

# Weekly Aviation Headline News



“  
And the power of the Boeing Company is in us all kind of rowing the boat together.  
”  
*Kelly Ortberg, CEO Boeing Co.*

## Boeing CEO looks to change insular culture

CEO Kelly Ortberg emphasises need for open communication across divisions

In a meeting with company employees this last Wednesday (March 5) Boeing CEO Kelly Ortberg made it clear he feels the company needs to change its culture by focusing on a more open culture where employees can feel free to speak openly and across all divisions. Notable comments such as “We’re very insular” and “we don’t communicate across boundaries,” as reported by Reuters news agency made his concerns very clear during an all-hands meeting webcast from St. Louis, Missouri, the headquarters of its defence and space division. He then went on to explain that teams within the massive company, which also includes commercial airplanes and global services divisions, “don’t work with each other as well as we could,” he said, adding that: “... the power of the Boeing Company is in us all kind of rowing the boat together.” This was followed by his conviction that a cultural change would boost morale for the company, which has more than 160,000 employees globally, and “the results will show in the marketplace.” Last year alone Boeing lost US\$12 billion and currently it still has problems with sales of its 737 MAX and 787 commercial jetliners, as well as problems with several fixed-price defence programmes, including two replacements for the U.S. presidential jet, Air Force One. Ortberg had previously admitted he felt Boeing had lost its

iconic status and that if the company was to resolve its problems relating to safety and quality, there needed to be an across-the-board culture change. Ortberg also said on Wednesday that his understanding of Boeing’s issues was informed



*Kelly Ortberg, CEO Boeing Co.*

in part by a culture working group composed of employees from across the company that was looking at its values and “probably more importantly” the company’s behaviours. He confirmed that he intended to create an action plan based in part on an employee survey conducted in February that received responses from 82% of staff. In discussing the results, he said: “I think they’re going to be brutal to leadership, quite frankly.” When an employee asked him about developing better managers, Ortberg responded by saying that the company was “going to step up the leadership development activity” and encouraged managers to listen to and care about their staff. Back in October 2024, Ortberg announced plans to reduce the company’s workforce of around 170,000 employees by 10%. The company issued at least 5,000 layoff notices in the U.S., mostly in November and December last year, according to publicly available records. Ortberg on Wednesday lauded Boeing employees’ commitment to the company through its years-long struggles. “You know, to be honest with you, the fact that we don’t have huge attrition in the company, given what we’ve been through, is shocking,” he said. “But it’s because people are like, I want to be a part of turning the company around, I want to be a part of getting Boeing back to the reason I joined the company.”

**AIRCRAFT & ENGINE NEWS**

**Aviation Capital Group delivers Airbus A350-900 to Air France**

Aviation Capital Group (ACG), a global aircraft asset manager, has delivered one Airbus A350-900 aircraft on long-term lease to Air France. The aircraft, powered by Rolls-Royce Trent XWB Turbofan engines, is part of a multi-aircraft sale-leaseback transaction between ACG and Air France. This delivery marks ACG's first lease agreement with an airline to include sustainability-linked key performance indicators (KPIs). "We are honoured to support our long-time customer Air France with their fleet transformation and the financing of this next-generation wide-body aircraft. This transaction marks ACG's inaugural lease agreement with an airline to include sustainability-linked KPIs," said Marine Benoit, Vice President, Marketing at ACG. Air France, founded in 1933, is the flag carrier of France and a subsidiary of the Air France-KLM Group. Headquartered in Tremblay-en-France, it operates domestic and international passenger and cargo services to over 200 destinations across the globe. Air France is a founding member of the SkyTeam alliance and is known for its commitment to innovation, sustainability, and premium customer service. ACG specialises in commercial aircraft leasing and aviation finance, offering tailored aircraft asset management solutions to meet its customers' fleet management needs. The inclusion of sustainability-linked KPIs in this lease underscores ACG's dedication to supporting environmental responsibility in the aviation sector. This partnership is expected to further Air France's ongoing fleet renewal programme, which aims to enhance operational efficiency while reducing environmental impact.



Air France has taken delivery of one A350-900 aircraft from ACG

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**Norwegian to acquire ten Boeing 737-800 aircraft to strengthen fleet strategy**



Norwegian will buy ten Boeing 737-800 aircraft currently leased within its fleet

© Norwegian

Norwegian has announced an agreement to purchase ten Boeing 737-800 aircraft currently leased within its fleet, with the transaction expected to close in the first quarter of 2025. The acquisition, made on favourable terms, marks a key step in securing Norwegian's future fleet. The deal will enhance financial flexibility, align with the airline's long-term strategy, and reduce overall ownership costs. "The overall terms achieved are attractive for Norwegian and the transaction fits well with our long-term fleet and ownership strategy. The aircraft being acquired are an integral part of Norwegian's existing fleet and will through this deal continue to operate across our attractive and growing route network. This move is expected to deliver both short and long-term cost savings, as well as provide additional flexibility for future fleet planning," said CEO Geir Karlsen. The transaction will be initially funded through Norwegian's cash on hand, with long-term financing arrangements to follow. The airline expects to record a non-recurring gain of approximately NOK 570 million upon completion, reflecting the favourable pricing and reduction of existing lease liabilities. Additionally, the transaction is projected to generate recurring cost savings net of financing costs of around NOK 200 million per year. (€1.00 = NOK11.73 at time of publication).

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**flynas secures Murabaha financing agreement to acquire A320neos**

flynas has announced the successful closure of a Murabaha financing agreement with Bank AlJazira worth SAR 495 million (US\$132 million) to finance the acquisition of three state-of-the-art Airbus A320neo aircraft. This initiative forms part of the airline's ongoing efforts to support the Saudi financial sector and enhance its competitiveness by developing sophisticated financial products tailored for aviation. The agreement aligns with flynas' strategy to foster stronger collaboration between the aviation industry and local financial institutions, contributing to the creation of advanced financial products that enhance the Saudi financial market and provide unique investment opportunities for the local banking sector. It also underscores flynas' commitment to prioritising Saudi companies in benefiting from its future expansions, thereby building a robust and integrated aviation ecosystem that supports the objectives of Saudi Vision 2030. The Airbus A320neo aircraft represent the latest in cutting-edge technology, offering enhanced fuel efficiency, lower emissions, and a more comfortable passenger experience. This acquisition will further strengthen flynas' fleet capabilities, enabling the airline to expand its network and provide best-in-class services to its passengers.



flynas has secured a Murabaha financing agreement with Bank AlJazira to finance the acquisition of three A320neos

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**AIRCRAFT & ENGINE NEWS**

**Kuehne+Nagel opens Rolls-Royce aircraft engine hub in Dubai**



Ribbon-cutting ceremony at the new facility in Dubai

© Kühne+Nagel

Trent XWB — Rolls-Royce’s most powerful engine, with a three-metre diameter fan and weighing nearly 17 tonnes — along with spare parts, units and nacelles. During the inauguration ceremony on February 27, 2025, Adrian Cuthell, Senior Vice President On-Wing Operations and Logistics at Rolls-Royce stated: “The strategic location, reliability and trust in Kuehne+Nagel’s logistics solutions, along with our long-standing global partnership, were key factors in selecting them to operate our hub in Dubai.” Kuehne+Nagel supports Rolls-Royce across multiple locations, including the USA, Europe, the Middle East, and Asia, by delivering customised logistics solutions supporting their aerospace logistics needs.

