

Weekly Aviation Headline News

“There’s more to go but I do think they are absolutely travelling in the right direction.”
Peter Barrett, CEO, SMBC Aviation Capital”



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Boeing production now in ‘dynamic’ mode says Safran

SMBC more guarded as it sees signs of output making progress at Boeing and Airbus

Olivier Andries, CEO of Safran, the engine supplier for Boeing’s 737 MAX aircraft, commented last Thursday that he sees the American planemaker returning to a more “dynamic” production profile after several years where it has had to deal with multiple setbacks. Current production of the 737 MAX stands at approaching 38 units per month, the maximum allowed by US regulators after the blowout of a door plug on an Alaska Airlines aircraft last year. Boeing Commercial Airplanes Vice President of Quality Doug Ackerman told reporters on Tuesday the planemaker expects to stabilise 737 MAX production at 38 airplanes a month over the next couple of months. Safran co-produces the world’s most-sold jet engines with GE Aerospace through their CFM International joint venture. CFM’s LEAP engines power all Boeing 737 MAX jets and vie alongside

Pratt & Whitney for airline contracts for the Airbus A320neo. According to Reuters news agency, Safran’s positive tone on Boeing’s progress towards restoring jet production is slightly at odds with a more cautious perspective from one of the world’s largest leasing firms. Boeing and Airbus have made progress, but there is “a way to go” to get a stable, predictable production cycle, SMBC Aviation Capital CEO Peter Barrett commented. Safran’s Andries told shareholders that demand for aftermarket services for jet engines was on the up, partly due to delays in production of new aircraft as a result of snags in aerospace supply chains. Airbus has said CFM is itself one of two suppliers that has been responsible for slowing down increases in its output in the first half of the year, while CFM has said it is confident of accelerating in the second quarter. The Air-

bus and Boeing versions of LEAP engines are a different size with a broadly different set of parts. Andries said Safran was meanwhile getting encouraging results from CFM’s wind-tunnel and other tests to demonstrate technology for a successor to the LEAP engine called RISE, designed to reduce fuel consumption and emissions by 20%. SMBC Aviation Capital is the world’s third-largest aircraft lessor, with over 250 planes on order with both manufacturers, and has also said that tariffs could be a drag on its recovery and they have the potential to delay production increases. “I was actually there (at Boeing) a few weeks ago. I certainly felt that the corner was turned and I don’t say that lightly. There’s more to go but I do think they are absolutely travelling in the right direction,” Peter Barrett told Reuters, adding that Airbus has also made progress.

AIRCRAFT & ENGINE NEWS
GE Aerospace secures landmark engine deals with Ethiopian Airlines and Qatar Airways

GE Aerospace has announced major agreements with Ethiopian Airlines Group and Qatar Airways, strengthening long-standing partnerships and advancing both airlines' fleets with the latest engine technology. Ethiopian Airlines Group has confirmed its selection of the GEnx engine to power 11 new Boeing 787 aircraft, increasing its GEnx-powered fleet from 19 to 30 aircraft. In addition, Ethiopian has reaffirmed its previous order for GE9X engines to power eight Boeing 777-9s, with options for six more aircraft. Both deals include service agreements covering maintenance, repair, and overhaul of the GEnx and GE9X engines, reinforcing Ethiopian's dedication to operational excellence and GE Aerospace's commitment to supporting the airline's growth. Meanwhile, GE Aerospace and Qatar Airways have expanded their partnership with the signing of multiple deals for new GE9X and GEnx engines during U.S. President Donald J. Trump's visit to Doha. Qatar Airways has agreed to purchase more than 400 engines—comprising 60 GE9X and 260 GEnx engines, along with additional options and spares—for its future Boeing 777-9 and 787 aircraft. This marks the largest wide-body engine purchase in GE Aerospace's history. The agreement builds upon Qatar Airways' previous order for 188 GE9X engines, bringing the total to 248, and supplements its existing order of 124 GEnx engines for the Boeing 787. These latest commitments underscore Qatar Airways' focus on efficiency and performance, while the accompanying service agreements ensure long-term engine support.

Wizz Air welcomes first A321XLR with GTF engines


Owain Jones, Chief Corporate Officer Wizz Air (r) and Christoph Zammert, Airbus EVP Head of A320 Family Programme, at the delivery of the first A321XLR to Wizz Air © Airbus

Wizz Air has taken delivery of the first of its 47 Airbus A321XLR aircraft, becoming the world's first operator of the A321XLR powered by Pratt & Whitney GTF engines, and the first European low-cost carrier to introduce this type. The airline's A321XLRs are configured with 239 seats in a single-class layout and feature the newly designed Airspace cabin. This includes an innovative lighting system with multiple settings to create the ideal atmosphere throughout various phases of the journey, such as boarding, dining, relaxing, sleeping, and waking up. With the addition of the A321XLR to its fleet, Wizz Air is strengthening its capacity to link Europe and the Middle East. Wizz Air exclusively operates Airbus aircraft and currently has a fleet of over 230 A320 Family jets in service, with a further 295 yet to be delivered. The A321XLR represents the next evolution of the A320neo family, designed to meet market demands for extended range and increased payload, offering greater flexibility and value for operators. The aircraft boasts an extra-long range of up to 4,700 nautical miles, 30% lower fuel burn per seat compared with previous-generation rival aircraft, and reduced NOx emissions and noise levels. To date, Airbus has received over 500 orders for this model. In line with Airbus' sustainability goals, the A321XLR is already capable of flying with up to 50% sustainable aviation fuel (SAF). Airbus aims to achieve compatibility with 100% SAF across its fleet by 2030.

Vietjet transfers 50 Boeing aircraft to Vietjet Thailand to boost connectivity


The signing ceremony took place in the presence of Vietnam's Prime Minister Pham Minh Chinh (l) Penny Burt, President of Boeing Southeast Asia and Thailand's Prime Minister Paetongtarn Shinawatra (r) © Vietjet

operate the expanded fleet safely and efficiently. Founded in 2014, Vietjet Thailand has grown rapidly as a joint venture of Vietjet, representing a successful model of ASEAN aviation cooperation. Headquartered at Bangkok's Suvarnabhumi Airport, the airline currently operates 33 routes across Asia, connecting major economic and tourism hubs in Thailand with Vietnam, China, Japan, India, Cambodia, and more. Known for its dynamic service and broadening reach, Vietjet Thailand has earned recognition from both local and international travellers. The transfer of these 50 Boeing aircraft signals the next chapter in the airline's ambitious expansion and reinforces its role as a key player in regional aviation growth.

