

Weekly Aviation Headline News



“ Now, let’s say that occurs, then you’ll need insurance. I just don’t see insurance occurring, so that means leasing would be a very long putt.
Angus Kelly, CEO AerCap ”

AerCap CEO Sees Unlikely Return to Russia When Ukraine Conflict Ends

Industry lost over 400 jets following Moscow’s invasion of Ukraine in 2022

On Wednesday of this week (26.02.2025), Angus Kelly, the CEO of the worlds largest aircraft leasing company, AerCap, suggested that when the Russian market reopens, while there may be demand for used engines and aircraft, Western lessors would be unlikely to rush to rent jets to Moscow. Recent discussions concerning the possible end to the Russo-Ukraine conflict have raised the possibility of borders reopening and certain sanctions being lifted to Western firms. The airline leasing industry, however, is likely to remain ultra cautious as a consequence of having lost 400 jets when the conflict first began back in 2022. Speaking to Reuters news agency after posting record core earnings per share, Kelly stressed that any business with Russia would have to be approved by the United States and European Union, which continue to impose war-related economic sanctions. “Now, let’s say that occurs, then you’ll need insurance. I just don’t see insurance occurring, so that means leasing would be a very long putt.” He added that: “However, sales are different. Could sales be done with individual asset approval? Possibly. It would be a long putt, but there’ll be a big surge in demand to buy used assets.” Kelly went on to say that Western repair companies would be reluctant to work on airplanes that have been

operating in Russia without current paperwork or approved parts, which would throw a wrench into the trading of parts even if sanctions were lifted. “I think the real demand will come from discrete assets, like a whole engine or an aircraft. I think it will be difficult to say that an aircraft



Angus Kelly, CEO and Executive Director

that has been in Russia has any intrinsic value,” Kelly added. Since the conflict began, multiple aircraft lessors have sued dozens of insurers over estimated losses that stand at over US\$8 billion directly connected to planes trapped in Russia. AerCap confirmed on Wednesday that it had booked settlements in the fourth quarter of US\$168 million, though Kelly declined to comment when asked if the company was nearing any further agreements. He went on to say that the industry as a whole continued to face shortages of aircraft and engines, even though supply chains were starting to improve. He added that it was vital regulators co-operated and had sufficient resources and singled out bandwidth at the European Union Aviation Safety Agency. The agency had no immediate comment. AerCap reported slightly lower 2024 net income of US\$2.34 billion but a 12% rise in earnings per share to US\$12.01. The world’s largest buyer of aircraft and engines said it had ordered 118 CFM LEAP engines, though Kelly cautioned that the jetliner business remained a “seller’s market”. He also said it was too early for Airbus to think about launching a new airplane and urged jetmakers to concentrate on the smooth servicing of the thousands of planes they have already sold before moving to the next generation.

AIRCRAFT & ENGINE NEWS

Air Lease Corporation signs long-term deal with Qanot Sharq



Qanot Sharq Airlines has signed lease agreements for five A321-family aircraft with Air Lease Corporation © AirTeamImages

Air Lease Corporation has announced long-term lease agreements with Qanot Sharq Airlines for five new Airbus A321neo aircraft, comprising three A321-200neo XLRs and two A321-200neo LR. The aircraft are scheduled for delivery in 2026 and 2027, sourced from Air Lease’s orderbook with Airbus. Nosir Abdugafarov, owner of Qanot Sharq Airlines, said, “We are excited to expand our partnership with Air Lease and significantly grow our fleet with these new A321neo LR and XLR aircraft. These state-of-the-art aircraft will allow us to open new routes, improve fuel efficiency, and provide an enhanced travel experience for our passengers. As Uzbekistan’s first private airline, this agreement marks a key milestone in our vision to expand our network while maintaining our commitment to excellent service.” Qanot Sharq Airlines, Uzbekistan’s first privately owned airline, operates from multiple regional airports, serving international destinations across the MENA region, APAC, and Europe.

ANA Holdings places order for over 75 CFM LEAP engines

ANA Holdings and CFM International have announced a significant order for more than 75 LEAP engines, including both installed and spare units. The order includes LEAP-1B engines to power ten additional Boeing 737 MAX aircraft operated by All Nippon Airways (ANA), exercising options first established in 2022. ANA Holdings is also finalising the purchase of LEAP-1B engines for an additional eight firm and four optional 737 MAX aircraft, as confirmed earlier by Boeing. In addition to expanding its 737 MAX fleet, ANA Holdings has selected LEAP-1A engines to power 13 Airbus A321neo aircraft for its low-cost subsidiary, Peach Aviation. This move aligns with the group’s long-term strategy to enhance operational efficiency and reduce environmental impact through next-generation engine technology. Based in Tokyo, ANA began operating CFM56-powered aircraft in the 1990s and currently flies 39 Boeing 737-800s and four Airbus A321s equipped with CFM56 engines. By securing this latest engine order, ANA Holdings is expanding its 737 MAX order book from 20 to 30 aircraft, reinforcing its commitment to modernising its fleet with more fuel-efficient, high-performance engines.



ANA Holdings has ordered more than 75 LEAP engines from CFM International © Safran

BOC Aviation secures lease agreements with Arajet for five 737-8s



Arajjet has signed lease agreements for five Boeing 737-8 aircraft with © BOC Aviation

BOC Aviation Limited has acquired five Boeing 737-8 aircraft from The Boeing Company and secured long-term lease agreements for these aircraft with Arajet S.A. (Arajjet). All aircraft will be powered by CFM LEAP-1B engines and are scheduled for delivery in 2026 and 2027. Arajet S.A. is an ultra-low-cost airline and the flag carrier of the Dominican Republic. The airline commenced operations in September 2022 and currently operates a fleet of ten aircraft from its bases in Punta Cana and Santo Domingo. It provides direct flights to 24 cities across 16 countries, playing a key role in enhancing air connectivity in the region. “We are delighted to be extending our relationship with Arajet with this latest transaction, as it develops its fleet and route network,” said Steven Townend, Chief Executive Officer and Managing Director of BOC Aviation. “As these aircraft deliver, we continue to grow our future order book and to further build out our fleet of technologically advanced aircraft.”



