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Weekly Aviation Headline News

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Trump Tariffs See Ryanair Threaten to Cancel 300+ Aircraft Order with Boeing

US lawmaker advises O'Leary not to buy Chinese COMAC jetliners as a replacement

The moment US President Trump announced his intentions to introduce tariffs to improve the country's economic standing, Michael O'Leary, Ryanair's chief executive, made it clear that if any tariffs materially affected the price of the 300+ Boeing aircraft he has on order, then he would be prepared to delay or even cancel the contracts, worth approximately US$30 billion, and look elsewhere for replacements. "If the U.S. government proceeds with its ill-judged plan to impose tariffs, and if these tariffs materially affect the price of Boeing aircraft exports to Europe, then we would certainly reassess both our current Boeing orders, and the possibility of placing those orders elsewhere," O'Leary said in a letter to a senior US lawmaker. The letter, seen by Reuters news agency, was a response to a warning by US Representative Raja Krishnamoorthi, a Democrat from Illinois, about the security implications of Ryanair following through on an earlier suggestion it might consider a COMAC order. While the intention may be real, the weight behind such a threat may not be as great as might initially seem. To begin with, Airbus, who produces the rival A320 family of aircraft have confirmed that these jetliners are 'sold out' for the next ten years. In addition, while O'Leary has said that he would look at China's COMAC C919 family, it is slightly smaller with a seating capacity of between 150 and 190 passengers (the MAX 10 can seat 230), even though it has been designed to directly challenge the 'duopoly' created by Boeing and Airbus for narrowbody jets. However, the Chinese jets have so far only been awarded domestic certification, and COMAC has only applied for European certification. To achieve both European and US certification would still take many years to achieve. Of course, it may be that such a threat from O'Leary is, in part, a tactical intervention ahead of a period of potentially tough negotiations with Boeing behind the scenes, industry sources have said. Krishnamoorthi said in an April 29 letter to Ryanair CEO Michael O'Leary that COMAC has close ties to the Chinese military and that evidence indicates it has benefited from the illicit acquisition of foreign intellectual property.

"Respectfully, US and European airlines should not be even contemplating the future purchase of airplanes from Chinese military companies," said the letter from Krishnamoorthi, who is the top Democrat on the House Select Committee on the Chinese Communist Party. Ryanair's threat comes at time when Boeing is looking to resell potentially dozens of planes locked out of China by tariffs after repatriating a third jet to the United States in a delivery standoff that prompted more criticism of Beijing from Trump. It is believed two of the jets were for Xiamen Airlines and the third for Air China. "Due to the tariffs, many of our customers in China have indicated that they will not take delivery," Boeing CEO Kelly Ortberg said, with China representing 10% of Boeing's commercial plane backlog. Currently, the US aviation industry is lobbying the White House for exemptions from tariffs, asking them to restore the duty-free regime under the 1979 Civil Aircraft Agreement.

"If the U.S. government proceeds with its ill-judged plan to impose tariffs, and if these tariffs materially affect the price of Boeing aircraft exports to Europe, then we would certainly reassess both our current Boeing orders, and the possibility of placing those orders elsewhere."

Michael O'Leary, CEO Ryanair

AIRCRAFT & ENGINE NEWS

ACG to acquire 20 aircraft from Avolon in strategic portfolio expansion

Aviation Capital Group LLC (ACG) has signed a definitive agreement with Avolon Aerospace Leasing (Avolon) to acquire a portfolio of 20 aircraft. The deal comprises 16 narrow-body and four wide-body aircraft, with a strong emphasis on new-technology types—12 of the narrow-body and all of the wide-body aircraft fall into this category. The portfolio being acquired is relatively young, with an average age of approximately 4.1 years and an average remaining lease term of about 8.4 years. The aircraft are currently leased to 17 airlines across 16 countries, including six new airline customers for ACG, signalling continued global expansion and diversification of its client base. Founded in 1989, ACG is a wholly owned subsidiary of Tokyo Century Corporation and manages a fleet of over 500 owned, managed and committed aircraft. The company leases to approximately 85 airlines in around 45 countries and offers a comprehensive range of services, including commercial aircraft leasing, asset management and financing solutions for third parties.

Greece orders eight H215 from Airbus Helicopters

H215 © Airbus Helicopters

Airbus Helicopters has signed a contract with the Hellenic Ministry of Climate Crisis and Civil Protection for the purchase of eight H215 helicopters, with an option for two additional aircraft, to support wildfire response efforts in Greece. The agreement follows a tender carried out by the Project Preparation Facility of Growthfund (the National Fund of Greece) on behalf of the Ministry. It is backed by two European funds and forms part of the Ministry's Aegis Programme, which aims to strengthen the capabilities of the Civil Protection forces. The contract will operate under a government owned contractor operated (GO-CO) model, with Airbus Helicopters partnering with experienced H215 firefighting operators, Airtelis and SAF Hélicoptères, to provide technical and operational support. "The signing of the contract for the purchase of new H215 helicopters represents an important step in our efforts to mitigate the devastating consequences of the climate crisis in our country," said Panagiotis Stampoulidis, Deputy CEO of Growthfund, about the significance of the project. "This is the largest contract signed under the 'Aegis' National Programme to bolster the Civil Protection mechanism in Greece with modern equipment, and we are delighted that the Project Preparation Facility of Growthfund swiftly concluded this tender with transparency and efficiency." "Wildfires have burned on average three to five million square kilometres globally in recent years with significant environmental consequences. It is an honour to have been selected to support the combat, with our H215 helicopters, that Greek communities face every year," said Bruno Even, CEO of Airbus Helicopters. "The H215 is used around the world for firefighting missions with its ability to drop more than four tonnes of water at a time. Relying on experienced operators, such as Airtelis and SAF Aerogroup, is exactly what the French Securité Civile does. Airbus Helicopters has been a long-standing provider of helicopters for essential missions in the country and together with our GO-CO partners, we are sure that the H215 will be a vital and reliable asset," he added.