Vietjet and Boeing have signed a landmark agreement to transfer up to 50 Boeing 737 aircraft from Vietjet's existing order to its Thai subsidiary, Vietjet Thailand. The signing ceremony was held in the presence of Vietnam's Prime Minister Pham Minh Chinh and Thailand's Prime Minister Paetongtarn Shinawatra, during her first official visit to Vietnam in over a decade. This strategic move marks a significant step in enhancing aviation and tourism ties between Thailand, Vietnam, and the wider Southeast Asian region. Under the agreement, the aircraft—part of Vietjet's 200-strong order of Boeing 737s—will be progressively delivered to Vietjet Thailand, with the first arrivals expected in October 2025. The addition of these aircraft is set to substantially strengthen Vietjet Thailand's domestic and international network, with particular emphasis on bolstering connectivity between Vietnam and Thailand. Boeing has committed to supporting the transfer by providing a comprehensive package of technical assistance, which includes training for pilots, maintenance personnel, and engineers, as well as product support services. This ensures that Vietjet Thailand will be well-equipped to



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AIRCRAFT & ENGINE NEWS

Bombardier’s Global 8000 first production jet completes maiden flight

Bombardier has released that the first production Global 8000 aircraft has successfully completed its inaugural flight. This significant achievement took place on May 16, departing from Bombardier’s state-of-the-art Aircraft Assembly Centre in Mississauga, Ontario. During the flight, the aircraft underwent a series of tests as part of the standard production flight test procedures. The sleek and sophisticated jet was expertly piloted by Sandro Novelli, supported by co-pilot Charlie Honey and flight engineer Bhargav Bhavsar. All flight controls were engaged during the sortie, and both the aircraft and its systems performed precisely as anticipated. This event represents the latest milestone in the ongoing development of Bombardier’s Global 8000 programme. The Global 8000 flight test vehicle (FTV) has already surpassed expectations throughout its flight-testing campaign. The first production aircraft is now set to proceed to Bombardier’s Laurent Beaudoin Completion Centre in Montreal, where its bespoke interior will be completed ahead of the aircraft’s expected entry into service in the latter half of 2025. The new Global 8000 represents the evolution of the highly acclaimed Global 7500 aircraft, which has accrued over 250,000 flying hours and more than 200 deliveries since its entry into service in 2018. As the new flagship of Bombardier’s fleet, the Global 8000 sets fresh benchmarks for performance and ride quality. With a top speed of Mach 0.94, it is the fastest civil aircraft since Concorde, and it offers the longest range in its class—an impressive 8,000 nautical miles for a four-zone business jet. The Global 8000 is designed to connect distant city pairs with ease, including Dubai to Houston, Singapore to Los Angeles, and London to Perth. Its revolutionary ultra-high cruise speed of Mach 0.92 allows a range of up to 4,200 nautical miles at this average pace, enabling passengers to reach their destinations in significantly less time. Moreover, Bombardier’s Global 8000 boasts exceptional runway performance, rivalling that of much smaller light jets. Thanks to its innovative design and advanced engineering, the aircraft is capable of accessing smaller airports that are typically out of reach for others in its category—delivering unmatched flexibility for global business travellers.



Global 8000 jet

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AIRCRAFT & ENGINE NEWS

Textron Aviation secures major jet order from ALE



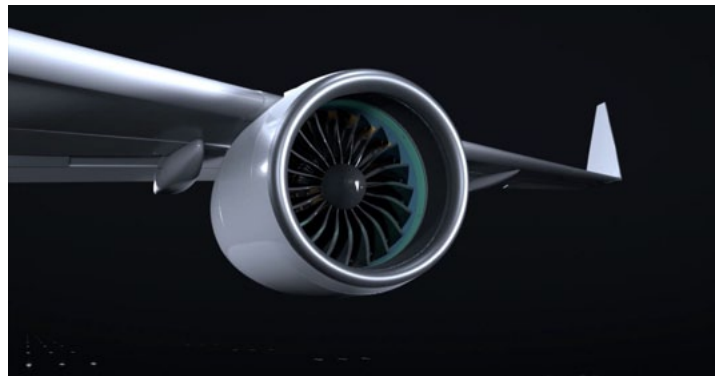
ALE has ordered up to 12 Cessna Citation business jets

© Textron Aviation

Textron Aviation has announced a substantial new agreement with Aerolíneas Ejecutivas (ALE), Mexico’s foremost business aviation provider, for the purchase of up to 12 Cessna Citation business jets. The aircraft, comprising a mix of Citation Latitude, Citation CJ3 Gen2 and Citation CJ3 Gen3 models, will be operated through ALE’s fractional ownership programme, MexJet. As part of this agreement, ALE is scheduled to receive delivery of four aircraft in 2026 — two Citation Latitudes and two Citation CJ3 Gen2s. This order reinforces ALE’s dominant position within Mexico’s business aviation sector and reflects its ongoing commitment to expanding and modernising its fleet. ALE has long been a dedicated operator of Cessna Citation aircraft, with models such as the Citation Latitude and Citation CJ3+ already part of its current fleet. The company has played a pioneering role in the Mexican aviation market, having launched MexJet’s Jetcard — the country’s first pre-paid flight hour programme — and continues to innovate in the private aviation space. Arturo Ortega, President of ALE, underscored the company’s focus on excellence and safety, stating: “At ALE, we will continue to prioritise the safety of all our clients. Our commitment is reflected in our actions; we continue to grow, invest, and offer unparalleled service.” This latest acquisition represents a strategic investment in fleet renewal and expansion, ensuring ALE can continue to deliver high-quality, flexible private aviation solutions to its growing customer base across Mexico and the wider region.

BBAM acquires six new GTF engines

BBAM Limited Partnership (BBAM) has acquired six new Pratt & Whitney GTF™ engines through a newly finalised agreement with the engine manufacturer, a division of RTX. The engines have been delivered to Incline Aviation III, BBAM’s third flagship aviation investment fund. This marks BBAM’s first direct transaction with Pratt & Whitney and represents a strategic expansion of its dedicated engine programme. BBAM’s engine initiative combines its extensive capabilities in origination, leasing and asset disposition with advanced technical expertise in engine management. With a team boasting over 30 years of industry experience, BBAM currently manages more than 45 engines valued at over US\$550 million, encompassing a wide range of asset types and vintages. Steve Zissis, President and Chief Executive Officer of BBAM, expressed enthusiasm about the new collaboration, highlighting the strong market demand for GTF engines and the benefits of sourcing directly from Pratt & Whitney. He also emphasised BBAM’s commitment to establishing a lasting and successful relationship with the engine manufacturer. Pratt & Whitney’s Vice President of Sales & Marketing, Nick Tomassetti, echoed these sentiments, stating that the deal initiates a new partnership with one of the world’s largest aircraft lessors. He also pointed to the efficiency and economic advantages of the GTF engine for single-aisle aircraft, which will benefit BBAM’s global airline clientele. This transaction strengthens BBAM’s engine portfolio and underscores its role as a leading force in aircraft and engine leasing on a global scale.