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AIRCRAFT & ENGINE NEWS

WLFC exercises purchase rights for 30 LEAP engines

Willis Lease Finance Corporation (WLFC), a lessor of commercial aircraft engines and provider of global aviation services, has exercised its purchase rights for 30 new LEAP engines from CFM International. This acquisition is part of an option from a 2019 order and includes both LEAP-1A engines for Airbus A320neo-family aircraft and LEAP-1B engines for Boeing 737 MAX aircraft. Delivery dates for the engines are yet to be determined. With this expansion, WLFC aims to enhance its portfolio and provide greater flexibility to operators of these widely used engine types. The investment underscores the company's commitment to supporting airlines with efficient and advanced engine solutions, helping them optimise operations and maintain sustainability in commercial aviation. CFM International, a 50-50 joint venture between GE Aerospace and Safran Aircraft Engines, has developed the LEAP engine series to deliver improved fuel efficiency, lower emissions and reduced operating costs compared to previous-generation engines. WLFC's investment in these advanced engines further strengthens its ability to meet the evolving needs of airline customers worldwide. By expanding its LEAP engine portfolio, WLFC reinforces its position as a key provider of flexible leasing solutions, ensuring airlines have access to cutting-edge engine technology to support their growing fleets.



© WLFC

ANA orders 15 Embraer E190-E2 aircraft to enhance fleet



E190-E2 aircraft in ANA livery

© Embraer

ANA Holdings has placed an order for 15 Embraer E190-E2 aircraft, with options for an additional five, as part of its ongoing fleet renewal plan. The fuel-efficient and cost-effective aircraft will help strengthen ANA's domestic connectivity while enhancing passenger comfort and space. Deliveries are scheduled to begin in 2028. Embraer's Chief Commercial Officer, Martyn Holmes, expressed pride in the partnership, highlighting the E190-E2's quiet operation, fuel efficiency and passenger-friendly design. The aircraft's two-by-two seating configuration, larger windows and spacious cabin ensure a more comfortable travel experience with no middle seats. Embraer E-Jets have been operating in Japan since 2009, supported by the manufacturer's personnel in the country. ANA's E190-E2s will be the first of Embraer's latest-generation E-Jets to enter service in Japan, bringing advanced technology and superior cabin design to the airline's regional operations.

Pratt & Whitney GTF Advantage engine gains FAA certification

Pratt & Whitney has released that its GTF Advantage engine has received type certification from the U.S. Federal Aviation Administration (FAA) for the Airbus A320neo family. The GTF Advantage is the latest engine from the GTF family to achieve certification, offering 4-8% more take-off thrust, enabling higher payload capacity and longer range. This advancement opens new route possibilities for airlines while enhancing fuel efficiency and reducing carbon emissions. The engine is being developed to meet future specifications for 100% sustainable aviation fuel compatibility. "GTF engines already offer the lowest fuel consumption and CO2 emissions for single-aisle aircraft," said Rick Deurloo, President of Commercial Engines at Pratt & Whitney. "The GTF Advantage engine extends that lead and enhances aircraft capability, providing more thrust and even more value to operators of A320neo-family aircraft, especially on longer-range aircraft like the A321XLR, all with a more durable configuration. With this certification and engine deliveries on track for later this year, it's fitting we mark these milestones in 2025, as Pratt & Whitney celebrates a century of powering the future."



The Pratt & Whitney GTF Advantage™ engine powering the Airbus A320neo aircraft
© Airbus/Sylvain Ramadier

Fully interchangeable and intermixable with the current GTF engine model, the GTF Advantage will become the new production standard. The engine features redesigned life-limited parts and technological enhancements throughout the gas path, making it more durable. Increased airflow in the core helps lower operating temperatures, while a state-of-the-art hot section extends time on wing. The high-pressure turbine (HPT) incorporates an advanced air foil design with improved coatings, while optimised cooling holes in the combustor and HPT reduce oxidation. The GTF Advantage test programme included extensive endurance testing, achieving more than twice the amount of testing compared to the current GTF engine. It benefits from over 100,000 hours of engine and rig testing across all GTF programmes and 38 million in-service flight hours. Certain elements of the GTF Advantage configuration can be retrofitted into existing GTF engines to enhance durability and increase time on wing.

AIRCRAFT & ENGINE NEWS

Colorful Guizhou Airlines receives Airbus A320neo with new cabin design



Colorful Guizhou Airlines has taken delivery of its second Airbus A320

© CDB Aviation

the new cabin design would strengthen the airline’s service brand and improve operational efficiency. The aircraft is the second of three A320neos leased to the airline as part of agreements signed in 2024. The first was delivered in June 2024, with the third scheduled for delivery in 2026.

CDB Aviation has delivered an Airbus A320-251N to Colorful Guizhou Airlines, marking the introduction of the carrier’s new cabin design, Head of Version by Colorful Guizhou Airlines. The upgraded cabin aims to enhance passenger comfort and provide an improved onboard experience. The delivery ceremony took place in Toulouse, France, on February 27, 2025, with CDB Aviation’s Head of Commercial, Greater China, Michelle Wu, and Colorful Guizhou Airlines’ Deputy Secretary of the Party Committee, Fanyu Liu, highlighting the cabin’s features. Jie Chen, Chief Executive Officer of CDB Aviation, expressed the company’s commitment to long-term partnerships with airlines in key aviation markets. Liu Fanyu emphasised that