Kuehne+Nagel UAE has inaugurated a purpose-built hub in Dubai to streamline the delivery of Rolls-Royce aircraft engines across the Middle East. Rolls-Royce, a prominent global supplier of aircraft engines for civil aerospace, operates distribution centres in the Netherlands, the U.S., and the U.K. The expansion of its UAE facility is part of preparations for the new Al Maktoum Airport in Dubai and the anticipated increase in air traffic. The 3,000 m<sup>2</sup> facility, located within Kuehne+Nagel’s existing hub in Dubai South, has undergone extensive refurbishment to enhance fulfilment operations. It features a custom-fitted electric overhead travelling crane with a lifting capacity of 25 tonnes, alongside a parallel 64-metre-long runway and travelling bridge. This automated system improves safety and security for both staff and goods while enhancing overall efficiency. The centre will accommodate the entire Rolls-Royce Trent high-bypass turbofan family, ranging from smaller engines to the

**H125 gains FAA certification for single pilot IFR capability**

The H125’s single pilot instrument flight rules (IFR) capability has been certified by the U.S. Federal Aviation Administration (FAA), paving the way for first deliveries in 2025 from Airbus Helicopters’ assembly line in Columbus, Mississippi. This new feature, developed in collaboration with Moog’s Genesys Aerosystems, comprises an upgraded cockpit and a new autopilot, along with redundant hydraulic and electrical systems. IFR capabilities will enable pilots to operate the aircraft more safely in low visibility and challenging weather conditions, thanks to advanced avionics and autopilot. The system offers enhanced situational awareness and reduces pilots’ workload during operations, all while maintaining the flight capabilities that have made the H125 the undisputed leader in the light single-engine segment for its unrivalled power, safety, versatility, and manoeuvrability. “By adding this functionality to a light single-engine helicopter, Airbus Helicopters enables operators to carry out complex operations at a reduced operating cost. This new IFR feature will expand the helicopter’s mission capabilities in all weather conditions, especially for critical missions such as public services, including law enforcement, emergency medical services, and pilot training – missions that are in high demand worldwide, and particularly in North America,” said Jérôme Ronssin, Head of Light Helicopters Programme at Airbus Helicopters.



H125 helicopter

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**MRO & PRODUCTION NEWS**

**Karen strengthens partnership with Horix Aerospace**



AW139 helicopter for disassembly

© Horix Aerospace

Karen, Switzerland's largest private helicopter MRO (maintenance, repair, and overhaul) provider, has announced the acquisition of an AW139 helicopter for disassembly. The company has also established a further consignment agreement with Horix Aerospace, under the 'Horix Trust Consignment Program', to remarket the materials recovered from the disassembled helicopter. This new collaboration involves the first-ever AW139 helicopter disassembly in Switzerland, cementing Karen's status as a leading European centre of excellence for the disassembly, recertification and management of Leonardo Helicopter materials. Luca Carlino, Director of Operations at Karen, expressed the importance of this extended partnership with Horix, highlighting the value of their positive track record. He noted that the agreement allows Karen to stay focused on its core operations and maintenance, while Horix effectively manages the spare parts inventory chain. With operational bases in Switzerland and multiple locations across Europe and Africa, this collaboration further enhances Karen's operational efficiency and reliability. Marco Tauffer, Chief Commercial Officer at Horix Aerospace, also commented on the agreement, expressing excitement about supporting Karen's growth. He emphasised the benefits of adding the AW139 platform to their inventory of used serviceable

materials (USM) through the Trust Consignment Program. Tauffer reflected on a highly successful year for Horix, with an increasing number of consignment agreements demonstrating the mutual advantages of their collaborative model. This partnership exemplifies the growing trend of businesses in the helicopter maintenance sector relying on consignment programmes to meet operational needs.

**Dedienne Aerospace and CFM International renew LEAP tooling licence**

Dedienne Aerospace and CFM International have renewed their CFM LEAP tooling licence for ten years, reinforcing their strong partnership built on nearly a decade of trust and expertise. Since 2015, Dedienne Aerospace has supported 163 customers worldwide, enhancing their capabilities for CFM engines. The company has supplied high-quality equipment to support the LEAP global MRO ecosystem, meeting the tooling needs of Safran Aircraft Engines and GE Aerospace engine shops, Premier MRO shops and numerous third-party MROs, contributing to improved operational performance. During this period, Dedienne Aerospace has expanded its global service footprint, establishing itself as a trusted partner for LEAP-licensed MROs. The company's innovative approach and technical expertise have enabled it to meet the evolving demands of the engine maintenance industry. With the rising demand for tooling and the increasing complexity of maintenance operations—particularly in performance restoration and full overhauls—Dedienne Aerospace is prepared to deliver reliable, high-quality tooling to support the global MRO network effectively.