MRO & PRODUCTION NEWS

EFW and Confity sign Airbus A330P2F deal

Contract signing between Elbe Flugzeugwerke (EFW) and Confity Capital Partners (Confity) © EFW

Elbe Flugzeugwerke (EFW), centre of excellence for Airbus freighter conversions, has signed an agreement with Confity Capital Partners (Confity), a UAE-based growth equity and investment firm, for a multi-aircraft order under its Airbus A330 Passenger-to-Freighter (P2F) programme. This order forms part of a new partnership between Confity and EFW to introduce EFW's wide-body Airbus P2F solution to operators in India, supporting the sub-continent's rapidly expanding freight market, as well as to global customers in other emerging markets. This strategic expansion into India follows EFW's successful introduction of its standard body A321P2F and A320P2F freighter aircraft to the market in 2022. The A330P2F conversions for Confity will commence at the end of 2025 at EFW's facility in Dresden, Germany, as well as at its partner conversion sites worldwide. Jet Freight Logistics, a listed Mumbai-based cargo service provider with over four decades of extensive experience, will serve as the launch customer and become the first Indian cargo airline to operate the wide-body Airbus P2F platform. "For us at Confity Capital Partners, after identifying the need and the possible partners, it was imperative to partner with the leading technical experts of this field," said Amit Baum, Senior Partner at Confity. "From a broader view, having EFW experts partner with us on this project is a major technical risk reduction as they have proven their capabilities. We can also say we are already looking beyond this project and have additional plans for cooperation in the near future." The A330P2F programme is available in two variants – the A330-200P2F and the A330-300P2F – both equipped with advanced technology offering airlines impressive operational and economic benefits. The A330-200P2F can carry a gross payload of up to 60 tons for over 7,700 km, while the A330-300P2F provides a gross payload of up to 62 tons and a containerised volume of up to ~18,581ft³ (~526m³), delivering a new paradigm of efficiency with up to 23% more cargo volume than other freighter aircraft in the same class.


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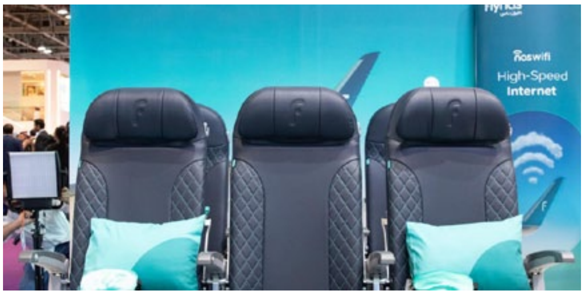
MRO & PRODUCTION NEWS

ANA to use AeroSHARK on Boeing 777 aircraft

ANA Boeing 777-300 © ANA

All Nippon Airways (ANA), Japan's largest airline, will be the first company in Asia to utilise AeroSHARK, the fuel-saving riblet film developed by Lufthansa Technik and BASF, on its Boeing 777 passenger aircraft. Furthermore, ANA will be the first airline worldwide to operate the Boeing 777 equipped with this technology on both cargo and passenger aircraft. A Boeing 777-300ER fitted with the innovation will commence commercial operations with ANA on April 28. This is ANA's second aircraft (JA796A) incorporating the technology. ANA has been operating a Boeing 777 Freighter (JA771F) featuring the riblet technology since September 2024. The AeroSHARK film, inspired by the structure of shark skin, reduces frictional resistance, thereby decreasing fuel consumption and CO_2 emissions. ANA has verified these benefits since the first aircraft entered service, confirming the technology reduces fuel consumption and emissions by approximately one percent. "The implementation of the AeroSHARK technology on more ANA aircraft represents our ongoing commitment to reduce our carbon footprint and improve operational efficiency," said Kohei Tsuji, Executive Vice President, Engineering and Maintenance Centre at ANA. "This innovative technology is building a more sustainable future for ANA and the aviation industry." As the riblet technology is now being used on passenger aircraft, promotional decals will be applied to the door area, and sample products will be installed on board, allowing customers to directly touch and feel the riblet technology. ANA plans to further expand the use of this technology across other aircraft of the same type to achieve the ANA Group's medium-to-long-term environmental goals. The airline will continue to advance sustainability management through various initiatives under the "ANA Future Promise" programme, which aims to realise a sustainable society.