GE Aerospace Catalyst turboprop engine receives FAA certification

GE Aerospace’s Catalyst turboprop engine has received certification from the US Federal Aviation Administration (FAA). The FAR (Federal Aviation Regulation) Part 33 certification involved over 23 engines and more than 190 component tests. Catalyst is the first clean-sheet, centreline advanced turboprop engine of the 21st century and the first in its class to be certified to the latest standards, which include more than 20 significant new requirements. During the certification process, the test engines completed over 8,000 hours of operation, demonstrating and meeting key performance targets. Paul Corkery, Catalyst General Manager at Avio Aero, said, “Catalyst has been through a rigorous certification and testing process. We are pleased with the performance of the engine throughout its ground and flight test campaigns, and we remain fully focused on supporting Textron Aviation as they complete the certification process and prepare for entry into service of the Beechcraft Denali.” The engine will bring a significant shift to this segment, offering an industry-best 16:1 overall pressure ratio, enabling up to 18% better fuel consumption and up to 10% higher cruise power compared to competitors in the same engine class. Catalyst introduces two stages of variable stator vanes, cooled high-pressure turbine blades, and features components produced through additive manufacturing. The Catalyst engine is part of the GE Aerospace suite of next-generation engines defining the future of flight. It was designed, developed, and manufactured at GE Aerospace sites in Europe, including Avio Aero in Italy, the Czech Republic, Poland and Germany.



Catalyst advanced turboprop engine

© GE Aerospace

Bombardier delivers 1,000th super-midsize aircraft



Bombardier Challenger 3500

© Bombardier

Bombardier has reached a significant milestone with the delivery of its 1,000th super-midsize aircraft, marking a major achievement in business aviation. The Challenger 3500 aircraft was delivered to JM Family Enterprises, a long-standing Bombardier customer, during a special ceremony at Bombardier’s Challenger delivery centre in Montréal. Éric Martel, President and CEO of Bombardier, highlighted the dedication and talent of employees, along with the loyalty of customers. The Challenger series has defined a new business jet segment, setting industry standards for reliability and performance. During the celebration, ceremonial keys were handed to JM Family Enterprises, with more than 700 employees and invitees present. The Challenger 3500 jet continues to lead its segment, becoming the most delivered jet in 2024. The Challenger 3500 aircraft offers the lowest direct operating costs, exceptional versatility and a state-of-the-art cabin. It includes several industry-first features such as a voice-controlled cabin and the innovative Nuage seat, adapted from Bombardier’s Global 7500 aircraft.

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MRO & PRODUCTION NEWS

Air Canada and AFI KLM E&M sign component support deal for Boeing 787 fleet

Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) and Air Canada have signed a ten-year contract for component support services for 58 Boeing 787 Dreamliner aircraft. This agreement, the first major component support contract between the two airlines, includes the creation of a dedicated pool stock in Toronto, Canada, to support Air Canada’s growing operations. The contract will initially cover a fleet of 39 Boeing 787 aircraft from May 1, 2024, with Air Canada set to expand its fleet to 58 Dreamliners by 2029. Additionally, the agreement includes an option for 12 more aircraft, highlighting the airline’s commitment to fleet modernisation and expansion. This partnership further strengthens Air Canada’s long-standing collaboration with AFI KLM E&M, which spans more than 15 years. Previous joint programmes have included support for the GE90, CFM56, and APS5000 engines, as well as airframe maintenance, reflecting a well-established relationship built on trust and operational excellence. As Canada’s largest airline, Air Canada plays a key role in both domestic and international markets, including extensive services across North America and globally. A founding member of Star Alliance™, the airline benefits from access to the world’s most comprehensive air transport network. This new contract underscores Air Canada’s strategic focus on ensuring reliability and efficiency for its expanding Boeing 787 fleet while reinforcing its commitment to delivering high-quality service to passengers worldwide.



Air Canada and AFI KLM E&M have signed a contract for component support services for 58 Boeing 787 Dreamliner aircraft © AirTeamImages

Liebherr breaks ground on major aerospace expansion in Brazil



Ground-breaking ceremony in Guaratinguetá, Brasil

© Liebherr

On February 17, Liebherr marked a significant milestone with the ground-breaking ceremony for the expansion of Liebherr Aerospace Brasil LTDA in Guaratinguetá, near São Paulo, Brazil. The event was attended by invited guests, company management, and Liebherr employees, officially launching the construction phase. Over the next decade, Liebherr will invest approximately €45 million (US\$47.25 million) in the expansion. Within the next two years, the additional 8,000 m² facility will be used for machining and surface treatment of high-precision aircraft components made from aluminium and steel. The new facility will support Liebherr in meeting the sharp increase in production demand currently affecting the aerospace industry. Since 2005, Liebherr Aerospace Brasil LTDA has been manufacturing critical high-tech components for flight control and actuation systems, environmental control and thermal management systems, landing gear systems, and aircraft engines. The company holds certifications in line with the latest industry standards, such as Nadcap, and operates with an advanced industrial set-up. This expansion reinforces Liebherr’s commitment to strengthening its aerospace capabilities and responding to the growing needs of the global aviation sector.

Embraer achieves robust growth and profitability in Q4 and full-year 2024

Embraer posted consolidated revenue of US\$2,311 million in Q4 2024, representing a 17% year-on-year increase. Total revenue for 2024 reached US\$6,395 million, aligning with the upper end of the company’s guidance and marking a 21% increase compared to 2023. All business units performed well, with Defence & Security and Executive Aviation showing notable revenue growth of 40% and 25% year-on-year, respectively. In Q4 2024, Adjusted EBIT stood at US\$265.1 million, reflecting an 11.5% margin, excluding US\$6.8 million in extraordinary expenses related to Eve’s development costs. For the full year, Adjusted EBIT amounted to US\$708.2 million with an 11.1% margin, excluding US\$40.7 million in similar extraordinary items. This result surpassed the upper end of the company’s revised 2024 guidance by 11%. Reported EBIT reached US\$258.3 million in Q4 2024, up from US\$209.0 million in the same quarter of 2023. For the full year, reported EBIT rose to US\$667.5 million (10.4% margin) compared to

Slate Aviation opens MRO and cabin conversion facility in Georgia



Ribbon-cutting ceremony at Slate Aviation’s new facility in Georgia © Slate Aviation