**ITP Aero opens advanced manufacturing centre in Zamudio, Spain**

ITP Aero, a global aerospace propulsion company majority-owned by Bain Capital, has officially inaugurated its advanced manufacturing centre, ADMIRE, in Zamudio (Bizkaia, Spain). The company has invested €24 million in this new facility, which will support the development of new materials, complex components and enhanced repair solutions. The centre will also play a key role in addressing the rapidly growing demands of commercial aviation and the emerging needs of the future combat air system (FCAS). ADMIRE is expected to employ over 150 highly skilled professionals and will serve as a catalyst for innovation and job creation in the Basque Country. The inauguration ceremony was attended by high-profile figures, including Spanish Prime Minister Pedro Sánchez and Basque Government Lehendakari Imanol Pradales, alongside other industry leaders. ITP Aero's CEO, Eva Azoulay, emphasised the company's commitment to sustainable aviation, noting that ADMIRE would play a pivotal role in meeting the technological demands of the future aviation engine market. She also highlighted the centre's significance in strengthening Spain's position as a key player in the global aerospace industry. Bain Capital, which became ITP Aero's majority shareholder in 2022, has supported the company's aggressive growth strategy, resulting in over €235 million of investments. This includes the acquisition of BP Aero in the United States, a new casting plant, and a logistics centre in Querétaro, Mexico. These investments have bolstered ITP Aero's expansion, driven record growth and added 1,200 new employees over the past two years. With commercial aviation now accounting for 70% of its business, ITP Aero's growth is a direct reflection of the sector's dynamism. The company powers six aircraft take-offs every minute worldwide and is involved in 40% of the commercial engines delivered annually. Looking to 2025, ITP Aero plans to further expand its global presence and maintain its leadership in the commercial MRO market through organic investments and strategic acquisitions. (€1.00 = US\$1.08 at time of publication).



Inauguration ceremony of ITP Aero's advanced manufacturing centre, ADMIRE, in Zamudio (Bizkaia, Spain)  
© ITP Aero

**MRO & PRODUCTION NEWS**

**Muirhead unveils BioPRO® foam**



Muirhead has unveiled BioPRO, the first naturally fire-resistant, protein-based aviation biofoam © Muirhead

Muirhead, a frontrunner in high-performance aviation leather, has introduced its ground-breaking BioPRO® foam – the world’s first naturally fire-resistant, protein-based aviation biofoam. This patented innovation is produced using hydrolysed collagen, a by-product of Muirhead’s leather manufacturing process. Containing 20% bio-content, the product eliminates harmful substances such as melamine and PFAS (‘forever chemicals’) found in traditional seat foams, offering enhanced fire safety, durability, passenger comfort and clear environmental benefits. By combining leather seat covers with BioPRO® cushions, Muirhead now provides a seamless, all-in-one seating solution with consistent aesthetics and precise dimensions. This fully integrated approach simplifies the development process, reduces lead times and streamlines the supply chain with a single point of contact. Dr Warren Bowden, Head of Innovation and Sustainability at Muirhead and Scottish Leather Group, said: “By incorporating our own bio-protein into the foam’s chemistry, we’ve eliminated the need for harmful additives while improving durability. This sets a new benchmark for next-generation seat foam technology and reflects our commitment to vertically integrated, circular manufacturing.” Muirhead chemically bonds collagen to the foam chemistry, resulting in a seat foam that is stronger, more durable, and intumescent. This process ensures that the bio-content becomes a functional part of the foam, eliminating internal abrasion and extending its lifespan. The product is designed to adapt, providing targeted support for different body types. Independent testing confirms its exceptional ergonomic performance, ensuring a superior seating experience for a diverse range of passengers. While traditional foams are cut from large blocks, BioPRO® is moulded to the customer’s precise specifications. This unique approach reduces waste and offers complete customisation for airlines, seat OEMs, and airframe manufacturers. The moulded cushions guarantee consistent shape and size, ensuring uniform aesthetics throughout the cabin.

**FL Technics joins ALTA and expands MRO network in Latin America**

The Latin American and Caribbean Air Transport Association (ALTA) has welcomed FL Technics as a new member. FL Technics is a globally recognised company providing aircraft MRO services, including base and line maintenance, engine repair services, technical training, continuous airworthiness and design engineering solutions, as well as parts trading, asset management, and aerospace logistics services. The company has ambitious plans for expansion in the region. “FL Technics is a key player in the aviation sector and recognises that Latin America is a dynamic and growing market. That is why, since last year, it has been building a state-of-the-art MRO facility at Punta Cana International Airport, the second-busiest airport in the Caribbean,” said José Ricardo Botelho, CEO of ALTA, as he welcomed the company to the association. The first phase of this ambitious project, which will be completed after two years of development, includes a 52,000 m² facility with a 20,000 m² hangar, five maintenance bays, and a comprehensive complex of support workshops. With this infrastructure, FL Technics aims to support the growing fleet of narrow-body aircraft in the region. The new maintenance facility will leverage FL Technics’ FAA and EASA Part-145 certifications to provide world-class base and line maintenance services, enhancing aircraft availability and operational efficiency. The second phase of the project will add seven additional maintenance bays, reaching a total capacity of 12, positioning Punta Cana as a strategic hub for regional aviation. The third phase of the project will add eight additional maintenance bays, reaching a total capacity of 20. Thus, airlines at Punta Cana International Airport and the Punta Cana Free Trade Zone will have access to a comprehensive range of services, including heavy maintenance works, transit checks, component repairs, cabin modifications, among others. With this project, FL Technics not only strengthens its presence in the Americas but also expands its global MRO network, which includes facilities in Lithuania (Vilnius and Kaunas), the United Kingdom (Scotland – Prestwick), Indonesia (Jakarta and Bali Island). By adding the Dominican Republic facility, the company’s total hangar space will reach 86,000 m².



FL Technics has joined ALTA, the Latin American and Caribbean Air Transport Association © FL Technics

**Fly Across MRO joins Embraer’s global service network**



Fly Across MRO will provide base maintenance services for Embraer’s Phenom and Praetor series aircraft © Embraer/ Phenom 300 jet

Embraer has announced the addition of Fly Across MRO to its network of authorised service centres for executive jets, enhancing its maintenance capabilities in Mexico. The Mexican company will now provide base maintenance services for Embraer’s Phenom and Praetor series aircraft at Toluca International Airport. The agreement also covers maintenance services for the Legacy 450 and Legacy 500 jet models. Fly Across MRO will offer both scheduled and unscheduled maintenance, including Aircraft on Ground (AOG) support and drop-in services. The authorisation follows a rigorous evaluation process, ensuring Fly Across MRO meets Embraer’s stringent quality and safety standards. This partnership positions the company as a crucial maintenance provider for Embraer jet operators in the region, delivering inspection, repair, and maintenance services backed by one of the most reputable manufacturers in the aerospace industry. With this certification, Fly Across MRO significantly expands its service offerings, catering to a wider range of Embraer aircraft models. The collaboration aims to enhance operational efficiency and safety for customers, offering a reliable maintenance solution for business jet operators in Mexico and Latin America. Embraer’s global Executive Jets service network consists of eight Embraer-owned service centres and 74 authorised service centres, including 44 across the Americas. The company recently increased its MRO capacity for business jets in the United States, with additional maintenance lines established at Dallas Love Field in Texas, Cleveland, Ohio, and Sanford, Florida. The partnership with Fly Across MRO reinforces Embraer’s commitment to providing world-class support to its growing customer base.