BBAM has acquired six new GTF engines from

© Pratt & Whitney

MRO & PRODUCTION NEWS

AFI KLM E&M extends component support deal with Cebu Pacific



Cebu Pacific Airbus A321neo

© Airbus

Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) has reported a ten-year extension of its component maintenance contract with Cebu Pacific, one of the fastest-growing low-cost carriers in the Asia-Pacific region. The renewed agreement encompasses comprehensive maintenance, logistics, repair, and overhaul (MRO) services for Cebu Pacific’s A320/A321ceo and neo fleet. It also includes the deployment of the Prognos® predictive maintenance system, powered by AFI KLM E&M, for Cebu Pacific Air’s components and auxiliary power units (APUs). This extension reflects the continued trust and strong partnership between AFI KLM E&M and Cebu Pacific Air. It also reinforces AFI KLM E&M’s position as a leading MRO provider in the region, particularly for the A320 platform. Cebu Pacific Air, which recently made history with the Philippines’ largest aircraft order—comprising 102 confirmed and 50 optional A320/A321neo aircraft—is rapidly scaling up operations, further strengthening its position in the budget airline sector. As part of this contract extension, AFI KLM E&M will also expand its regional presence. The development of its warehouse and MRO facility in Singapore will be accelerated to bolster inventory and service capabilities in support of Cebu Pacific Air and other regional clients.

MRO & PRODUCTION NEWS

TP Aerospace and Ascend Airways unveil B737 MAX support plan

Ascend Airways has chosen an all-inclusive wheels and brakes support programme from TP Aerospace, offering an ideal solution that brings both financial and operational benefits through predictable pricing and a high degree of flexibility and reliability. Established in 2024, Ascend Airways provides wet lease capacity for main-stream carriers and represents the UK market as part of Avia Solutions Group, an ACMI (aircraft, crew, maintenance, and insurance) provider. The airline joins a growing number of ACMI operators in TP Aerospace’s portfolio, which already includes Australian-based Skytrans, added earlier this year, and long-standing Lithuanian customer Avion Express – both also part of the Avia Solutions Group. Vice President of Global Programme Sales, Philip Broskov Hansen, expressed satisfaction with the new partnership, highlighting TP Aerospace’s comprehensive wheels and brakes support programme as a strong fit for Ascend Airways. “Backed by our global network and strategically positioned facilities we are well-equipped to deliver seamless support and enhanced operational efficiency for Ascend Airways’ expanding B737 MAX fleet and route network in support of their very diverse customer base. This collaboration reflects our ongoing commitment to delivering tailored solutions that meet the evolving needs of our customers.” Service and support will be provided from TP Aerospace’s UK facility in East Midlands. The programme is already underway.



Ascend Airways has chosen an all-inclusive wheels and brakes support programme from TP Aerospace © Ascend Airways

WeSky’s recharge™ power system takes flight on SriLankan Airlines A330



© WeSky

WeSky has completed the installation of its advanced *recharge™* 60W USB-C in-seat power system in the business class cabin of a SriLankan Airlines Airbus A330-200. *recharge™* is currently the aviation industry’s lightest in-seat power solution, delivering high power output to passenger devices with minimal impact on aircraft weight. This achievement marks another successful deployment of the *recharge™* system, which is certified under EASA Form 1 and recognised as the market’s lightest 60W in-seat power option. Designed for efficiency and simplicity, the system consists of just two components: a seat power box (SPB) and a smart outlet unit (SOU). It supports up to 60W of USB-C charging, including both power delivery (PD) and programmable power supply (PPS) protocols, while weighing only 110 grams per seat. “We’re proud to support SriLankan Airlines with our technology,” said Vytis Petrusевичius, founder and CEO of WeSky. “Bringing a new product onto

a wide-body platform requires months of engineering and certification effort, and seeing *recharge™* now flying on the A330 is a major milestone for WeSky.” WeSky is an EASA Part 21J-approved Design Organisation (DOA) specialising in the in-house development and certification of next-generation 60W USB-C in-seat power systems under the *recharge™* brand. The system features ultra-lightweight architecture, straightforward installation, and advanced GaN-based power conversion technology, meeting the latest demands of modern aircraft cabins.

Luxair selects RECARO R2 seats for Embraer fleet upgrade

Luxair has chosen the R2 seat from the Embraer Seller Furnished Equipment (SFE) catalogue—marking the first RECARO seat selection based on the joint RECARO–Embraer SFE catalogue. This milestone establishes a strong foundation for RECARO’s entry into the SFE market with a competitive and high-quality product offering. For over two decades, Embraer featured only a single seating supplier in its SFE catalogue. Since 2023, however, RECARO and Embraer have collaborated to develop a dedicated catalogue for E1 and E2 aircraft, which includes both the R1 and R2 models with a wide range of configurable features. Luxair’s selection represents the official market launch of this joint seating solution. RECARO’s reputation for quality, comfort, and strong brand appeal were key factors in Luxair’s decision. Another decisive element was the availability of Astronics’ latest in-seat power supply system (ISPSS). Luxair has opted for the R2 comfort package, which includes a six-way adjustable headrest with integrated neck support and additional cushion, a tablet holder and the cutting-edge Astronics ultra-lite Generation 2 USB-C 60W ISPSS. Aircraft delivery is scheduled for November 2025, with entry into service expected by December 2025. “RECARO Aircraft Seating adds more choice for our customers and reinforces our commitment to enhancing the passenger experience while delivering value to airlines. The RECARO seats look great in our cabins, bring additional options and low weight for our airline customers, and more comfort and amenities for their passengers,” said Fernando Antonio Oliveira, VP Programmes at Embraer Commercial Aviation.