Slate Aviation, an operator of VIP Bombardier CRJ and Challenger 850 aircraft in the U.S., has opened a new aircraft MRO and cabin conversion facility at Middle Georgia Regional Airport. The 80,000 ft² facility, formerly used by Bombardier and Stevens Aerospace, will support the maintenance and VIP conversion of Slate’s fleet of nearly 35 CRJ-200 aircraft for private charter and shuttle services across the

U.S., Caribbean, and Canada. Currently staffed by over 40 technicians, the facility is expected to grow to 50 full-time employees by 2025. It is led by Jonathan Cornwell and Juan Silva, both with over 25 years of experience in aircraft interior completion. In January, Slate Aviation partnered with Vista Jet to expand per-seat services to premium leisure destinations, starting with Vista’s XO-branded shuttle service between New York and South Florida. Newly refurbished cabins and upgraded services will be introduced on select routes from March. The announcement was marked by a ribbon-cutting ceremony attended by Macon-Bibb Mayor Lester Miller and local aviation officials. The event featured the unveiling of Slate’s refurbished shuttle aircraft and a preview of its upcoming executive aircraft, which boasts a 2,000-cubic-foot cabin, the largest in its class, accommodating up to 19 passengers and 50 full-sized bags.

MRO & PRODUCTION NEWS

US\$314.5 million (6.0% margin) in 2023, driven by higher volumes, improved product mix, and one-time gains, including US\$150 million from the Boeing arbitration agreement and US\$38 million in Q2 tax credits. Net income attributable to Embraer shareholders was US\$45.6 million in Q4 2024, with earnings per ADS of US\$0.2483, compared to US\$192.6 million and US\$1.0487, respectively, in Q4 2023. For the full year, net income reached US\$352.5 million, with earnings per ADS of US\$1.9194, compared to US\$164.0 million and US\$0.8930 in 2023. Adjusted net income for Q4 2024 was US\$173.0 million, up from US\$77.6 million a year ago, excluding US\$(81.3) million in deferred taxes and US\$(46.1) million from Eve's results, which were impacted by mark-to-market losses on warrants. For the full year, Adjusted net income was US\$461.6 million, compared to US\$79.5 million in 2023, excluding US\$(112.0) million in deferred taxes and US\$2.9 million from Eve's results. Eve's development costs began to be capitalised as intangible assets in Q3 2023 as the programme reached sufficient maturity.

Qantas unveils major cabin upgrade programme for 737 fleet



Qantas will upgrade 42 Boeing 737 aircraft © AirTeamImages

Qantas is set to introduce a next-generation inflight experience across its domestic and short-haul international flights with a comprehensive upgrade programme for its Boeing 737 aircraft. The initiative forms part of the airline's ongoing fleet renewal and aims to enhance the customer experience on existing aircraft. The programme will see 42 Boeing 737 aircraft undergo a full cabin overhaul. The upgrades will include new business- and economy-class seats, larger overhead lockers offering up to 50% more space, and a refreshed interior featuring new carpets, sidewalls and mood lighting. Fast and free Wi-Fi will continue to be available on all refurbished aircraft, delivering a modern cabin environment akin to the airline's new domestic fleet. The first upgraded aircraft is expected to enter service in 2027. These aircraft currently operate across Qantas' domestic network, trans-Tasman routes and short-haul international destinations such as Bali, Fiji and Vanuatu. The refurbishment aligns with Qantas' broader domestic fleet investment, which will see the Airbus A321XLR progressively replace the 737s over the next decade. Additionally, more A220 aircraft will join the fleet, with five already in operation. Qantas will be among the first airlines globally to operate the A321XLR. The first of these aircraft entered final assembly in November and has been painted in Qantas livery. It is scheduled to arrive in June, with four due by the end of the year. The upgrades and new aircraft are expected to significantly enhance passenger comfort while supporting the airline's long-term fleet modernisation strategy.

FINANCIAL NEWS

JAS completes acquisition of International Airfreight Associates

JAS has successfully completed its acquisition of International Airfreight Associates B.V. (IAA), a provider of air, ocean, and road freight services headquartered in the Netherlands. This milestone follows the signing of the share purchase agreement (SPA) announced in December 2024 and marks the official integration of IAA into the JAS network. "The acquisition of IAA strengthens the JAS global logistics portfolio and access to key markets, particularly in the time-critical perishable goods sector," said Marco Rebuffi, CEO and President of JAS. "We are proud to welcome IAA's talented highly experienced team to JAS and are looking forward to delivering excellent service to our customers together." Jur de Graaf, Managing Director of International Airfreight Associates, added, "Joining JAS allows us to expand our services globally and continue delivering high-quality logistics solutions for our customers. We are confident that our partnership will create new opportunities for our employees, partners and clients." IAA is one of the top-three IATA forwarders at Amsterdam Schiphol Airport, with warehouses and operations in the Netherlands, Belgium, and Germany. IAA specialises in managing time-sensitive shipments of perishable fresh goods and livestock, as well as multimodal general cargo. The acquisition strengthens JAS' global service portfolio by expanding its presence in the European logistics market and beyond.