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**FINANCIAL NEWS**

**Spirit AeroSystems reports fourth-quarter loss of US\$ 577 million**

Spirit AeroSystems reported a US\$577 million fourth-quarter operating loss on Friday, 28 February, compared with US\$215 million in operating income a year earlier, which had been bolstered by a funding agreement with key customer Boeing. The major supplier to the U.S. planemaker reported steep losses for 2024, after warning in November that there was “substantial doubt” it would be able to continue as a going concern. Spirit, which produces aerostructure parts for both Boeing and rival Airbus, said its deliveries were up on models for both planemakers during the quarter. “We are seeing the results of our process improvement initiatives this quarter with a meaningful increase in both the quality and number of deliveries. Deliveries were up twofold on the Boeing 737, 37% on the Airbus A220 and 15% on the Airbus A350 compared to the prior quarter,” said Irene Esteves, Executive Vice President and Chief Financial Officer, Spirit AeroSystems. “We believe this progress demonstrates that, with the right customer support, we are able to meet current demands while also investing for future production rate increases.” Boeing is in the process of acquiring its Wichita-based former subsidiary in a deal expected to close this year. Spirit Aero reported free cash flow of US\$91 million during the quarter, compared with US\$42 million a year earlier. Revenue declined by 9% to US\$1.65 billion during the quarter.

**Thales delivers solid results in 2024**

Thales, renowned for its expertise in defence, aerospace, cybersecurity and digital technologies, delivered solid results in 2024, maintaining steady sales momentum and achieving an order intake of over €25 billion. This significant order book provides excellent visibility for all the group’s operations, reinforcing confidence in its long-term outlook. Order intake for the 2024 financial year increased by 9% compared to 2023, reaching €25,289 million, with a 6% rise on an organic basis (at constant scope and exchange rates). This growth was driven by strong demand in the defence segment and continued momentum in the aerospace business. As of December 31, 2024, the consolidated order book stood at nearly €51 billion — an increase of €5.4 billion compared to the previous year. Sales reached €20,577 million, up 11.7% from 2023, with organic growth of 8.3%. This robust performance was particularly underpinned by the solid contribution of the Defence business throughout the year. Adjusted EBIT amounted to €2,419 million, representing 11.8% of sales, compared with €2,132 million (11.6% of sales) in 2023, an increase of 13.4% (5.7% on an organic basis). Adjusted net income, group share, stood at €1,900 million, marking a 7% increase from 2023. Consolidated net income, group share, reached €1,420 million, reflecting a sharp rise of

**MRO & PRODUCTION NEWS**

**AAR signs exclusive distribution deal with Chromalloy**

AAR CORP, a provider of aviation services to commercial and government operators, MROs, and OEMs, has signed an exclusive distribution and license agreement with Chromalloy’s subsidiary, BELAC LLC, for parts manufacturer approval (PMA) high-pressure turbine blades for PW4000 engine platforms. The multi-year agreement guarantees stock levels for the sought-after T1 blade, ensuring reliable supply for this high-value engine platform. This partnership complements an existing distribution agreement between AAR and BELAC for T1 and T2 turbine blades used in the CF6-80C2 engine platform, further enhancing AAR’s engine parts portfolio. BELAC’s turbine blades are designed for enhanced durability, offering downstream cost savings for operators. “BELAC products are engineered to provide enhanced durability and deliver downstream cost savings. By collaborating with AAR, we are able to offer additional engine material options and enhance supply chain reliability for the global aviation market,” said Mike Zerbe, General Manager of BELAC. Sal Marino, AAR’s Senior Vice President of Parts Supply, emphasised the importance of this collaboration in meeting customer needs. “AAR is focused on delivering cost-saving solutions to our global customer base. We are pleased to expand AAR’s engine portfolio and support the continued growth of our product offerings through this relationship with Chromalloy.” The agreement strengthens AAR’s position as a trusted distributor of high-quality engine components, supporting global aviation supply chain reliability while offering cost-effective solutions to operators worldwide.



© Chromalloy

**Jet Aviation Singapore gains ACJ service centre accreditation**



David Best, Jet Aviation’s SVP Regional Operations for the Americas and interim APAC (r) and Chadi Saade, President of ACJ (l)  
© Jet Aviation

Jet Aviation has announced that its Singapore facility has received accreditation to perform authorised maintenance, refurbishment, and warranty work as part of the Airbus Corporate Jets (ACJ) service centre network. This makes Singapore the third Jet Aviation maintenance site to join the network and the only member in the Asia-Pacific region. The agreement allows Jet Aviation Singapore to carry out maintenance, modifications,

warranty claims, cabin refurbishments and software upgrades for ACJ 318/319/320/321-series aircraft in Asia-Pacific. The signing ceremony at Seletar Airport, Singapore, was attended by David Best, Jet Aviation’s Senior Vice President of Regional Operations for the Americas and interim APAC, along with Chadi Saade, President of Airbus Corporate Jets. “Singapore is a key business aviation maintenance hub in Asia-Pacific, with excellent connectivity to the region and beyond,” said David Best. “This extension of our on-site capabilities builds on our global partnership with ACJ and our commitment to providing seamless service for Airbus customers.” Chadi Saade added: “We are delighted to extend our long-term partnership with Jet Aviation. This milestone expands our ACJ service centre network into Asia, further meeting our operators’ needs globally.” Jet Aviation has been operating in Singapore since 1995, offering maintenance, FBO and flight services. The site features six hangars spanning 15,000 square metres and provides heavy base maintenance, refurbishment, aftermarket services, PPI, and AOG. The facility holds EASA Part 145 approval alongside certifications from eight countries. Jet Aviation, a wholly owned subsidiary of General Dynamics, employs around 4,000 staff across 50 locations worldwide, offering aircraft management, sales, charter, completions, government programmes, FBO, maintenance and staffing services.

39%, largely due to the absence of non-recurring expenses related to the Thales UK Pension Scheme, which had impacted 2023 figures. Free operating cash flow from continuing operations amounted to €2,142 million, up from €1,968 million in 2023. Including the contribution of discontinued operations, free operating cash flow totalled €2,027 million, in line with the

previous year’s figure of €2,026 million. Based on continuing operations, the cash conversion ratio of adjusted net income into operating free cash flow stood at 114%, exceeding 100% for the fifth consecutive year. This exceptional performance reflects the strong momentum of new orders, the phasing of cash inflows from contract execution, and the ongoing success of the Group’s CA\$H!