Representatives from Luxair, Embraer and RECARO with the R2 seats © RECARO Aircraft Seating

MRO & PRODUCTION NEWS

ZeroAvia to build a manufacturing facility in Scotland



Image of ZeroAvia ATR72 aircraft in Scotland

© ZeroAvia

ZeroAvia has announced plans to establish a major manufacturing facility for its hydrogen-electric powertrains at the Advanced Manufacturing Innovation District Scotland, located near Glasgow Airport in Renfrewshire. The new hydrogen centre of excellence will serve as the company’s main site for powertrain production and testing. It will also house the primary manufacturing operations for advanced high temperature PEM (HTPEM) fuel cell stacks and associated systems. With nearly 3,000 full engine and component pre-orders already secured from airlines and OEMs – representing more than US\$10 billion in potential future revenue – the facility is a key step in scaling production to meet growing demand. This Scottish site will complement ZeroAvia’s propulsion centre of excellence in Washington State, which is focused on electric motors and power electronics. Additionally, the company is planning an expansion of its R&D and aircraft testing centre at Cotswold Airport in Gloucestershire. The project in Scotland, which is expected to unlock millions in private investment and support hundreds of jobs in the coming years, has been supported by a £9 million Regional Selective Assistance grant from Scottish Enterprise. This follows a £20 million equity investment from the Scottish National Investment Bank as part of ZeroAvia’s Series C funding round, which also included a £32 million investment from the UK’s National Wealth Fund. The round was led by Airbus, Barclays Sustainable Impact Capital and the NEOM Investment Fund. In addition, the UK Government awarded ZeroAvia and its consortium partners £10.5 million in 2024 through the Aerospace Technology Institute (ATI) programme – in partnership with the Department for Business and Trade and Innovate UK – to support development of the advanced HTPEM fuel cells. Since 2019, the company has received £18.5 million in total UK Government R&D funding for its fuel cell and powertrain technology. This public and private backing, exceeding US\$250 million, has enabled ZeroAvia to achieve several significant milestones: flying the world’s first hydrogen-electric commercial scale aircraft in 2020; more than doubling its power output to fly the world’s largest hydrogen-electric aircraft in 2023; manufacturing and shipping fuel cell systems to customers; and advancing towards regulatory certification of its powertrains. (£1.00 = US\$1.34 at time of publication).

GE Aerospace, United Aero Group sign distribution agreement

GE Aerospace has signed a limited distribution agreement with United Aero Group (UAG), officially authorising the company as a distributor for CT7/T700 engine parts and spares. This collaboration strengthens GE Aerospace’s service capabilities by offering CT7/T700 operators broader access to essential parts and maintenance solutions. UAG, a trusted provider of aerospace aftermarket services, will now support the distribution of GE Aerospace parts and materials in regions not currently covered by existing agreements. This partnership is aimed at enhancing global operational readiness and ensuring timely support for customers worldwide. “This agreement with United Aero Group reflects our commitment to enhancing service and support for our customers,” said Elissa Lee, executive director for commercial turboshaft engines at GE Aerospace. “By expanding our distribution network, we are ensuring that operators of CT7 and T700 engines receive the high-quality, OEM-backed parts they need to maintain the highest level of safety and peak performance.” GE Aerospace’s CT7/T700 family of engines has logged over 130 million flight hours, operating in virtually every environment. With more than 25,000 engines delivered, these powerplants are used in 15 types of military and civilian helicopters and fixed-wing aircraft across the globe.



CT7/T700 engine

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CFM International is a 50/50 joint company between GE Aerospace and Safran Aircraft Engines.

MRO & PRODUCTION NEWS

StandardAero to provide leasing solutions for LEAP-1A and LEAP-1B engines

StandardAero has broadened its service offering for the CFM International LEAP-1A and LEAP-1B engines to include lease engine support. In collaboration with some of the world's foremost engine leasing companies, StandardAero will now provide leasing solutions for Airbus A320neo (LEAP-1A) and Boeing 737 MAX (LEAP-1B) operators globally. Engines are already under contract and immediately available to support LEAP operators worldwide through short-term leases, helping to avoid unexpected aircraft downtime and optimise asset utilisation during LEAP MRO events. StandardAero supports both LEAP-1A and LEAP-1B as a CFM LEAP Premier MRO provider, having signed the first non-airline CFM Branded Service Agreement (CBSA) in the Americas for these engine types in March 2023. The company's 810,000 sq. ft. facility in San Antonio delivers both LEAP quick turn shop visit (QTSV) and LEAP performance restoration shop visit (PRSV) services, all supported by test cells calibrated for both engine variants. StandardAero offers LEAP-1A and LEAP-1B services directly to airline operators and asset managers across North America, Latin America, Europe, the Middle East, South Asia, and the Asia-Pacific region. These services—including engine repair and overhaul, component repair, workscooping and forecasting, engine testing, programme management, and lease engine support—are seamlessly delivered under StandardAero's TEAM™ services portfolio.

SIA Engineering signs new MRO agreements with SIA and Scoot

SIA Engineering Company Limited (SIAEC) has signed new comprehensive services agreements with Singapore Airlines (SIA) and Scoot, the low-cost subsidiary of SIA. These agreements replace the previous services agreements signed with SIA and Scoot in April 2023. The new agreements take effect from April 1, 2025, for an initial term of two years, with an option to extend for an additional year. Under the agreements, SIAEC will continue to support the SIA and Scoot fleets with a wide range of maintenance, repair and overhaul (MRO) and fleet management support services. Collectively, the agreements are expected to generate total labour revenue of SG\$1.3 billion over the two-year term, representing a material contribution to SIAEC's business.

TAT Technologies secures major global APU MRO agreement

TAT Technologies, a provider of innovative products and services for the commercial and defence aviation sectors, has announced the signing of a five-year maintenance, repair, and overhaul (MRO) agreement with one of the world's leading cargo carriers. This new deal marks a five-year extension of an existing agreement for APU repairs on the U.S. fleet of Boeing 767 and 757 aircraft, now broadened to cover the carrier's global fleet. As part of the extension, TAT will also provide repair services for two additional APU platforms: the B737 and the A300. Furthermore, the company has been awarded the APU contract for the B777 fleet for the next seven years. The formal signing of the B777 APU extension is anticipated between May and June 2025. The cumulative value of these contracts, including the awarded but not yet signed agreement, is estimated to range from US\$40 million to US\$55 million over the next five years. This milestone agreement reinforces the strong partnership established between the two parties over recent years, culminating in this comprehensive, global support contract. It also highlights TAT's expanding leadership in the APU MRO sector and underscores the company's dedication to providing high-quality service solutions to leading aviation customers.