EIC acquires Canadian North for CA\$205 million

Exchange Income Corporation (EIC), a diversified, acquisition-focused company operating in the aerospace and aviation and manufacturing sectors, has announced the signing of a binding purchase agreement to acquire Bradley Air Services Limited, operating as Canadian North. The acquisition is valued at CA\$205 million, subject to adjustments. The purchase will be financed through the issuance of CA\$10 million in EIC common shares to the vendors, with the remaining CA\$195 million paid in cash from the Corporation's credit facility. This acquisition provides EIC with a strategic opportunity to integrate a Northern airline operating in adjacent regions with routes that complement those currently serviced by EIC. Canadian North plays a vital role in providing passenger and cargo services to 24 remote Arctic communities across Nunavut and the Northwest Territories, operating from southern hubs in Ottawa and Edmonton. These services account for two-thirds of the airline's revenue. Additionally, Canadian North offers dedicated charter services to resource industry clients in northern Alberta and British Columbia. The airline operates a fleet of Boeing 737 jets and ATR turboprops, comprising both owned and leased aircraft. It also boasts extensive infrastructure, with hangars in Iqaluit, Yellowknife, Ottawa, Edmonton, and Calgary. The acquisition excludes the Montreal to Kuujuaq route, which will continue to be operated by one of the vendors, Makivik Corporation (Makivik). Canadian North and EIC's operations are highly complementary. While Canadian North serves the eastern and western regions of Nunavut, EIC's subsidiary, Calm Air, services the central region. Canadian North is also active in the Northwest Territories, where EIC currently has no passenger or cargo presence. This acquisition expands EIC's capabilities by adding passenger and cargo jet services, along with key infrastructure in the North, benefiting its other aviation businesses. For the first time, EIC will be able to serve all regions of the far North, reinforcing its commitment to stable and efficient aviation services in these remote areas. As an experienced operator with a strong focus on Northern aviation, EIC aims to provide long-term, reliable service to its customers. Closing of the transaction is subject to obtaining required regulatory approvals and other customary closing conditions and is expected to occur later this year. (US\$1.00 = CA\$1.43 at time of publication).



EIC has acquired Canadian North

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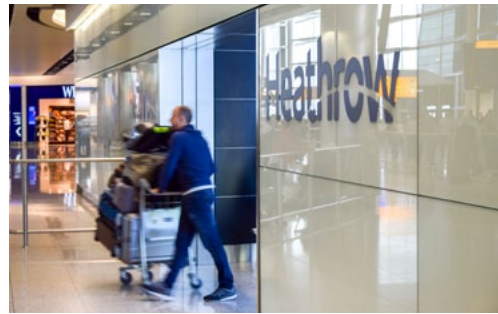
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FINANCIAL NEWS

Lilium faces second bankruptcy as funding deal collapses

Lilium, the German electric aircraft manufacturer, has filed for bankruptcy for the second time, marking a significant setback in the burgeoning air taxi industry. This latest insolvency filing comes after a failed €200 million rescue deal, which was intended to revitalise the company's operations. The promised funds from the European American investor consortium never materialised, leading to this unfortunate outcome. Founded a decade ago, Lilium had ambitious plans to revolutionise urban air mobility with its electric vertical take-off and landing (eVTOL) aircraft, the Lilium Jet. The company had secured investments totalling approximately €1.5 billion over the years. Despite this substantial financial backing, Lilium faced numerous challenges, including technical hurdles and escalating development costs. The first manned flight of its eVTOL regional jet was initially scheduled for this spring, but persistent issues led to delays and increased financial strain. In October 2024, Lilium first filed for insolvency after unsuccessful attempts to secure a €50 million loan from the Bavarian government. This loan was crucial for maintaining operations and attracting additional private investment. The failure to obtain this financial support led to the cessation of operations and the layoff of approximately 1,000 employees. A glimmer of hope emerged in December 2024 when the MUC Mobile Uplift Corporation, a consortium of European and North American investors, announced plans to acquire Lilium's subsidiaries. The consortium, later renamed Lilium Aerospace, pledged to invest over €200 million to resume operations and retain 775 of the original 1,000 jobs. However, by February 2025, it became evident that the promised funds, particularly a €150 million investment from Slovakian investor Marian Bocek, had not been delivered. This shortfall left the company with no alternative but to file for bankruptcy once more. Lilium's downfall underscores the financial and technical challenges inherent in the eVTOL sector. The industry has seen significant investments, with approximately US\$13 billion poured into various projects since 2019. Despite this influx of capital, many companies struggle to achieve profitability due to high development costs and stringent certification requirements. Analysts suggest that the first certified eVTOL passenger flights might not commence until late 2026 or early 2027, primarily in the United States. This timeline reflects the considerable financial and regulatory hurdles that companies like Lilium face in bringing their innovative aircraft to market. The collapse of Lilium serves as a cautionary tale for the eVTOL industry, highlighting the importance of securing reliable funding and managing technological complexities. As the sector continues to

Heathrow achieves passenger record and advances sustainability goals in 2024



London Heathrow Airport

© Shutterstock

Heathrow Airport (Heathrow) celebrated a record year in 2024, welcoming 83.9 million passengers, marking a 6% annual increase. Cargo volumes also rose by 10%, boosting British exports worldwide. While further growth is expected in 2025, constrained capacity is likely to limit the scale of improvement. Despite record passenger numbers, Heathrow's revenue declined by 4% to £3.6 billion due to a lower airport charge set by the CAA. Adjusted EBITDA also fell to

£2.0 billion. The airport remains financially resilient, with liquidity of £3.4 billion. Strong performance in 2024 enabled Heathrow's Board to approve a £250 million dividend to shareholders, the first in five years. Heathrow launched its refreshed sustainability strategy, 'Connecting People and Planet', featuring new targets following progress on previous goals. The airport's first --'Nature Positive Plan' focuses on tackling climate change and biodiversity loss. A record amount of sustainable aviation fuel (SAF) was used in 2024, with the airport's 2025 incentive set at 3%, 1% higher than the UK mandate. Heathrow became the first airport globally to adopt the taskforce on nature-related financial disclosures (TNFD), pledging to disclose environmental impacts annually from 2025. Over the next decade, Heathrow plans to undertake the largest private investment in the UK's transport network, modernising facilities and unlocking new capacity. Projects along the path to a third runway will enhance terminal infrastructure, improve customer experience, expand sustainable transport options and bolster environmental credentials. Proposals for the third runway will be submitted to the Government this summer, with the aim of securing planning permission before the end of this Parliament. Collaboration with Ministers on airspace modernisation, planning reform and regulatory adjustments will be crucial to delivering the project. (£1.00 = US\$1.27 at time of publication).