flynas to equip 60 new A320neo aircraft with Safran seats



flynas' new cabin with Safran next-generation seats © Safran

flynas, the low-cost Saudi air carrier, has announced the signing of an agreement with Safran, the prominent manufacturer of aircraft seats for both crew and passengers. The deal will see the next 60 new A320neo aircraft joining the flynas fleet fitted with the latest-generation seats, setting a new benchmark for comfort and convenience in low-cost aviation. The new seat features were unveiled at the Arabian Travel Market, held in Dubai from April 28 to May 1, in the presence of Bander Almohanna, Managing Director and CEO of flynas, and Quentin Munier, EVP of Safran Seats France. The agreement includes economy-class seats with a premium configuration located at the front of the cabin. These seats will be tailored specifically for flynas, incorporating smart cushion designs and advanced technologies to enhance passenger comfort—particularly important as flynas operates A320neo aircraft on routes of up to six hours duration. The new seats are specially designed for medium- to long-haul flights. Scheduled for delivery in the second half of 2025, each aircraft will be fitted with 174 new seats, offering enhanced comfort, privacy, and functionality. Economy seats will include a holder for portable electronic devices, a dual USB A and C power port (60w output), a lower literature pocket, a coat hook and a cup holder. Premium Class seats, arranged across four rows, will feature greater seat pitch, adjustable headrests and a middle seat blocker to provide improved personal space and a more enjoyable in-flight experience.

Korean Air to build aerospace hub in Bucheon

Signing ceremony in Bucheon, attended by key stakeholders © Korean Air

Korean Air plans to invest KRW 1.2 trillion in the construction of a cutting-edge Urban Air Mobility (UAM) and Aviation Safety R&D Centre in Bucheon, Gyeonggi Province. The ambitious initiative marks a major step in the airline's long-term vision to lead future mobility and aerospace innovation in South Korea, with the facility set to become a focal point for next-generation aviation technologies, pilot training and safety advancement. The project was formally launched on April 30, through a signing ceremony at the Bucheon Arts Center, attended by senior figures including Keehong Woo, Vice Chairman of Korean Air, Bucheon Mayor Yong-eek Cho, Han-Joon Lee, CEO of Korea Land and Housing Corporation (LH), and Myung-hee Won, CEO of Bucheon Urban Development Corporation. The new centre, scheduled to break ground in 2027 and begin operations by May 2030, will cover more than 65,800 m² — an area equivalent to ten football pitches. Once completed, it will house over 1,000 personnel, including researchers and instructors, and will serve as a comprehensive hub for aerospace research and professional training. Three core components will define the new facility in Bucheon:

UAV Research Centre: Dedicated to the development of AI-driven software for unmanned aerial vehicles, supporting both commercial and defence applications.

Flight Training Centre: Expected to become Asia's largest, the facility will consolidate Korean Air and Asiana Airlines' simulator resources, growing the number from 18 to 30, with capacity to train up to 21,600 pilots annually.

Safety Experience Centre: Designed to promote workplace and public safety, this space will offer hands-on industrial safety training for airline staff and educational outreach for the local community.

The project also aligns with Korean Air's integration with Asiana Airlines, enhancing the merged carrier's infrastructure as it prepares for future aviation challenges. ($1.00 = 1,423.10 South Korean won at time of publication).

FINANCIAL NEWS

Avolon's net income up 36% in Q1 2025

© Avolon

Avolon, the global aviation finance company, has reported strong financial results for the first quarter (Q1) of 2025, with net income rising 36% year-on-year to US$145 million. Lease revenue reached US$683 million; a 10% increase compared with Q1 2024. The company generated robust operating cash flow of US$365 million, up 8% year-on-year. During the quarter, Avolon also issued US$850 million in senior unsecured notes due in 2030 and, following the quarter's close, raised an additional US$1.1 billion through a senior unsecured term loan also maturing in 2030. Avolon's liquidity position remains strong, with US$8.1 billion in total available liquidity, including US$1 billion in unrestricted cash and US$6.4 billion in undrawn debt facilities. Its balance sheet is bolstered by an unsecured to total debt ratio of 70%, a net debt-to-equity ratio of 2.5 times, and US$20 billion in unencumbered assets. The company's positive credit trajectory continued, with Moody's placing Avolon on review for an upgrade and both Moody's and Fitch maintaining a positive outlook on its current ratings (Baa3 and BBB- respectively). Avolon acquired 115 aircraft in Q1, including the completed acquisition of Castlelake Aviation Limited, expanding its delivered fleet to 639 owned and managed aircraft. The company sold 34 aircraft during the quarter and had 66 aircraft agreed for sale by the end of March. Its total owned, managed, and committed fleet stood at 1,096 aircraft, which includes 457 next-generation aircraft on order or under commitment. Avolon placed 15 aircraft from its orderbook in the quarter and now has 97% of its orderbook placed for delivery over the next 24 months.

Ashland Place finalises two aircraft financing deals for Sirius

Ashland Place Finance LLC (Ashland Place), a commercial aviation financing platform, has completed two new financing facilities for Sirius Aviation Capital Holdings Limited (Sirius), an aircraft leasing company based in Abu Dhabi Global Market. The agreements relate to two Airbus A320-200 aircraft currently on lease to Peach Aviation Limited in Japan and Volaris in Mexico. These latest transactions strengthen the ongoing relationship between Ashland Place and Sirius, following previous successful collaborations. Peach operates as a low-cost carrier under ANA in Japan, while Volaris serves markets across Mexico, the United States and Central America. Legal counsel for the transactions was provided by A&O Shearman on behalf of Ashland Place, while McCann Fitzgerald LLP represented Sirius. Ashland Place is a subsidiary of Davidson Kempner Capital Management LP and provides capital solutions for the commercial aerospace sector. Its continued work with Sirius reflects its focus on delivering tailored financing options to support aircraft leasing and operational needs across international markets.