**FINANCIAL NEWS**

plan aimed at optimising cash conversion. In addition to its financial achievements, Thales excelled in non-financial performance. The group's Corporate Social Responsibility (CSR) strategy was recognised with its inclusion in the CAC 40 ESG index in 2024, reflecting its commitment to sustainable business practices. Looking ahead to 2025, Thales embarks on its new strategic roadmap, unveiled in November 2024. With a firm foundation in leadership across high-growth markets and a continued focus on innovation, the group is well positioned to achieve profitable and sustainable growth in the coming years. (€1.00 = US\$1.08 at time of publication).

**Astronics reports record aerospace sales in Q4 2024**

Astronics Corporation has reported financial results for the fourth quarter of 2024. Fourth quarter sales increased 6.8% to US\$208.5 million, while sales for the full year of 2024 were up 15.4% to US\$795.4 million. Growth in sales were driven by the Aerospace segment due to continued strength in demand primarily from the Commercial Transport market. Consolidated net loss for the fourth quarter was US\$2.8 million, compared with net income of US\$7.0 million in the prior-year period. Adjusted net income increased US\$10.3 million to US\$16.8 million. Adjusted EBITDA increased 27% to US\$31.5 million and was 15.1% of consolidated sales, primarily as a result of increased profitability from higher sales. Aerospace segment sales of US\$188.5 million increased by US\$19.8 million, or 11.7% in the fourth quarter. Growth was driven by a 13.5% rise, or US\$16.7 million, in Commercial Transport sales, primarily due to increased demand for cabin power and inflight entertainment & connectivity (IFEC) products within the Electrical Power & Motion and Avionics product groups. This was partially offset by lower sales of commercial lighting and safety products due to the Boeing strike. Military Aircraft sales rose by US\$7.2 million, or 41.6%, to US\$24.5 million, driven by higher demand for Lighting & Safety products and progress on the FLRAA programme. General Aviation sales decreased by US\$2.5 million, or 12.3%, to US\$17.7 million. Aerospace segment operating profit reached US\$16.8 million, or 8.9% of sales, despite a US\$4.8 million adjustment in legal reserves related to the previously discussed UK judgement, US\$3.0 million in litigation-related legal expenses, US\$1.7 million in warranty expenses linked to field modifications, and a non-cash reserve of US\$1.0 million associated with a customer bankruptcy. Adjusted Aerospace operating profit stood at US\$30.2 million, or 16.0% of sales, reflecting gains from higher volume and improved production efficiencies. Aerospace bookings were US\$182.5 million, with a book-to-bill ratio of 0.97:1. The Aerospace segment's backlog stood at US\$537.6 million at the end of 2024.

**MRO & PRODUCTION NEWS**

**Collins Aerospace opens new EDTC in India**



The new EDTC in Bengaluru, India

© RTX

Collins Aerospace has opened its new Engineering Development and Test Centre (EDTC) at the company's North Gate campus in Bengaluru, India. The new facility streamlines product development, testing, and certification of components locally, accelerating the introduction of aerospace technologies to market. The state-of-the-art facility houses comprehensive testing equipment to ensure aerospace

systems meet the highest global safety and performance standards. These tests simulate harsh aircraft operating conditions and address potential issues, including extreme temperatures, high altitudes, vibration and electromagnetic interference. By conducting these tests locally, Collins can identify necessary adjustments earlier in the development process, enhancing product design while reducing both time and cost. Initially, the EDTC will support Collins Aerospace's avionics, advanced structures, interiors and power and controls businesses. In the future, the facility will expand to serve all RTX businesses, supporting a broader range of aerospace and defence applications and enabling shared innovation across the company's diverse product portfolio. Collins Aerospace has been investing in India for over two decades, with a growing footprint that now includes more than 6,000 employees in engineering, digital, manufacturing, operations and supply chain functions. The EDTC further strengthens India's role as a global hub for aerospace innovation, reinforcing Collins Aerospace's long-term commitment to the country.

**RTX collaborates with JetZero on blended wing aircraft demonstrator**

RTX has entered into three agreements with JetZero, the developer of an innovative blended wing body aircraft, to supply key systems for the company's full-scale demonstrator. Pratt & Whitney will integrate the PW2040 engine and auxiliary power unit (APU), while Collins Aerospace will provide the nacelle and propulsion



Rendering of JetZero Z4 jetliner

© JetZero

mounting structure. Both Pratt & Whitney and Collins Aerospace are part of RTX. Juan de Bedout, RTX's Chief Technology Officer, stated, "The aviation industry is focused on efforts to reduce operational costs by improving fuel efficiency and RTX has an extensive portfolio of technologies to help companies like JetZero do just that. Together, JetZero and RTX will play an important role in redefining the future of commercial and military aviation." JetZero is aiming to achieve a 50% reduction in fuel consumption based on the aerodynamic efficiency of the blended wing body design, with test flights scheduled to begin in 2027. Under the new agreements, RTX will supply several critical systems for JetZero's demonstrator. Pratt & Whitney will integrate its PW2040 engine, which is part of the PW2000 engine family delivering between 37,000 and 43,000 pounds of thrust. This engine powers all models of the Boeing 757 aircraft, while its military variant, the F117, is the exclusive powerplant for the C-17 Globemaster III aircraft. The PW2040 model engine also powers the U.S. Air Force's C-32A aircraft, the military version of the 757. Pratt & Whitney Canada will provide the APS3200 APU, a system produced using advanced manufacturing techniques such as composites. Nearly 3,800 APS3200 units have been manufactured and certified for various aircraft. Collins Aerospace will design and produce nacelle structures, including the inlet, fan cowl, fan duct, fairings and engine support structures. Collins has decades of experience designing, certifying and manufacturing nacelles for major commercial aircraft programmes such as the Boeing 787, Airbus A350, A320neo, A220 and Embraer E2. The demonstrator will validate key technologies that could benefit various customers, including commercial passenger planes, cargo transports and military aircraft – with potential applications for future aerial refuelling tankers.