Virgin Australia and Qatar Airways secure approval for strategic alliance

Qatar Airways Group's minority 25% investment in Virgin Australia has received Foreign Investment Review Board (FIRB) approval following the Federal Treasurer's announcement on February 27. This follows the Australian Competition and Consumer Commission's (ACCC) Draft Determination on 18 February, indicating its intention to authorise the airlines' integrated



The Australian Government has approved Qatar Airways Group's minority 25% stake in Virgin Australia © Virgin Australia

alliance, with final approval anticipated in March or April 2025. This alliance paves the way for Virgin Australia's return to long-haul international services. Virgin Australia is now awaiting a decision from the International Air Services Commission (IASC) on an uncontested allocation of air rights for services between Australia and Qatar, set to commence in June. Bain Capital, Virgin Group, and Queensland Investment Corporation will maintain their shareholdings in Virgin Australia. Subject to IASC approval, Virgin Australia will resume long-haul services in June 2025, with flights from Sydney, Brisbane, and Perth to Doha. Flights from Melbourne to Doha are scheduled to commence in December 2025. These services will be operated using aircraft wet-leased from Qatar Airways. Alongside enhancing competition and exerting downward pressure on international airfares, these flights are expected to significantly benefit the Australian visitor economy, particularly the tourism sector, generating an estimated AUS\$3 billion in economic value over the next five years. Following consultation with unions and relevant cabin crew and pilot communities, there has been an overwhelming response to the expressions of interest for secondment opportunities for Virgin Australia pilot and cabin crew with Qatar Airways. This will also provide promotional opportunities for other team members and new hires through the backfilling of seconded staff.

FINANCIAL NEWS

evolve, companies will need to carefully navigate these challenges to realise the vision of urban air mobility. (€1.00 = US\$1.05 at time of publication.)

Rolls-Royce upgrades profit targets following strong performance

Rolls-Royce has raised its mid-term targets, reflecting its confidence in future profit growth following a successful plan to enhance engine performance and reduce costs. The announcement led to a 15% surge in its shares on Thursday, February 27, surpassing market expectations, REUTERS reported. The upgrade highlights the significant progress Rolls-Royce has made over the past two years under the leadership of CEO Tufan Erginbilgic, a former BP executive. “Strong 2024 results build on our progress last year, as we transform Rolls-Royce into a high-performing, competitive, resilient, and growing business,” Erginbilgic said in a statement. Rolls-Royce, the exclusive engine partner for Airbus’s wide-body planes and a supplier for Boeing’s 787, attributed its profit boost to cost-saving initiatives, extended engine operating periods before maintenance and improved contract terms. The company, which also powers ships, submarines, and produces power generation systems, announced that it would meet its previous mid-term targets two years ahead of schedule. Rolls-Royce now projects mid-term underlying operating profit between £3.6 billion and £3.9 billion. For the current year, the company expects profits to range between £2.7 billion and £2.9 billion, compared to the £2.46 billion reported last year. This figure comfortably exceeds consensus forecasts and marks a 55% increase on the previous year.

SCI secures US\$2.5 billion asset-level debt financing commitment

FTAI Aviation Ltd. (FTAI) has announced that its Strategic Capital Initiative (SCI) has secured a US\$2.5 billion asset-level debt financing commitment. This funding is led by global investment firm ATLAS SP Partners, a structured products business primarily owned by Apollo funds, in collaboration with Deutsche Bank AG, New York Branch. The financing is expected to enable SCI to deploy over US\$4.0 billion in total capital towards on-lease Boeing 737NG and Airbus A320ceo aircraft, reinforcing FTAI’s asset-light business model. The financing marks a significant milestone for FTAI, positioning the SCI as one of the largest investors in mid-life, on-lease aircraft. All engines acquired under the SCI will be powered exclusively through engine and module exchanges provided by FTAI’s maintenance, repair and exchange (MRE) business. This integrated approach aims to optimise operational efficiency and

MILITARY AND DEFENCE

Safran DSI wins flight testing contract for U.S. Army FLRAA



V 280 tiltrotor aircraft

© Safran DSI

Safran Defense & Space (Safran DSI) has secured a contract with Bell Textron, a subsidiary of Textron Inc., to provide advanced onboard and ground flight testing solutions for six aircraft under the U.S. Army’s future long-range assault aircraft (FLRAA) programme. This agreement marks a major milestone in the development of

next-generation vertical-lift capabilities. Safran DSI will deliver a comprehensive end-to-end solution, employing state-of-the-art technology to ensure precise data acquisition, recording and analysis throughout the aircraft’s testing phase. “FLRAA is a key development in the U.S. Army’s modernisation efforts, and we are excited to contribute to this mission with our advanced flight-testing solutions,” said Andrei Gugiu, EVP Aerospace Instrumentation & Mission Systems for Testing & Telemetry. “This contract underscores the dedication and expertise of our team in delivering reliable, mission-critical technologies for the U.S. government.” FLRAA, developed by Bell, is designed to transform the Army’s vertical lift capabilities. As a tiltrotor aircraft, it combines the vertical take-off and landing ability of a helicopter with the speed and range of a twin-turboprop aircraft. It is expected to become a crucial component of the Army’s future air mobility strategy, enhancing operational efficiency and mission effectiveness.

Pratt & Whitney completes digital design review of NGAP system



Pratt & Whitney’s NGAP offering passes first fully digital detailed design review

© Pratt & Whitney

Pratt & Whitney has successfully completed the detailed design review of its Next-Generation Adaptive Propulsion (NGAP) system in collaboration with the U.S. Air Force. This milestone marks a significant step towards developing the XA103 prototype ground demonstrator, which is expected to undergo testing in the late 2020s. The review was conducted entirely in a collaborative digital environment, allowing reviewers instant access to critical data and materials. This fully digital approach enabled the team to meet rigorous evaluation criteria efficiently and paves the way for hardware procurement for prototype construction. Jill Albertelli, President of Pratt & Whitney’s Military Engines business, emphasised the importance of digital processes in modern aerospace engineering. She noted that leveraging digital tools throughout the lifecycle is essential for delivering advanced war fighter capabilities rapidly and efficiently. Albertelli highlighted that this innovation aligns with the company’s long-term vision for next-generation propulsion solutions. The NGAP engine incorporates adaptive architecture, allowing components to dynamically adjust to optimise fuel efficiency, survivability, and thermal and power management. These advancements will significantly enhance the performance of future military aircraft, surpassing the capabilities of current fourth- and fifth-generation engines. This breakthrough is expected to play a key role in ensuring the U.S. Air Force maintains air superiority in an evolving global defence landscape. The success of the digital design review reaffirms Pratt & Whitney’s leadership in propulsion technology and its commitment to advancing next-generation aerospace solutions.