Peach Aviation Airbus A320-200 *© AirTeamImages*

CMA CGM Air Cargo finalises acquisition of Air Belgium

CMA CGM Air Cargo aircraft *© Airbus*

CMA CGM Air Cargo (CMA CGM) has expanded its fleet to nine aircraft by formally taking control of Air Belgium and receiving an additional 777 freighter from Boeing. The company announced on April 30 that it has completed the transfer of Air Belgium's assets from a liquidator and will continue to operate Air Belgium as a separate brand from Brussels and Liège airports. Air Belgium adds two Airbus A330-200 medium wide-body freighters and two Boeing 747-8 freighters to the CMA CGM portfolio. CMA CGM stated that it has retained 124 Air Belgium employees, including 72 pilots. The acquisition allows CMA CGM to provide more air logistics options to European cargo owners and freight forwarders. In 2022, Hongyuan Group in China acquired a 49% stake in Air Belgium. Since then, Air Belgium has been operating its fleet on behalf of the logistics provider. Air Belgium complements CMA CGM's operations at Paris-Charles de Gaulle Airport where the airline runs regular services with two Boeing 777 cargo jets to Hong Kong and Shanghai, and one A330 aircraft to Zhengzhou, China. CMA CGM also oversees two factory-built Boeing 777 freighter aircraft, operated by New York-based Atlas Air on trans-Pacific routes. Air Belgium played a key role in establishing CMA CGM Air Cargo in 2021. CMA CGM acquired four A330 cargo jets and hired Air Belgium to operate them until early 2023, when it secured its own French air operator certificate and moved its operations to Paris.

FINANCIAL NEWS

Lufthansa Group reports stronger Q1 2025 performance despite ongoing challenges

The Lufthansa Group reported a 10% year-on-year revenue increase in the first quarter of 2025, reaching €8.1 billion. While the company recorded an adjusted EBIT loss of €722 million, this marked a significant improvement over last year's €849 million loss. However, the Group's net result declined to -€885 million from -€734 million. Operational performance improved markedly, with flight punctuality and stability reaching a ten-year high for core brand Lufthansa. Compensation payments for delays and cancellations fell by 52%, reflecting enhanced efficiency. Passenger airline revenue rose by 6% to €5.9 billion, though adjusted EBIT fell slightly to -€934 million due to rising costs and a shift in the Easter travel season. Passenger yields rose marginally, with North Atlantic routes performing particularly well—passenger numbers rose by 7.1% and revenues increased by 6.7%. Lufthansa Technik and Lufthansa Cargo posted robust results. Lufthansa Technik revenue climbed 18% to €2 billion, with adjusted EBIT up 49% to €161 million. Cargo operations saw a return to profitability, with adjusted EBIT reaching €62 million after an improved cost structure and higher revenues. Free cash flow rose to €835 million (previous year: €305 million), reducing net debt to €5.3 billion and pension liabilities to €2.2 billion. Liquidity stood at €11.4 billion. Looking ahead, Lufthansa expects continued strong demand, particularly for Mediterranean and long-haul destinations, though it remains cautious due to global economic uncertainties. (€1.00 = US$1.14 at time of publication).

Air France-KLM sees passenger growth and strong cash flow in Q1

Air France-KLM reported a strong first quarter, with 21.8 million passengers carried—an increase of 4.5% compared to the same period

VSE Corporation reports acquisition of Turbine Weld Industries

Turbine Weld Industries acquisition by VSE Corporation *© Turbine Weld Industries*

VSE Corporation, a provider of aviation aftermarket distribution and repair services, has announced the acquisition of Turbine Weld Industries (Turbine Weld), a specialist maintenance, repair, and overhaul (MRO) enterprise focused on complex engine components for business and general aviation (BG&A) platforms. Founded in 1986, Turbine Weld is a leading provider of high-value engine component repairs, specialising in hot section components for Pratt & Whitney Canada engines—including the PW100, PT6, and JT15D series, with around 25,000 engines currently in service. Operating from its MRO centre of excellence in Venice, Florida, with a team of approximately 60, Turbine Weld has repaired over 80,000 components and is renowned for its outstanding service and technical expertise. The acquisition of Turbine Weld Industries strengthens VSE's position in the business and general aviation (B&GA) engine aftermarket by expanding its technical and proprietary capabilities, including specialised MRO services for high-demand platforms. Turbine Weld's close collaboration with OEMs has resulted in the development of numerous proprietary repair specifications, positioning it as the sole-source provider for critical repairs on two of the most widely used B&GA engine platforms. The acquisition also deepens VSE's alignment with OEM partners by broadening its service capabilities and repair offerings. VSE intends to invest in Turbine Weld Industries' operational capacity to meet rising demand and drive future growth. "This acquisition marks another important step in the strategic expansion of our aviation services business," said John Cuomo, President and CEO of VSE Corporation. "Turbine Weld brings industry-leading expertise in complex engine component repair, further positioning VSE as a comprehensive solutions provider to our OEM and aftermarket partners. We are thrilled to welcome the Turbine Weld team and look forward to growing together." "Turbine Weld's proven track record, technical depth, and dedication to quality make them an outstanding addition to VSE Aviation," said Ben Thomas, Chief Operating Officer of VSE Corporation, adding that: "Expansion of Turbine Weld's highly technical repair capabilities is critical to supporting the tens of thousands of PT6 and PW100 operators in the global fleet. This partnership allows us to significantly increase Turbine Weld's capacity, broaden our capabilities, and deliver even greater value to our customers." VSE acquired Turbine Weld for approximately $50 million in cash, subject to working capital adjustments. The purchase was financed through the Company's existing credit facility.

