111
(2) APU GTC131-9B	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease			