FINANCIAL NEWS

cost-effectiveness. Joseph P. Adams, CEO and Chairman of FTAL, expressed his enthusiasm about the financing, stating that the support from SCI capital partners and lenders affirms the company's positive trajectory. He highlighted that the financing will empower the SCI to expand its footprint in the mid-life aircraft market. John Zito, Co-President of Apollo Asset Management, also voiced his excitement about the collaboration. He emphasised that the financing would deliver attractive, risk-adjusted returns for ATLAS SP clients, while showcasing ATLAS SP's leadership in inaugural asset-level financings. The partnership with FTAL's SCI team is expected to strengthen both firms' market presence and innovation within the aviation sector. The debt financing is a strategic move for FTAL, solidifying its position as a major player in the mid-life aircraft leasing market and bolstering its long-term growth prospects.

INFORMATION TECHNOLOGY

GE Aerospace and **Scandinavian Airlines (SAS)** have successfully completed a predictive maintenance project aimed at improving the reliability and efficiency of SAS' Embraer E190 fleet. The initiative focused on addressing maintenance challenges related to bleed systems and flight controls, governed under Air Transport Association (ATA) chapters 36 and 27. By leveraging **GE Aerospace's** Event Measurement System (EMS) flight data and analytics platform alongside SAS' technical operations data, the airline has been able to swiftly identify root causes of maintenance issues and apply targeted solutions. This approach has significantly reduced unscheduled maintenance events and minimised aircraft downtime. SAS already utilises EMS across its operations, along with GE Aerospace's Safety Insight, Fuel Insight, and FlightPulse® software. The platform's ability to integrate multiple datasets, process data rapidly, and refine predictive algorithms using historical flight data has proven instrumental in enhancing safety, efficiency and reliability. Following the success of this project, SAS and GE Aerospace are now exploring additional ATA chapters for future predictive maintenance initiatives. As SAS expands its use of EMS, the platform is becoming its primary data-driven resource for optimising safety, sustainability, and operational performance.

OASES, a prominent provider of aviation maintenance software, has announced the launch of its services with Oman-based airline, **SalamAir**. With a growing fleet of 14 Airbus aircraft, SalamAir will implement a comprehensive suite of OASES modules to enhance its maintenance operations. The airline will deploy core modules, including airworthiness, planning, material management,

MILITARY AND DEFENCE

Pratt & Whitney secures US\$1.5 billion contract to sustain F119 engines



Pratt & Whitney will improve readiness and reduce costs for the F119 engine, which powers the U.S. Air Force's F-22 fighter jets © Senior Airman Mikaela Smith

Pratt & Whitney has been awarded a three-year contract worth up to US\$1.5 billion to sustain F119 engines, which power the U.S. Air Force's F-22 fighter jets. The contract aims to enhance readiness and reduce costs for a fleet of over 400 engines that have logged more than 900,000 flight hours. The F-22 Raptor's two F119 engines deliver over 35,000 pounds of thrust, allowing it to reach altitudes above 65,000 feet with unparalleled speed and agility. Unlike many fighter jets, the F-22 can sustain supersonic speeds without afterburners—a strategic capability known as super cruise that conserves fuel and extends its operational range. Pratt & Whitney has successfully reduced costs for its F119 engines through its ongoing usage-based Lifting programme, which utilises real-time data to optimise maintenance efficiency and extend engine lifespan. Additionally, an engine control schedule update has enhanced the engine's kinematic performance. This latest contract will continue efforts to improve readiness and cost efficiency, with a strong emphasis on safety, availability, simplified maintenance, and modernisation initiatives.

CCC secures G2G contract with Montenegro's Ministry of Defence

CCC, Canada's government to government contracting agency, has reported the signing of a government-to-government (G2G) contract with Montenegro's Ministry of Defence for maintenance and repair (MRO) services provided by Bell Textron Canada, a Textron company. This agreement will support the continued operation of Montenegro's Bell 505 and 412 helicopters, originally acquired in 2020 through a previous G2G contract facilitated by CCC. Bell Textron, based in Mirabel, Quebec, is Canada's leading manufacturer of vertical lift aircraft. In addition to producing commercial and military helicopters, including the Bell 505 series, the company offers comprehensive MRO services to ensure aircraft reliability and longevity. To date, CCC and Bell Textron have successfully delivered G2G contracts valued at CA\$300 million (US\$210 million). CCC supports Canadian businesses like Bell Textron through its international prime contractor service, which enables foreign governments to procure goods and services through G2G contracts. Each contract is signed in the name of the Government of Canada, providing an assurance of contract performance.



Bell 505 helicopter

© Bell Textron

INFORMATION TECHNOLOGY

line maintenance, and warranty management. These industry-proven tools have been upgraded with a redesigned user interface, enhanced security and improved accessibility. SalamAir will also adopt the latest innovations from OASES Release 11: OASES Academy – Provides employees with self-paced learning, AI-driven functionality, and a professional community to share expertise. Maintenance Control – Enables efficient management of work orders, material assessment and resource planning, ensuring

seamless integration with flight schedules. OASES Gateway – Facilitates the secure and simple integration of SalamAir's broader aviation software ecosystem with OASES. With over 50 years of expertise in aviation software solutions, OASES continues to drive innovation, operational efficiency, and customer satisfaction. SalamAir's adoption of Release 11 underscores the platform's ability to meet the evolving needs of modern aviation maintenance.