FINANCIAL NEWS

last year. The group saw capacity rise by 3.8% and traffic grow by 3.3%, resulting in a broadly stable load factor of 86.0%. Unit revenue per available seat kilometre (ASK) rose by 3.0% at constant currency, driven by solid performance in both the passenger network and cargo divisions. Passenger yields were notably strong across key regions, including North Atlantic, Asia, the Middle East, Latin America, and premium cabins. Cargo also performed well, with traffic from Asia pushing unit revenue per available tonne kilometre (ATK) up 16.2% at constant currency. Although the group posted an operating loss of €328 million, this result was €161 million better than the same period last year. The improvement was largely due to €181 million in increased unit revenues and €190 million saved from lower fuel and ETS costs, partly offset by €136 million in higher unit costs at constant fuel prices and currency. Operating free cash flow stood at €1,009 million, driven mainly by strong ticket sales, despite pandemic-related deferrals totalling €122 million. Net capital expenditure reached €896 million. Recurring adjusted operating free cash flow rose by €190 million year-on-year to €783 million. As of the end of March, cash at hand was €9.3 billion—down slightly due to the early redemption of €515.2 million in bonds, yet still above the targeted €6 to €8 billion range. Net debt fell to €6.9 billion, while the Group's leverage ratio improved to 1.6x, remaining within its strategic target range of 1.5x to 2.0x. ($1.00 US$1.14 at time of publication).

WLFC closes US$64.8 million in JOLCO engine financing transactions

Willis Lease Finance Corporation (WLFC), the prominent lessor of commercial aircraft engines and global provider of aviation services, has announced the successful closing of three Japanese operating lease with call option (JOLCO) transactions, securing a total of US$64.8 million in financing. Two of the financings were completed in the first quarter of 2025, covering a PW1127GA-JM engine and a PW1133G-JM engine, respectively. Both loans mature in 2033. The third transaction, which closed in April 2025, financed a LEAP-1A engine and will mature in 2034. These transactions bring the company's total JOLCO financings to approximately US$119.8 million, further enhancing WLFC's capital structure and providing additional flexibility to support its global customer base. "The JOLCO market remains an attractive way to diversify financing options and we're proud to deepen our relationship with Japanese counterparties," said Scott B. Flaherty, WLFC EVP and Chief Financial Officer. "Through global capital sources like this, WLFC is able to offer our airline customers compelling lease and financing solutions." WLFC completed its first JOLCO engine transaction in August 2023 and continues to expand its presence in this market segment.

MILITARY AND DEFENCE

India signs deal for 26 Rafale Marine Jets


India has signed an official order for 26 Rafale Marine jets © Dassault Aviation

The Inter-Governmental agreement between India and France was signed on April 28, paving the way for the official signing—witnessed by Dassault Aviation Chairman and CEO, Éric Trappier—of the contract for India's acquisition of 26 Rafale Marine aircraft to equip the Indian Navy. This contract follows the announcement in July 2023 of the Rafale Marine's selection, making the Indian Navy its first operator outside France, following an international consultation. It reflects the Indian authorities' confidence in the aircraft's capabilities and their intent to broaden its operational applications. The acquisition underlines the depth of the strategic relationship between India and France, and the Rafale's standing as a key enabler of national sovereignty. It also reaffirms Dassault Aviation's long-standing commitment to supporting the operational needs of India's armed forces—dating back to the induction of the Toofany aircraft seven decades ago—and its dedication to contributing to the 'Make in India' programme and the 'Skill India' initiative, thereby ensuring a meaningful and lasting presence in India in support of national interests. The Rafale Marine will deliver cutting-edge capability to the Indian Armed Forces, with the Indian Navy set to benefit from the operational expertise of the French Navy, which already flies the aircraft. In conjunction with the 36 Rafale jets currently in service with the Indian Air Force, the Rafale Marine will bolster national sovereignty and reinforce India's status as a prominent player on the global stage.

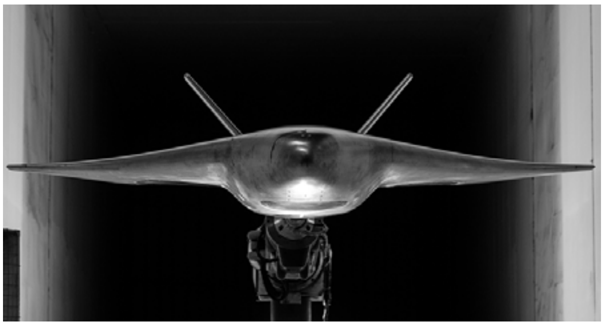
Embraer showcases KC-390 Millennium refuelling aircraft