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FINANCIAL NEWS

Maverick Aviation acquires Canadian-based Maxcraft Avionics



Maverick Aviation Group has acquired Maxcraft Avionics

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Maverick Aviation Group (Maverick) has announced its acquisition of Maxcraft Avionics, a Canadian provider of avionics installation, repair and design engineering services based in Pitt Meadows, British Columbia. This strategic move significantly strengthens Maverick's footprint in Western Canada and establishes the combined entity as one of the most capable independent avionics and instrument service providers in North America

and beyond. For Maxcraft's customers, the acquisition guarantees continuity in leadership, technical excellence, and customer service—now enhanced by Maverick's nationwide service network. Maxcraft will continue to be led by long-standing leaders Daryl Macintosh and Steve Nunn, who will remain in their roles overseeing operations and customer relations. Their continued presence ensures the relationships and service standards customers depend on remain firmly in place. "This acquisition is not a departure from who we are—it's a continuation," said Steve Nunn. "Partnering with Maverick gives us the ability to take Maxcraft to the next level—adding resources, expanding our capabilities, and ultimately delivering more value to our customers." Maxcraft's facilities in British Columbia include 30,000 ft² of hangar space and a team of 45 professionals—most of whom are certified licensed technicians, engineers, and AMEs. The company is well-regarded for its work on both rotary and fixed-wing aircraft, specialising in complex cockpit upgrades, custom installations, field support, and engineering solutions.

FINANCIAL NEWS

Mesa Air Group posts Q1 FY2025 results

Mesa Air Group has announced its financial and operational results for the first quarter of fiscal year 2025 (Q1 FY2025). Total operating revenues for Q1 2025 were US\$103.2 million, a decline of US\$15.5 million or 13.1% compared to US\$118.8 million in Q1 2024. Contract revenue dropped to US\$80.7 million, down by US\$20.4 million or 20.2% from US\$101.1 million in the same period last year. This decline was primarily due to a reduction in contractual aircraft with United Airlines, Inc. (United), lower DHL revenue owing to the wind-down of the FSA, and an increase in deferred revenue. These impacts were partially offset by higher E-175 block-hour rates. Pass-through revenue rose by US\$4.9 million or 27.6%, largely due to increased pass-through maintenance expenses. Under GAAP, Mesa's Q1 FY2025 results reflect the deferral of US\$5.6 million in revenue, in contrast to the recognition of US\$3.0 million in previously deferred revenue in Q1 2024. The remaining deferred revenue balance of US\$15.3 million is expected to be recognised as flights are completed over the remainder of the United contract. Total operating expenses for Q1 2025 stood at US\$214.0 million, an increase of US\$46.8 million or 30.0% compared to Q1 2024. The rise is mainly attributable to a net loss on asset sales of US\$46.7 million and asset impairment costs that were US\$25.3 million higher than the previous year. These increases

SIA Group reports record revenue and net profit despite decline in operating profit



SIA and Scoot together carried a record 39.4 million passengers, marking an 8.1% year-on-year increase for the FY 2024/25 © Shutterstock

The SIA Group has reported a record group revenue of SG\$19,540 million for FY2024/25, an increase of SG\$527 million (+2.8%) compared to the previous year. This was driven by sustained demand for both air travel and cargo services. SIA and Scoot together carried a record 39.4 million passengers, marking an 8.1% year-on-year increase. However, the Group passenger load factor (PLF) fell by 1.4 percentage points to 86.6%, as passenger traffic growth of 6.4% lagged behind the 8.2% expansion in capacity. Passenger yields declined by 5.5% to 10.3 cents per revenue passenger-kilometre, reflecting heightened industry competition amid broad capacity increases. Passenger flown revenue for the year rose by 1.0% to SG\$15,849 million. Cargo flown revenue improved by SG\$94 million (+4.4%), supported by strong demand for e-commerce and perishables, as well as increased air freight activity resulting from disruptions in sea freight operations. While the cargo load factor (CLF) rose by 1.6 percentage points to 56.1%, yields decreased by 7.8% due to intensified competition. Group expenditure climbed by SG\$1,546 million (+9.5%) to SG\$17,831 million. Non-fuel expenditure increased by SG\$1,236 million (+11.0%), driven by overall capacity growth of 8.9% and general cost pressures. These were partially offset by the Group's cost management efforts, including digital transformation and productivity enhancement initiatives. Net fuel cost rose by SG\$309 million (+6.1%), attributed to higher volume uplifted (+SG\$508 million) and reduced fuel hedging gains (+SG\$336 million). These were partially mitigated by an 8.5% drop in fuel prices (-SG\$510 million) and a favourable exchange rate impact (-SG\$25 million). As a result, the Group posted an operating profit of SG\$1,709 million, a decrease of SG\$1,019 million (-37.3%) from the previous year. Nonetheless, the Group recorded a record net profit of SG\$2,778 million, an increase of SG\$103 million (+3.9%), primarily due to a SG\$1,098 million non-cash accounting gain arising from the completion of the Air India-Vistara merger in November 2024. (\$1.00 = SG\$1.29 at time of publication).

While the cargo load factor (CLF) rose by 1.6 percentage points to 56.1%, yields decreased by 7.8% due to intensified competition. Group expenditure climbed by SG\$1,546 million (+9.5%) to SG\$17,831 million. Non-fuel expenditure increased by SG\$1,236 million (+11.0%), driven by overall capacity growth of 8.9% and general cost pressures. These were partially offset by the Group's cost management efforts, including digital transformation and productivity enhancement initiatives. Net fuel cost rose by SG\$309 million (+6.1%), attributed to higher volume uplifted (+SG\$508 million) and reduced fuel hedging gains (+SG\$336 million). These were partially mitigated by an 8.5% drop in fuel prices (-SG\$510 million) and a favourable exchange rate impact (-SG\$25 million). As a result, the Group posted an operating profit of SG\$1,709 million, a decrease of SG\$1,019 million (-37.3%) from the previous year. Nonetheless, the Group recorded a record net profit of SG\$2,778 million, an increase of SG\$103 million (+3.9%), primarily due to a SG\$1,098 million non-cash accounting gain arising from the completion of the Air India-Vistara merger in November 2024. (\$1.00 = SG\$1.29 at time of publication).



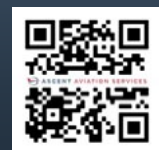
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FINANCIAL NEWS

were partially mitigated by a US\$16.5 million or 31.9% reduction in flight operations expenses, due to fewer contracted aircraft and reduced pilot training costs. Depreciation and amortisation expenses also declined by US\$5.3 million or 40.0%, largely as a result of the retirement and sale of CRJ aircraft and engines. For Q1 2025, Mesa reported a net loss of US\$114.6 million, compared to a net loss of US\$57.9 million, in Q1 2024. The adjusted net loss was US\$4.0 million, versus an adjusted net loss of US\$21.8 million in the prior year. Adjusted EBITDA for Q1 2025 was US\$11.0 million, compared to US\$5.0 million in Q1 2024. Adjusted EBITDAR stood at US\$12.6 million, up from US\$6.3 million in the same quarter last year.