**FINANCIAL NEWS**

**Lufthansa Group achieves record revenue despite challenges in 2024**

In 2024, the Lufthansa Group achieved record revenue of €37.6 billion, reflecting a six percent increase compared to the previous year's €35.4 billion. This growth was driven by a higher flight offering, making 2024 the most lucrative year in the company's history. However, the Group's operating profit (Adjusted EBIT) fell to €1.6 billion from €2.7 billion in 2023, with the operating margin declining from 7.6 percent to 4.4 percent. The decline in profitability was attributed to various factors, particularly in the first half of the year. Strikes impacted the Passenger Airlines division by approximately €450 million, while a sharp increase in industry-wide capacity led to a fall in average yields at the start of the summer. Additionally, higher operational costs, particularly in Germany, along with delayed aircraft deliveries, weighed heavily on performance. Net profit decreased less significantly, reaching €1.4 billion (previous year: €1.7 billion), partially due to lower interest expenses. The Lufthansa Group Passenger Airlines welcomed 131 million passengers in 2024, marking a seven percent increase on the previous year. The passenger load factor rose to a record 83.1 percent, with July and August standing out as two of the strongest months

**IBC Advanced Alloys posts financial results**



IBC Advanced Alloys has reported its financial results © IBC Advanced Alloys

IBC Advanced Alloys has posted financial results for the quarter and six-months ended December 31, 2024. Sales at IBC's continuing operations (its Copper Alloys division) for the six months ended December 31, 2024, decreased by 29.4% compared to the same period in the previous year. This decline was primarily driven by two large, non-recurring orders in the comparable period of 2024, totalling approximately US\$3.2 million and by a slight dip in market demand. The year-on-year decrease in gross profit

and gross margin in the Copper Alloys division was attributed to higher labour and overhead costs as a proportion of revenue compared to the same quarter last year. On a consolidated basis, operating income and adjusted earnings before interest, taxes, depreciation and amortisation (Adjusted EBITDA) for the six months ended December 31, 2024, were lower year on year, primarily due to the Engineered Materials (EM) division continuing to incur costs after its discontinuation. In addition to the lower margin from the Copper Division compared to the previous year, the consolidated loss for the six months ended December 31, 2024, of US\$2.6 million was mainly due to ongoing closing costs at the EM division, higher-than-usual corporate SG&A expenses (resulting from the EM division closure), and interest costs. IBC expects the EM division's closing costs and SG&A expenses to decrease once all closure activities are completed in December 2024. As of January 1, 2025, the only ongoing EM division costs are related to the premises' lease commitment. "IBC's Copper Alloys division experienced slightly softer market demand in the first half of the fiscal year, although the majority of the relative decline in sales during this period was due to two relatively large, non-recurring sales we had in the same period last year," said Mark A. Smith, Executive Chairman and CEO of IBC. "We observed some increased uncertainty in the market due to the 2024 election period, as did many other industries, but we expect this to resolve over the balance of calendar year 2025." IBC anticipates a charge to operations regarding the discontinuation of the Engineered Materials division's operations and is negotiating with the building landlord to minimise such costs.

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**FINANCIAL NEWS**

in the company's history at nearly 88 percent. Despite this, average yields fell by 2.6 percent year on year, with the sharpest decline of nearly ten percent recorded in the Asia/Pacific region. Unit revenues (RASK) dropped by 4.3 percent due to high compensation payments related to flight disruptions, while unit costs increased by 1.9 percent due to strikes and inflation in fees, materials, and personnel costs. The Group's Passenger Airlines reported an Adjusted EBIT of €1.0 billion, down from €2.0 billion in the previous year. Lufthansa Airlines saw the largest decline in earnings, falling by €948 million due to delayed aircraft deliveries, increased location

and personnel costs, and higher compensation expenses. In contrast, SWISS maintained its strong performance with an Adjusted EBIT exceeding €800 million, while Eurowings repeated its result of over €200 million. Brussels Airlines recorded its best-ever profit at €60 million, and Austrian Airlines posted an Adjusted EBIT of €76 million. Lufthansa Airlines is making progress with its turnaround programme, introduced eight months ago to enhance efficiency, reduce complexity, and improve product quality. Early results show improvements in punctuality and regularity, with the new City Airlines subsidiary playing a key role in operating short-haul flights more efficiently. The programme is expected to generate a gross effect of €1.5 billion on EBIT by 2026, rising to €2.5 billion by 2028. Lufthansa

Technik capitalised on the strong demand for maintenance, repair, and overhaul (MRO) services, generating an Adjusted EBIT of €635 million. The company secured new contracts worth €7.5 billion, ensuring revenue growth and planning stability for the coming years. A new plant in Portugal will open by 2027, creating 700 jobs for the repair of engine parts and aircraft components. Lufthansa Cargo posted an operating profit of €251 million, driven by a robust recovery in airfreight demand and strict cost management. The company benefited from strong e-commerce business from Asia, shifting freighter capacities from the North Atlantic to the Asia/Pacific region. (€1.00 = US\$1.08 at time of publication).

**MILITARY AND DEFENCE**

**French Air and Space Force selects PC-7 MKX for military pilot training**



Pilatus PC-7 MKX aircraft

© Pilatus

The French Procurement Agency, Direction Générale de l'Armement (DGA), has chosen the Pilatus PC-7 MKX as the new training system for the French Air and Space Force. The fleet of 22 PC-7 MKX aircraft will be used to deliver basic training for military pilots, with deliveries set to commence in 2027. In early 2025, Babcock France secured the prestigious "Mentor 2" contract, a 17-year agreement to provide training services based on the PC-7 MKX. This comprehensive package will not only include the aircraft but also ground-based training systems, developed partly in partnership with the French industry. Pilatus will supply simulators, computer-based training solutions, and mission planning and debriefing systems, ensuring a fully integrated training programme. The new contract will complement the existing pilot training system already in operation. Since 2018, the Armée de l'Air et de l'Espace has been conducting advanced military pilot training with the Pilatus PC-21 at Base Aérienne 709 in Cognac-Châteaubernard. The fleet of 26 PC-21 aircraft, delivered in two batches, has played a crucial role in training the next generation of French military pilots. With the introduction of the PC-7 MKX for basic training, the French Air and Space

Force will now rely exclusively on Pilatus aircraft for all phases of military pilot training. This unified training approach marks a significant step in modernising France's military pilot training programme, ensuring consistency and operational efficiency across all stages of pilot instruction.