KC-390 Millennium showcasing © Embraer

Embraer has showcased the KC-390 Millennium multi-mission aircraft at Harry Reid International Airport in Las Vegas. Operated by the Brazilian Air Force, the KC-390 demonstrates its capabilities in air-to-air refuelling, cargo and troop transport, medical evacuation, and aerial firefighting. Designed for versatility and efficiency, the aircraft combines high productivity with reduced operating costs, making it a competitive solution for modern air forces seeking enhanced operational flexibility and interoperability with NATO standards. "The KC-390 is currently the best aircraft in its category, being able to perform the most demanding missions under the most difficult scenarios, including aerial refuelling and agile combat employment. That is why we are confident that the KC-390 fits the needs of the U.S. Armed Forces." said Bosco da Costa Junior, President and CEO, Embraer. The KC-390 Millennium is a medium-size airlifter and tanker designed and built in the 21st century and the best aircraft currently operating in this category – a multi-mission jet by design that offers greater performance and better productivity with low operational costs. This means multi-mission capability and interoperability are built-in by design, enabling the aircraft to be ready for all mission profiles from delivery to Air Forces. Embraer's KC-390 Millennium is rapidly becoming the aircraft of choice among NATO members and allies in Europe, supporting the modernisation of their armed forces while introducing new capabilities and strengthening interoperability with allied forces. The KC-390 is already in service with Brazil, Portugal and Hungary, and has been ordered by the Netherlands, Austria and the Czech Republic, in addition to Sweden and Slovakia, both of which recently selected the aircraft. South Korea also joins the growing list of countries opting for the KC-390.

MILITARY AND DEFENCE

Aurora's HSVTOL aircraft completes wind tunnel testing



X-plane © Aurora Flight Science

Aurora Flight Sciences, a Boeing company, is working to design an X-plane that offers ground-breaking capabilities for runway-independent air mobility. As part of this effort, Aurora recently completed stability and control wind tunnel testing for its high-speed vertical take-off and landing (HSVTOL) concept. This testing marks a significant milestone in the preliminary design phase of the Defense Advanced Research Projects Agency's (DARPA) Speed and Runway Independent Technologies (SPRINT) programme. The SPRINT programme aims to design, build, and fly an X-plane that demonstrates key technologies enabling a transformative combination of high aircraft speed and runway independence. Aurora Flight Sciences' concept features embedded lift fan technology and a blended wing body design, offering scalable capability to cruise at 450 KTAS (833.4 km/h) while taking off and landing vertically on unprepared surfaces. "This SPRINT wind tunnel test has validated our analytical estimates of the performance of the aircraft. With this successful risk reduction testing completed, the program is ready to proceed into detailed design," said Larry Wirsing, vice president of aircraft development at Aurora Flight Sciences. "Aurora and Boeing have assembled a world class team of experts in advanced vertical lift technologies, and we are looking forward to the opportunity to continue working with the Government team to finish the design, build, and flight test of this aircraft that will demonstrate game-changing capabilities in speed, agility, and cargo capacity."
The recent wind tunnel test was the second major testing event in the X-plane's preliminary design phase. It follows last year's ground effect test, which demonstrated that the "suck-down" effects created by the lift fans during hover were negligible, and that the landing gear is set at the correct height to minimise any adverse pitching moments during ground operations.

INFORMATION TECHNOLOGY

Air Serbia chooses LISA Aircraft Records Management for digital transformation

Giuseppe Renga, CEO of AMROS Group (l) and Jiri Marek, CEO of Air Serbia (r) © AMROS

Air Serbia has chosen LISA Aircraft Records Management as its digital system for managing aircraft records, marking a significant milestone in the airline's digital transformation journey. With a fleet of 29 aircraft, Air Serbia now has access to a comprehensive suite of tools specifically designed to streamline records management. The implementation also includes a custom API integration with AMOS, the prominent maintenance and engineering software, ensuring that the aircraft archive stays up-to-date and is ready for redelivery at any time. "At AMROS, we've always said that managing aircraft records well is an art — one that requires the right tools," said Giuseppe Renga, CEO of AMROS Group. "With LISA Aircraft Records Management, Air Serbia now has a system that speaks the same language as its fleet: user-friendly, seamless in reliability, fluent in readiness. LISA brings clarity, structure, and real-time confidence to aircraft records management — a part of the business that too often stays in the background." Developed by AMROS Innovations, LISA provides an intelligent, AI-powered, centralised platform for managing aircraft records, offering full lifecycle transparency and operational control. Air Serbia's adoption of LISA highlights the growing trend among airlines to invest in digital tools and AI that simplify processes, enhance regulatory oversight, and create a consistent foundation for effective aircraft asset management.

Avincis chooses Gannet to enhance maintenance management

Avincis chooses Gannet aircraft maintenance management software © Avincis

Avincis has announced the implementation of Gannet, an aircraft maintenance information system developed by Lundin Software, to enhance and optimise its maintenance management processes across its extensive global operations. This partnership highlights Avincis' steadfast commitment to providing safe, reliable, and efficient services to its customers and stakeholders. Following the successful initial adoption of the software within its Nordic operations, Avincis has recognised the substantial benefits of Gannet and is now extending its use to establish a comprehensive global executive maintenance management system. By implementing Gannet, Avincis can harness advanced analytics to enhance safety and optimise operational costs across its fleet. Crucially, the software offers daily users real-time access to essential aircraft data, including global inventory visibility. This functionality reduces the need for manual input, boosts efficiency, and further strengthens Avincis' extensive international presence. "Implementing Gannet as our executive system represents a significant step in refining our global maintenance capabilities. This advanced software not only enhances our operational processes but strengthens our commitment to safety and efficiency on a global scale. This initiative reflects our dedication to leading industry advancements and delivering the highest standards of operational excellence." stated John Boag, Group CEO of Avincis. Magni Arge, a partner of Lundin Software, expressed pride in expanding the partnership with Avincis as they begin the global rollout of the Gannet maintenance information system. "Our collaboration has strengthened our shared commitment to enhancing safety and efficiency across Avincis' operations, and we look forward to supporting their continued success."