SMBC Aviation Capital posts record profit and growth for FY2025

SMBC Aviation Capital has announced record results for the financial year ended March 31, 2025, posting a pre-tax profit of US\$563 million, up 22% year-on-year before exceptional items. Including proceeds from the Russian insurance settlement, which totalled US\$630 million during the period, profit before tax reached US\$1.2 billion. Core lease rental income rose to US\$2 billion, an increase of US\$59 million compared with the previous year, driven by the continued integration of higher-yielding aircraft into the fleet. Adjusted operating cash flow reached US\$1.9 billion, marking a year-on-year rise of US\$48 million. Over the past 12 months, the company signed US\$4 billion in new long-term leases, securing 100% lease placement across its portfolio through to late 2027. SMBC Aviation Capital completed more than 196 aircraft transactions, covering purchases, sales, and leases across both its delivered and committed fleets. Aircraft deliveries during the year totalled US\$3.3 billion, expanding the fleet to 510 aircraft as of 31 March 2025. The company also reported another strong year for asset trading, selling 48 aircraft with total asset sales amounting to US\$1.9 billion. Cumulative recoveries from the Russian insurance settlement now stand at US\$1.41 billion, including US\$756 million in FY23, US\$630 million in FY24, and US\$24 million in FY25.

Air France-KLM raises €500 million in strongly oversubscribed hybrid bond offering

Air France-KLM has successfully priced a €500 million issuance of hybrid bonds, offering a fixed annual coupon of 5.75% (yielding 5.875%) until the first reset date. The undated, deeply subordinated hybrid bonds will be rated BB by Fitch and B+ by S&P, qualifying for 50% equity credit from both agencies. Fitch and S&P have reaffirmed the company's long-term issuer ratings at BBB- and BB+ respectively, both with a Stable outlook. The bond issuance was met with strong investor demand, attracting an orderbook

AMAC Aerospace acquires Kreative Engineering Services



© AMAC Aerospace

AMAC Aerospace Group has acquired Kreative Engineering Services (KES), a respected and innovative engineering company based in the south of France. The transaction was completed on May 16, 2025, and represents a key step forward in the strategic development of the AMAC Aerospace Group of companies. Founded in 2012 and headquartered in L'Isle-Jourdain (Gers), KES is at the forefront of cabin engineering, specialising in the design and modification of VIP and commercial aircraft interiors.

With a strong commitment to quality, creativity and innovation, KES provides bespoke solutions that transform aircraft spaces into luxurious environments. KES sets itself apart through a comprehensive range of services, including Cabin Design & Modification, Advanced Engineering, Certification & Compliance and Product Development & Industrialisation. With KES now part of the AMAC Aerospace Group, the company has expanded its engineering capabilities and strengthened its position as a global leader in customised aerospace solutions. KES' technical excellence and dedication to quality and personalisation make it a valuable partner for projects requiring bespoke and advanced technological solutions. It now becomes an integral part of the AMAC Aerospace group of companies. Through this acquisition, AMAC Aerospace bolsters its footprint in southwestern France – a region with a strong aviation heritage – and enhances its offering in the international aerospace market.

Greenbriar Equity acquires aviation MRO provider West Star Aviation

Greenbriar Equity Group, L.P. (Greenbriar) has announced that funds managed by Greenbriar have acquired West Star Aviation (West Star), a highly regarded provider of maintenance, repair and overhaul (MRO) services for business aviation aircraft, from The Sterling Group (Sterling). Financial details of the private transaction were not disclosed. Founded in 1947, West Star has earned a strong reputation as a premier service provider in the business aviation sector. The company delivers comprehensive MRO capabilities for aircraft from all major original equipment manufacturers (OEMs) and operates the largest nationwide aircraft on ground (AOG) technician network, ensuring fast and dependable mobile repair services. Backed by an experienced and knowledgeable management team, West Star remains committed to outstanding customer service and quality workmanship.



© West Star Aviation

“In partnership with Sterling, West Star has continuously worked to deliver exceptional service to its customers, while growing to better support the business aviation market,” said Stephen Maiden, CEO of West Star. “As we embark on this next phase, Greenbriar’s extensive experience and proven track record in expanding aviation aftermarket platforms will be invaluable to us. With their support, we aim to not only accelerate our progress and enhance our capabilities but also ensure that our dedicated employees and the unique needs of our customers remain at the forefront of everything we do.” “West Star is an exceptional business with comprehensive capabilities and a strong customer value proposition that aligns with Greenbriar’s strategy of partnering with market leading aviation and aerospace businesses poised for growth,” said Noah Blitzer, Managing Director at Greenbriar. “We are excited to partner with Stephen and his team to continue building on West Star’s legacy as a premier MRO provider delivering high-quality service to its customers.”

exceeding €1.75 billion—an oversubscription rate of 3.5 times. This outcome highlights investors’ robust confidence in Air France-KLM’s strategic direction and the resilience of its credit fundamentals. The estimated net proceeds will be allocated to general corporate purposes, including the potential refinancing of existing

subordinated instruments within the group. The transaction supports the company’s objectives to streamline its balance sheet, enhance financing efficiency, and preserve financial flexibility. An application will be made for the hybrid bonds to be listed on Euronext Paris. (€1.00 = US\$1.12 at time of publication).

FINANCIAL NEWS

HALO finances Boeing 737-700 for Crestone Air Partners

HALO AirFinance (HALO), a joint venture between GA Telesis (GAT) and Tokyo Century Corporation (TC), has successfully closed a senior loan in support of a Crestone Air Partners (Crestone) and Blue Owl Capital (Blue Owl) investment initiative. The financing facilitated the acquisition of a mature Boeing 737-700 currently on lease with a U.S.-based airline. The transaction reflects HALO's continued focus on enabling experienced aviation investors to pursue strategic acquisitions within the secondary aircraft market. The Boeing 737-700 in question is a high-utilisation asset, adding further value to Crestone and Blue Owl's growing portfolio. The deal underscores HALO's capability to offer tailored financial solutions that address the dynamic requirements of aviation investment platforms. By providing bespoke capital structures, HALO strengthens its role as a key player in the commercial aircraft leasing space, particularly within the secondary market for leased assets. Through this financing, HALO not only reaffirms its support for value-driven investment strategies but also continues to build on its mission to meet the diverse financing demands of the global aviation sector. The collaboration with Crestone Air Partners and Blue Owl highlights a shared commitment to investing in reliable, revenue-generating aircraft that meet the long-term goals of institutional investors.