**OTHER NEWS**

A recent survey by **Honeywell** has revealed that nearly all U.S. airline passengers (98%) would consider using electric vertical take-off and landing vehicles (eVTOL), commonly referred to as air taxis, as part of their travel journey. These advanced air mobility (AAM) aircraft, which are piloted and designed to offer a quicker and more convenient alternative to ground transport, are expected to launch passenger services overseas before entering the U.S. market. The survey, involving 1,000 U.S. adult travellers, highlights a growing demand for faster transport options to and from airports. Almost 80% of respondents said they would travel more frequently if air taxis were available for airport transfers. The primary appeal lies in saving time, with nearly half (47%) citing the ability to avoid traffic as a key motivator. Additionally, 61% identified convenience and cost as influential factors, while others were drawn by the environmental benefits (44%) and the novelty of the experience (44%). "Anyone who travels regularly knows that the journey to and from the airport often adds unwelcome time, cost and hassle to the overall trip," said Dave Shilliday, Vice President and General Manager of Advanced Air Mobility at Honeywell Aerospace Technologies. "Air taxis can offer a safe, fast and innovative alternative to traditional transport methods. Our research indicates significant appetite for such services already exists – but like any new technology, consumers need to feel confident about safety, cost and reliability. Air taxis may sound like science fiction to some, but we're not far from a time when they could become a regular part of travel." Millennials showed the highest enthusiasm for air taxis, with 65% expressing interest, compared to 58% of all respondents. Frequent travellers and business passengers were also more inclined to use the service, with 67% of those taking more than ten flights a year indicating interest, along with 60% of business travellers. The most common intended use for air taxis would be travel between cities less than 100 miles apart, such as the journey between New York and Philadelphia, which could take under an hour compared to up to three hours by car. Despite the positive outlook, safety remains a top priority. Almost two-thirds (65%) of participants cited safety as a critical consideration, highlighting the importance of building consumer confidence in the new technology. Honeywell's Advanced Air Mobility division is actively working with aircraft manufacturers and regulators to accelerate the development and certification of eVTOLs, paving the way for air taxis to become a mainstream travel option in the near future.



Airline passengers show widespread interest in piloted air taxis, as travellers embrace the prospect of speedy, convenient and safe advanced air travel © Honeywell

**OTHER NEWS**

**Fraport USA**, the U.S. subsidiary of **Fraport AG**, has secured a 23-year contract to manage retail concessions at **Baltimore/Washington International Airport (BWI)**. The agreement, signed between **Fraport Baltimore Partnership LLC** – a majority-owned subsidiary of **Fraport USA** – and the Maryland Department of Transportation (MDOT), marks a significant continuation of Fraport’s presence at BWI, where it has been active since 2004. The new contract involves a comprehensive overhaul of the airport’s retail concessions programme. Fraport USA plans to completely redesign the marketplaces across approximately 18,000 m<sup>2</sup> of commercial space and will issue fresh invitations for businesses to bid for all commercial concessions. This initiative aims to create a dynamic, modern environment that reflects the local culture and offers a diverse range of services. Sabine Trenk, CEO of Fraport USA, emphasised the company’s commitment to creating a first-class environment with a strong local identity. She noted that collaboration with local, regional, and international providers will be key to offering passengers an authentic and unique experience. With over 26 million passengers in 2023, BWI is the busiest airport in the Washington, D.C. metropolitan area. Fraport USA’s success at BWI reinforces its position as a leading developer of retail and food & beverage concepts in U.S. airports. The company also manages retail operations at major airports such as Newark Liberty International Airport, John F. Kennedy Airport, Washington Dulles International Airport, Ronald Reagan Washington National Airport, Cleveland Hopkins International Airport, and Nashville International Airport.



Baltimore/Washington International Airport (BWI)

© Fraport



Berlin-Brandenburg Airport will be one of the 11 airports on strike on Monday, March 10th © Shutterstock

The trade union **Ver.di** is taking the next step in escalating the public sector wage dispute. The new wave of warning strikes is targeting sensitive infrastructure, with eleven German airports set to be affected on Monday, March 10. Public service and ground handling employees at **Munich, Stuttgart, Frankfurt, Cologne/Bonn, Düsseldorf, Dortmund, Hanover, Bremen, Hamburg, Berlin-Brandenburg** and **Leipzig-Halle** airports have been called out. Passengers should brace themselves for flight cancellations and delays. The background to the strike is the ongoing wage dispute with the federal government and local authorities, with the next round of negotiations scheduled for mid-March. Recently, employees in hospitals, nursing homes, kindergartens, and other social institutions have taken part in industrial action. The union criticises the employers from the federal government and local authorities for not presenting an offer during the second round of collective bargaining in mid-February. Ver.di is demanding a wage increase of eight per cent, or at least €350 more per month, as well as higher bonuses for work during unsociable and burdensome hours. Training allowances and intern pay are to be increased by €200 per month. Additionally, the union is calling for three extra days off. The employers have rejected these demands as unaffordable. The collective bargaining negotiations will resume in Potsdam on March 14, 2025, and are set to last for two days. The 24-hour strike is set to commence at midnight on Monday and will last until 11:59 pm. Striking workers are expected to gather for a rally in the morning. In the current round of collective bargaining, strikes have already taken place at the airports in Cologne, Düsseldorf, Hamburg, and Munich, resulting in numerous flight cancellations. At Frankfurt Airport, public employees last staged a warning strike in March 2023, at that time coordinated with the railway and transport union (EVG).

**JetBlue**, alongside **The Port Authority of New York and New Jersey** and **Fraport USA**, has announced a major refresh of its flagship Terminal 5 at John F. Kennedy International Airport. The extensive upgrade will introduce more than 40 new concessions, including over 18 local food and beverage options, art installations, and a redesigned centre concourse inspired by New York’s iconic parks. The project forms part of the Port Authority’s \$19 billion overhaul of JFK Airport, aimed at enhancing the passenger experience and showcasing the city’s unique character. The centre concourse will transform into a welcoming space reminiscent of the city’s famous parks, offering lush greenery, park benches, concrete chess tables, and warm lighting. The area will serve as a tranquil environment for travellers to relax before their flights. Additionally, the concourse will host a dedicated space for pop-up experiences, interactive events, and live performances that highlight New York’s vibrant cultural scene. In keeping with its commitment to supporting local businesses, JetBlue’s Terminal 5 refresh will feature beloved brands recognised both by New Yorkers and visitors. The wide array of new concessions will offer diverse dining options and retail experiences, enhancing customer choice and satisfaction. A standout feature of the redesign is a curated art collection with over 30 works by New York-based artists, turning Terminal 5 into a dynamic cultural destination. The art installations will reflect the city’s rich creative spirit, making the terminal not only a gateway for travellers but an artistic experience in itself. The first of the new concessions is set to open in 2025, with the entire project expected to be completed by the end of 2026. The upgrades underscore JetBlue’s dedication to providing an elevated customer experience while celebrating New York’s iconic culture.