OTHER NEWS

Air cargo volumes from Asia Pacific origins are steadily recovering towards pre-Lunar New Year levels, with rates climbing and remaining higher than the same period last year, according to **WorldACD Market Data**.

Asia Pacific recovery

In week 8 (17 to February 23), chargeable weight flown from Asia Pacific origins rose by 6%, following a 20% rebound in week 7, bringing volumes close to mid-January levels. Asia Pacific to Europe tonnages increased by 5%, driven by a strong rebound from Japan (19%), alongside gains from South Korea (7%), Vietnam (8%), and Thailand (18%). China to Europe tonnages rose by 5%, while Hong Kong volumes remained flat.

Asia Pacific to USA demand

Cargo demand from Asia Pacific to the USA rose by 5%, with notable increases from Hong Kong and Japan (11%), South Korea (9%), Taiwan (9%), and Vietnam (10%). Average spot rates to the USA climbed by 4%, reaching close to US\$5

per kilo. China to USA rates rebounded by 9% to US\$4.08 per kilo, while Hong Kong to USA prices rose by 4% to US\$4.02 per kilo. Japan and South Korea rates remained high at US\$6.75 and US\$5.73 per kilo, respectively.

Global Market trends

Global air cargo volumes rose by 1% week-on-week, with Asia Pacific gains offset by declines in Central and South Asia (6%), North America (2%), and the Middle East and South Asia (1%). Average worldwide rates edged up by 2% to US\$2.32 per kilo, primarily due to Asia Pacific price increases.

Middle East and South Asia to Europe market

Demand from Middle East and South Asia to Europe remained stable before Ramadan, with increases from Dubai (23%), Sri Lanka (9%), and India (5%), while Bangladesh volumes fell by 10%. Spot rates from MESA to Europe dipped by 2% to US\$2.42 per kilo but remained 3% above last year's levels.

INDUSTRY PEOPLE



Matt Breslin

- IFS, a provider of enterprise cloud and Industrial AI software, has appointed **Matt Breslin** as President, North America. Breslin joins from Upland Software, where he served as Chief Revenue Officer, leading global go-to-market functions, including sales, marketing, strategic alliances and customer success. In his new role, he will leverage his extensive enterprise software leadership experience to accelerate IFS' growth and adoption of industrial AI in key markets. Breslin will focus on driving IFS' expansion across North America, targeting core industries such as manufacturing, energy, utilities & resources, aerospace and defence, construction and engineering, service and telecommunications. Before joining Upland Software, Breslin held senior leadership positions at Infor, SAP and Oracle. He

succeeds David Spencer, who is retiring, and will collaborate with him to ensure a smooth transition and continued success for IFS in North America.



Wilson Chen

- Jackson Square Aviation (JSA), a full-service commercial aircraft finance company, has announced that Wilson Chen, Chief Financial Officer and Executive Vice President of Operations, will retire from the company after more than 15 years of dedicated service, effective 30 June 2025. His successor will be announced in due course. "It is with mixed emotions that we announce Wilson's retirement, as he's a founding member of JSA," remarked **Kevin McDonald**, JSA's Chief Executive Officer. "Wilson has played a key role in shaping JSA into the strong and resilient company it is today. His unwavering commitment to our team members, customers, and mission has been a cornerstone

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of our success, through both prosperous and challenging times. Wilson leaves a legacy of trust, integrity, and leadership that will continue to guide us into the future. He will be missed but his positive impact on our Company will continue." Chen played a key role in the founding of JSA in 2010, bringing passion and drive that have become hallmarks of the company. His contributions were instrumental in JSA's transformation from a start-up into a company valued at over US\$10 billion. As CFO, Chen not only demonstrated financial and operational expertise but also brought a sense of humour and strong conviction to his leadership. His leadership set an example for JSA's team members and was pivotal in guiding the company through significant growth and transformation. The company expressed its gratitude for Chen's unwavering dedication and invaluable contributions.

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	
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@haero.com	+49-151-589-39560
(2) CF34-10E	Now - Lease				
(1) CF34-8C5	Now - Sale / Lease	ASI Aero	Dave Silvers	daves@asiaero.net	+561.931.6650
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-10E5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CF34-8C5A1	Now - Sale / Lease	Magellan Aviation Group	Bradley Hogan	engines@magellangroup.net	+1 704-504-9204
(2) CF34-3A	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(1) CF34-10E5A1	Now - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+ 1 954-478-7195



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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@ftaaviation.com	+1 786-785-0777
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B3/P	Now - Lease				
(1) CFM56-5B1/P	Now - Lease				
(1) CFM56-7B26	Now - Lease				
(3) CFM56-5C4	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B4/P	Now - Sale	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7040
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B26/3	Now - Lease				
(4) CFM56-5B6/P	Now - Sale				
(3) CFM56-5B5/P	Now - Sale				
(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				
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@ftaiaaviation.com	+1 786-785-0777

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(2) GTC331-200ER, (2) GTC131-9A, (1) GTC131-9B	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH					
(3) 3800702-2, (1) 3800708-1, (1) APS3200	Now - Lease	Magellan Aviation Group		apuleasing@magellangroup.net	+1 704.504.9204
(4) APU EMB145LR, Model: 4504113A	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(4) EMB145 LG Shipsets	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(1) GTC36-150	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, (3) 767 LG Shipset, (1) A320 Shipset, (5) A330 LG Shipset, (1) A330 Shipset		GA Telesis		landinggearsales@gatelesis.com	
GTC131-9A (2), GTC131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) GTC331-200, (1) GTC331-250	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				
(6) 131-9A, (2) 131-9B (Max compliant), (1) APS3200, (3) 331-500		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(4) 131-9B, (2) APS3200 "C", (1) 85-129H, (1) 331-350, (3) 331-200					
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				