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MILITARY AND DEFENCE

Honeywell's JetWave X to boost U.S. Army ARES connectivity



Aero JetWave X

© Honeywell

Honeywell has announced that its JetWave X satellite communication system has been chosen by L3Harris Technologies (L3Harris) to upgrade the U.S. Army's Airborne Reconnaissance and Electronic Warfare System (ARES), providing troops with enhanced global connectivity. With JetWave X, the U.S. Army will be able to transmit mission-critical data at significantly higher speeds than previously possible, while maintaining continuous connectivity thanks to the system's robust, multi-network architecture. ARES, a demonstrator aircraft owned and operated by L3Harris, is a Bombardier Global 6000/6500-class business jet equipped with advanced intelligence, surveillance and reconnaissance technologies that reflect the future of airborne military capability. Honeywell has supported ARES over several years in partnership with L3Harris, underscoring both companies' commitment to delivering cutting-edge, dependable solutions to support U.S. Army operations. The partnership also

reflects Honeywell's strategic focus on key global trends, including the future of aviation. "Today's pilots need access to real-time data with uninterrupted connectivity to make mission-critical decisions," said Matt Milas, President, Defence and Space, Honeywell Aerospace Technologies. "Honeywell is proud to provide ARES with JetWave X, the only multi-network satellite communications system for government aviation that seamlessly connects to the Inmarsat Global Xpress, ViaSat-3 and other Ka-band constellations." JetWave X builds on the success of Honeywell's JetWave™ SATCOM system, offering simplified installation, increased flexibility across service networks, and the ability to connect to any Viasat Ka-band satellite. Its open architecture also ensures it remains compatible with future Ka-band networks, making it a truly network-agnostic solution.

OTHER NEWS

Aeva®, a frontrunner in next-generation sensing and perception systems, has been chosen by **Airbus UpNext**, a wholly owned **Airbus** subsidiary established to explore innovative technologies, to supply its state-of-the-art 4D LiDAR technology for the Optimate smart automation demonstrator. Aeva's distinctive 4D LiDAR technology employs frequency Modulated Continuous Wave (FMCW) sensing to simultaneously detect both precise distance and velocity for each point in a scene — a significant advancement over conventional LiDAR systems. Its capability of delivering high-resolution data at long ranges of up to 500 metres makes it ideally suited for the complex and dynamic environments found in airports, such as runways and taxiways. Optimate is a forward-thinking project designed to assist pilots in their missions and support decision-making processes. As part of this initiative, various sensor technologies, including multiple Aeva 4D LiDAR units, are being tested on an Airbus A350-1000 flight test aircraft and an electric truck during hundreds of hours of taxi operations at Toulouse-Blagnac airport, as well as at a more complex international airport. "Airbus has a proven history of innovation and introducing next-generation technologies to the air transportation industry at scale," said Soroush Salehian, Co-founder and CEO at Aeva. "This collaboration is a tremendous opportunity to showcase the transformative potential of Aeva's 4D LiDAR technology in the aviation industry. We're excited to support the Optimate team in their smart automation technologies exploration." Aeva's mission is to usher in the next wave of perception across a wide range of applications, from automated driving and industrial robotics to consumer electronics, consumer health, security, and beyond. Aeva is redefining autonomy through its pioneering sensing and perception technology, which integrates all critical LiDAR components onto a silicon photonics chip in a compact module. Aeva 4D LiDAR sensors uniquely detect instantaneous velocity alongside 3-D position, enabling autonomous systems such as vehicles and robots to make more intelligent and safer decisions.



Various sensor technologies, including multiple Aeva 4D LiDAR units, are being tested on an Airbus A350-1000 flight test aircraft and an electric truck during hundreds of hours of taxi operations © Airbus UpNext

OTHER NEWS

De Havilland Aircraft of Canada (De Havilland Canada) has launched a new wholly owned subsidiary, **De Havilland Aircraft of Canada Hellas Ltd.**, based in Greece. This strategic move reinforces the company’s commitment to enhancing customer support in the region and reflects its confidence in the Greek market. The establishment of De Havilland Canada Hellas strengthens the company’s operational capabilities across Greece, particularly for operators of its Waterbomber aircraft. By establishing a regional hub, De Havilland aims to offer faster response times, improved parts availability, and tailored customer support. This aligns with the company’s broader objective of expanding its global customer support network and achieving high standards of operational excellence and customer satisfaction. Jean-Philippe Côté, Vice President, Programmes and Business improvement at De Havilland Canada, highlighted Greece’s strong aviation heritage and emphasised the company’s dedication to supporting its customers in the country over the long term. The new subsidiary not only allows the firm to better serve existing customers but also represents a deepening relationship with the Greek government and aviation authorities. To mark the launch and further collaboration efforts, Côté is currently visiting Athens for high-level discussions with senior Greek officials. Accompanied by Canada’s Ambassador to Greece, Anna-Karine Asselin, he is meeting with Deputy Minister for Civil Protection Evangelos Tournas and Alternate Minister of National Economy and Finance Nikos Papathanasis. These meetings aim to solidify existing partnerships and explore new areas for future cooperation between De Havilland Canada and Greece.



De Havilland Canada Hellas strengthens the company’s operational capabilities across Greece, particularly for operators of its Waterbomber aircraft
© De Havilland Canada



Alexander Vagacs, Chairman of Avcon Jet at CAE Vienna © CAE

CAE has unveiled **CAE Vienna**, its inaugural business aviation training centre in Central Europe, and welcomed its first trainee in April. The facility marks a strategic expansion of CAE’s global training footprint, offering cutting-edge resources for pilots and maintenance professionals alike. The newly opened 8,000 ft² centre is already operational with a Gulfstream G550 full-flight simulator (FFS), while a Pilatus PC-24 FFS is set to be installed in the second half of 2026. Once complete, CAE Vienna will house up to nine FFSs, including Europe’s first Bombardier Global 7500 simulator, due to begin service in June. Additional simulators—a Bombardier Global Vision and Embraer Phenom 100/300—are slated for launch this summer, followed by a Challenger 3500 in October 2025. “We are very pleased that our first business aviation training centre in Central Europe is now open and offers customers an elevated training experience in a state-of-the-art facility. We look forward to expanding our capabilities at CAE Vienna with the addition of the Pilatus PC-24 FFS in 2026. This will be

a very exciting year as new FFSs enter service and we begin to welcome more customers to CAE Vienna,” said Alexandre Prévost, CAE’s Division President, Business Aviation. The new facility complements the training already provided at **CAE Burgess Hill** in the United Kingdom, further strengthening CAE’s presence in Europe. CAE Vienna will deliver a full spectrum of pilot and maintenance technician training, from type ratings to recurrent sessions across regulatory jurisdictions. “We were very excited to welcome Alexander Vagacs, Chairman of Avcon Jet, as our first customer at CAE Vienna. Alexander has trained with us for 25 years, and since founding Avcon Jet in 2007, we are proud to say that he has also entrusted the training of his pilots to CAE,” Prévost added. Beyond pilot instruction, CAE Vienna also offers a comprehensive suite of maintenance technician programmes. These include type training based on real-world maintenance scenarios, engine run and taxi courses, technical instruction in avionics, and personal development sessions aimed at career progression and technician retention. Training is also available at CAE centres in Burgess Hill and Dubai or can be delivered directly at operator locations. The official inauguration of CAE Vienna is scheduled for this autumn.