Image of Terminal 5 Center Concourse redesign

© LGA Partners

## OTHER NEWS

Alaska Airlines' more than 6,900 flight attendants, represented by the Association of Flight Attendants (AFA), have ratified a new three-year contract. The agreement includes significant enhancements, such as increased pay (including boarding pay and a ratification payment), greater flexibility and scheduling improvements, better benefits, and more. This

is the eighth ratified labour contract between an Alaska Air Group company and one of its represented workgroups in the past three years, aimed at improving wages, quality of life, and supporting the company's long-term success. Alaska Air Group is on a journey to transform its business, and flight attendants are among the many groups critical to the vision of creating a remarkable travel experience for guests. More than 90% of Alaska flight attendants participated in the vote, with the agreement passing by 95%.

## INDUSTRY PEOPLE



Donatas Dockus

FL Technics has appointed **Donatas Dockus** as the new CEO of its Canadian subsidiary, Wright International, marking a strategic step to bolster its presence in the Americas. The appointment aims to leverage Dockus' extensive global experience to expand the company's capabilities and capitalise on growth opportunities within the Canadian aviation market. Dockus brings over a decade of experience in the aviation sector, having previously held key leadership roles, including CEO of FL Technics MRO in China and Commercial Director at one of FL Technics' European subsidiaries. Most recently, he served as FL Technics' VP Sales for aircraft leasing companies. His diverse background is expected to enhance Wright International's operational strategies and strengthen its service offerings. Wright International, acquired by FL Technics in 2020, provides aircraft line maintenance up to 'A' level checks and A.O.G. support. The company operates at major Canadian airports, including Toronto, Montreal, Ottawa, Calgary and Vancouver, serving a range of clients such as LACSA Airlines, Egyptair, Delta Airlines, Aero Mexico, Copa Airlines, SATA, Saudia Airlines and TAP. Additionally, the subsidiary offers engineering and design services alongside technical training programmes. "Canada is a key market for FL Technics, presenting significant opportunities for growth," said **Zilvinas Lapinskas**, CEO at FL Technics. "Dockus, having led operations in China and Europe, has a wealth of understanding about diverse markets and operational strategies. His appointment to the Canadian market reflects the company's dedication to infusing global expertise into its local operations. Under Dockus' leadership, we're confident FL Technics Canada will continue to enhance its service offerings and drive the company's overall growth." The leadership transition is expected to strengthen FL Technics' foothold in North America, reinforcing its commitment to delivering high-quality

• FL Technics has appointed **Donatas Dockus** as the new CEO of its Canadian subsidiary, Wright International, marking a strategic step to bolster its presence in the Americas. The appointment aims to

MRO services across its global network.



Dave Emerson

• The Board of Virgin Australia has announced the appointment of **Dave Emerson** as Chief Executive Officer, succeeding **Jayne Hrdlicka**, who indicated her intention to retire in February 2024. Emerson, currently serving as Virgin Australia's Chief Commercial Officer since June 2021, brings 25 years of experience in the aviation and tourism industries. He has earned an international reputation for delivering business transformation and excellent financial results, having worked alongside global airlines. In his current role, Emerson has been instrumental in positioning the airline as a value and choice carrier, placing customers and employees at the heart of its operations. He will begin transitioning into the CEO role immediately, officially assuming the position on Friday, March 14, 2025. Hrdlicka will continue to support the transition as required over the coming months.

• The Board of Virgin Australia has announced the appointment of **Dave Emerson** as Chief Executive Officer, succeeding **Jayne Hrdlicka**, who indicated her intention to retire in February



Patricia Ferrari

• Deutsche Aircraft is pleased to announce the official appointment of **Patricia Ferrari** as Vice President of Supply Chain. Ferrari will lead and manage the supply chain organisation, collaborating closely with strategic partners to ensure exceptional quality and efficiency while driving the transition towards more sustainable aviation. Her appointment follows the departure of **Maximilian D. Fahr**, to whom Deutsche Aircraft expresses its gratitude for his dedication and commitment, wishing him success in his future endeavours. Ferrari joined Deutsche Aircraft in January 2022 as Head of Procurement and assumed the role of Director Supply Chain in 2023. Since May 2024, she has served as Interim Vice President, successfully completing supplier onboard-

• Deutsche Aircraft is pleased to announce the official appointment of **Patricia Ferrari** as Vice President of Supply Chain. Ferrari will lead and manage the supply chain organisation, collaborating

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ing for the D328eco® programme and coordinating operational activities that have led to cost reductions, improved supplier performance and ensured compliance. Born in Brazil, Ferrari holds a bachelor's degree in Production Engineering and Materials from the University of São Carlos, alongside a master's degree in Production Engineering. She began her career at Embraer as a process development engineer in 1999. In 2004, she transitioned to the supply chain organisation, where she built a distinguished career, coordinating the development and contracting of suppliers for the Phenom 100 and 300, Praetors and E-Jets E2. From 2014 to 2018, she served as Vice President of Shared Services, followed by her role as Vice President of Supply Chain at Embraer until December 2020. Before joining Deutsche Aircraft, she was managing director of the Embraer landing gear division in São Paulo.

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



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CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5B3/3	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiaaviation.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	+49-151-589-39500
(2) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW127M	Now - Sale/Lease/Exch.				
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(2) Trent 772B-60	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) Trent XWB-84	Now - Sale/Lease/Exch.				
(1) Trent 556-61	Now - Sale/Lease/Exch.				
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) V2527-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) V2533-A5	Now - Sale/Lease/Exch.				
(1) V2527-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2530-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2533-A5	Now - Lease	FTAI Aviation LLC	Mark Napoles	mnapoles@ftaiaaviation.com	+1 786-785-0777

### Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A, (1) GTCP131-9B	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH					
(3) 3800702-2, (1) 3800708-1, (1) APS3200	Now - Lease	Magellan Aviation Group		apuleasing@magellangroup.net	+1 704.504.9204
(4) APU EMB145LR, Model: 4504113A	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(4) EMB145 LG Shipsets	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(1) GTCP36-150	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(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	
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) GTCP331-200, (1) GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(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				



**Tiodize T8E-H 1400° F Anti-Seize Grease Replaces Graphite Petroleum grease on the new Gen-X and 9X Jet Engines, to aid in the installation and removal of threaded fasteners.**