OTHER NEWS

Heart Aerospace, the Swedish hybrid-electric aircraft manufacturer, has announced it is relocating its corporate headquarters from Gothenburg, Sweden, to Los Angeles, California. The strategic shift aims to support the development and testing of its forthcoming aircraft prototypes, particularly the experimental Heart X1 and the future X2 model. The company's X1 prototype, which is scheduled for its first flight in 2025, represents a critical step in Heart's technological progress. Building on the lessons learned from the X1, the X2 will incorporate advanced systems that are being developed in-house. These include key components such as batteries, actuation systems, software, and hybrid-electric hardware—highlighting Heart Aerospace's commitment to vertical integration and continuous refinement. Co-founder and CEO Anders Forslund commented, "Our move to Los Angeles marks a new chapter in Heart Aerospace's journey—one that prioritises iterative development and deeper vertical integration." He emphasised that the company's strategy is to enhance its technical capabilities by bringing critical technologies under one roof, enabling more agile design and testing cycles. This transition is backed by robust financial support. Following a successful US$107 million Series B funding round in 2024, Heart recently secured an additional US$40 million in investment. As part of its consolidation strategy, the company will close its operations in Sweden to concentrate resources on expanding its U.S.-based team. Forslund added, "We are deeply grateful to our team in Sweden... However, as our customers, partners, and investors are increasingly based in the U.S, we see greater opportunity in focusing our resources here." The move is intended to foster faster development, closer collaboration with stakeholders, and a stronger market presence in the United States.

Anders Forslund, co-founder and CEO of Heart Aerospace, announced that the company is relocating to Los Angeles *© Heart Aerospace*

Kuehne+Nagel partnership announcement *© cargo.one*

Kuehne+Nagel (K+N) has formed a global partnership with cargo.one, a digital air freight platform, to strengthen its air freight procurement and sales capabilities. Through the integration of **cargo.one's** Offer & Book API Suite, K+N now benefits from seamless e-booking access to dozens more airlines and general sales agents worldwide. With cargo.one's API Suite, Kuehne+Nagel significantly expands its digital connectivity by enhancing its proprietary air freight booking platform, CB Air, and leveraging cargo.one's rapidly growing airline network and real-time connectivity. The partnership complements K+N's existing direct airline integrations, further strengthening its digital procurement and booking capabilities. K+N will also benefit from cargo.one's continuous data quality assurance, expanding airline partnerships, and expert support. By harnessing advanced digital access to dozens of airlines, the company aims to deliver faster, more accurate quotes and a seamless booking experience—enhancing customer service, boosting operational efficiency, and enabling more competitive pricing, while setting new standards in digital air freight. "Kuehne+Nagel is committed to leveraging innovative technology to enhance air freight experiences, with a goal of processing 85% of all air waybills digitally. Partnering with cargo.one is a key step in strengthening airline connectivity within our CB Air platform and maintaining our commitment to digital excellence. These advancements not only enrich service delivery and improve operational efficiency for our customers but also reinforce Kuehne+Nagel's competitive edge in global markets." commented Holger Ketz, SVP and Global Head of Network and Carrier Management, at Kuehne+Nagel.

Finnair will furlough 36 pilots operating its long-haul flights. The furloughs will commence by the end of September at the latest and are expected to last at least until May 2026. The decision stems from changes in Finnair's wet-lease operations for a partner airline. Finnair had been operating two routes under a wet-lease agreement — where it provides aircraft and crew to another airline — but ongoing industrial action by the Finnair Pilots' Union, which has been taking place since December 2024, has significantly impacted the airline's ability to fulfil these commitments. As a result, only one of the two wet-lease routes will continue in future. Finnair has held change negotiations in line with Finnish labour legislation since February, considering the possible need for pilot lay-offs or furloughs. Wet-leasing has been an important revenue stream for Finnair, especially as part of its broader strategy to diversify operations and recover from the financial impacts of the COVID-19 pandemic. However, industrial disputes, primarily related to working conditions and terms of employment, have strained internal operations and external collaborations. "Unfortunately, the pilots' industrial actions have affected our ability to operate our wet-lease operations with the reliability that is needed, resulting in changes in our collaboration and consequently, the need to furlough some of our pilots. The situation is unfortunate for all parties," said Jaakko Schildt, Finnair's Chief Operating Officer. Finnair, the national airline of Finland, was founded in 1923 and is one of the longest continually operating airlines in the world. It is renowned for its high standards of safety, punctuality, and sustainability initiatives. Finnair's strategic position in Helsinki enables it to offer some

OTHER NEWS

of the fastest connections between Europe and Asia, particularly to destinations in Japan, China, and Southeast Asia. The carrier has been investing heavily in more fuel-efficient aircraft and innovative technologies to support its ambition to achieve carbon neutrality by 2045. Despite these challenges, Finnair remains committed to maintaining a robust network and high operational standards, while continuing dialogue with unions to ensure stability and growth in the future.