INFORMATION TECHNOLOGY

Swiss AviationSoftware (Swiss-AS) has released that **STARLUX Airlines** (Starlux), a premium full-service carrier based in Taiwan, has signed an agreement to implement AMOS—focusing on the management of technical documentation related to task cards. To support its digital maintenance strategy, STARLUX has opted for Swiss-AS hosting services, ensuring a secure and fully managed system environment. The AMOS implementation will cover 50 users and is scheduled for completion within six months, with the go-live planned for late summer 2025. AMOS will streamline STARLUX’s documentation workflows, enhance cross-functional collaboration, and support regulatory compliance. The system is expected to deliver long-term operational benefits aligned with the airline’s commitment to innovation and excellence in service. Founded in May 2018 and headquartered in Taipei, STARLUX Airlines began operations in January 2020. Known for its modern fleet and premium service offering, the airline continues to expand across regional and international markets. The teams at STARLUX and Swiss-AS are working closely to ensure a smooth and timely implementation of AMOS. The partnership is built on a shared vision to enhance maintenance operations through intelligent digital tools. “To enhance maintenance management efficiency and reduce the risk of human error, STARLUX Airlines has officially adopted the AMOS system. By leveraging this industry-leading Maintenance Information System (MIS), we aim to streamline our current task card creation processes. Additionally, the system will enable structured management of our Aircraft Maintenance Program (AMP) and OEM documents, supporting greater operational accuracy and effectiveness,” says Project Team, Engineering & Maintenance Div. of STARLUX.



STARLUX Airlines takes off with AMOS

© SWISS-AS

INFORMATION TECHNOLOGY

Comply365, a global provider of operational content, safety, and training management solutions for the aviation sector, has announced a new partnership with **Qatar Airways**, the national carrier of the State of Qatar. The airline will implement Comply365's DocuNet Documentation Management platform. Qatar Airways, which currently operates flights to more than 170 destinations worldwide via its Doha hub, has chosen Comply365's next-generation Operational Content Management (OCM) solution to transform its group-wide documentation strategy. This includes centralised management and distribution of structured authoring and compliance content across its operations. As part of the

agreement, Qatar Airways will adopt DocuNet Authoring to consolidate, streamline, and manage both company-generated and OEM-sourced documentation within a single, structured system. This move supports the airline's commitment to documentation consistency across all departments – from flight operations and engineering to cabin and ground services – ensuring that both cockpit and ground crews have immediate access to the latest information, wherever required. Qatar Airways will also implement Comply365's PureIntell solution to equip its workforce with contextual, actionable data insights, driving better operational decision making.

INDUSTRY PEOPLE



Mazvydas Matazinskas

- FL Technics has appointed **Mazvydas Matazinskas** as its new Head of Logistics and Storage. With over a decade of experience in the field, Matazinskas will lead the company's global logistics

strategy, oversee its implementation, and drive further development initiatives. He has spent the past eight years within FL Technics' logistics department. According to Matazinskas, logistics is one of the key components of the company's aviation business. Aviation logistics is distinct due to its specialisation in transporting aviation cargo globally across diverse sectors. Over the past year, FL Technics has delivered shipments to 90 countries and expanded its logistics service offering while partnering with over 160 clients. The company operates four logistics hubs in Lithuania, Germany, the United Kingdom and Singapore. FL Technics is a global provider of aircraft maintenance, repair, and overhaul (MRO) services, serving commercial aviation clients worldwide, including Wizz Air, Lufthansa, and Saudia. The company operates 23 subsidiaries across Europe, the Middle East, Asia Pacific, and North America.

- Aquila Air Capital (Aquila), the engine lessor backed by funds managed by New York-based global alternative asset manager Wafra, has announced the appointment of **Gary Lew** as Chief Financial Officer. Lew brings more than twenty-five years of aviation and financial industry



Gary Lew

experience to the role, with a strong focus on investment strategy, capital markets, corporate finance and asset management. He will lead the development of Aquila's financial structure

and oversee all areas of corporate development, strategic financing initiatives, capital markets activity and key partnerships. Lew joins Aquila following the founding of Capitola Partners, where he led significant multi-year engagements with a global lessor, an asset trading and management firm, two major U.S.-based family offices, and an Ireland-based corporate services provider. His experience also includes key roles at Vx Capital Partners, where he built a deep network and track record as an investor, lessor, asset manager and strategic advisor. In addition to his corporate roles, Lew serves as an Independent Director for two major ABS issuances and has held academic positions as an adjunct lecturer at St. Mary's College and the UC Davis Graduate School of Management.



Alain Bellemare

- Delta Air Lines has announced that **Alain Bellemare**, Executive Vice President and President – Delta International, will take on an expanded leadership role as Chairman of the Delta maintenance, repair and overhaul (MRO) Advisory Board. In this position, Bellemare

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will provide strategic direction, support, and guidance to Delta's commercial MRO business, working in close collaboration with **John Laughter**, Chief of Operations and President of Delta TechOps. Delta TechOps, a US\$5 billion global leader in MRO services, supports Delta's fleet as well as hundreds of airline customers worldwide. Bellemare's new role is designed to complement the operational leadership of Delta TechOps by bringing a strategic and global perspective to enhance market competitiveness, customer relationships, and long-term commercial growth. With over 25 years of global aerospace and industrial leadership, Bellemare has led major aircraft programmes and engine developments at Bombardier Inc. and United Technologies. His wealth of experience with global OEMs and advanced systems will bring valuable insight to Delta's MRO strategy.

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
(2) CF34-3A	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(1) CF34-10E5A1	Now - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+ 1 954-478-7195



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(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



THE AIRCRAFT AND ENGINE MARKETPLACE

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) GTC331-200ER, (2) GTC131-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTC131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
(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) GTC336-150	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(4) A340 LG Shipset, (1) B777 LG Shipset (4) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(2) 767 LG Shipset, (12) A320 LG Shipset, (2) B757 LG Shipset					
GTC131-9A (2), GTC131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) GTC331-200, (1) GTC331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(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				