Europe's aviation regulator, the **European Union Aviation Safety Agency** (EASA), has said it may take between three and six years to certify **COMAC's** C919 narrow-body jet for use in European airspace, Reuters reported on Monday, citing an interview with EASA executive director Florian Guillermet published in L'Usine Nouvelle. The C919, which aims to rival **Airbus** and **Boeing's** bestselling single-aisle aircraft, began commercial service in China in 2023 after receiving domestic certification in 2022. COMAC had initially hoped to achieve EASA approval by 2025 to support international sales. However, Guillermet confirmed that certification within that timeframe is not possible. EASA must still validate the aircraft's design, components and carry out flight testing. Guillermet told L'Usine Nouvelle that "COMAC is putting a lot of resources, commitment and technical means into this certification. I have no doubt that it will succeed." While the C919 is assembled in China, many of its key parts, including the LEAP engine, are manufactured by GE Aerospace and France's Safran. Most international airlines require certification from either EASA or the U.S. Federal Aviation Administration (FAA) before considering a new aircraft model for their fleets. To date, the C919 operates only within China and Hong Kong. In contrast, COMAC has managed to place its older C909 regional jet with carriers in countries such as Indonesia, Vietnam, and Laos, where local regulators accept Chinese safety certification.

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INDUSTRY PEOPLE

Geoff Ellis

• APOC Aviation, the intuitive trading and leasing specialist focused on engines, landing gear and USM components, has announced the appointment of aviation expert **Geoff Ellis** as Technical Asset Manager. Ellis will support engine leasing, powerplant acquisitions and sales, as well as material sales and trading. His role will also encompass the management of technical records, oversight of shop visits, supervision of pre-buy inspections and the handling of end-of-lease returns. Ellis explains that it is APOC's ambitious growth plans and the opportunity to specialise in one area that attracted him to the Company. "APOC's strong financial backing, which ensures its continued growth, gives me an exciting opportunity to be part of a dynamic and forward-thinking team." With nearly 40 years of experience in aviation, Ellis has worked across manufacturing, structural maintenance, and aircraft mechanics. He holds multiple qualifications, including EASA Part 66 B1.1, B2 Avionics, and B1.3 Turbine Helicopter licences. His career has encompassed roles in line and base maintenance, charter engineering, and supervisory positions, providing him with a well-rounded perspective on aviation maintenance. **Bruce Ansell**, APOC Technical Manager Engine Division, affirms that Ellis is a great match for APOC. "Geoff brings a wealth of experience and a deep understanding of the aviation industry, making him an invaluable addition to our team. His diverse background along with his numerous qualifications, will play a crucial role in strengthening our capabilities."

Dr Christian Leifeld and Dr Janna Schumacher

• The Executive Board of Lufthansa Technik AG will welcome two new members effective May 1, 2025: **Dr Christian Leifeld** will assume the role of Chief Financial Officer, while **Dr Janna Schumacher** becomes the new Chief Human Resources Officer. The company's Supervisory Board appointed both individuals for an initial three-year term, simultaneously expanding the Executive Board from three to four members. Dr Leifeld, currently Head of Group Controlling at Lufthansa and a member of the Group Executive Committee, will oversee Finance, along with Purchasing, Infrastructure, and the Digital Fleet Services business division. He succeeds **Dr William Willms**, who departed the company at the end of March at his own request. Dr Schumacher will lead the newly established Human Resources and Legal department, taking on the formal role of "Labour Director" and additional responsibility for the Original Equipment and Special Aircraft Services division. Dr Leifeld joined the Lufthansa Group in May 2023 and has served as the group-wide Head of Controlling and Risk Management, focusing on enhancing performance-driven business management, refining investment and cash flow planning, and digitalising controlling processes. The financial analyst, who holds a doctorate in economics, is also responsible for an efficiency programme aimed at improving the group's administrative functions, processes and costs. Dr Schumacher rejoined the Lufthansa Group in 2014 following her tenure at the international law firm Allen & Overy. For the past four years, she has led Legal, Compliance, Foreign Trade Law and ESG at Lufthansa Technik. Her current role centres on operationalising the legal department and ensuring compliance with export, customs, and embargo regulations for the entire Lufthansa Group. Most recently, she established and developed the company's ESG division.

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
B737-400F	Royal Aero	CFM56-3C1	29204		Now	Sale/Lease/Ex	Gary MacLeod	gary@royalaero.com	+44 (0)1357 521144
B737-800 SF	GA Telesis		27988	2000	Now	Sale / Lease		aircraft@gatelesis.com	
B737-800 SF	GA Telesis		33814	2004	Now	Sale / Lease		aircraft@gatelesis.com	
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

Commercial Engines

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(3) CFM56-5C4	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B4/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

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCP131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
(3) 3800702-2, (1) 3800708-1, (1) APS3200	Now - Lease	Magellan Aviation Group		apuleasing@magellangroup.net	+1 704.504.9204
(4) APU EMB145LR, Model: 4504113A	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(4) EMB145 LG Shipsets	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(1) GTCP36-150	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(3) A340 LG Shipset, (1) B777 LG Shipset (2) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(3) 767 LG Shipset, (1) A320 Shipset, (5) A330 LG Shipset, (1) A330 Shipset					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) GTCP331-200, (1) GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(5) 131-9A, (2) 131-9B (Max compliant), (1) APS3200, (3) 331-500, (1) APS2300		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				