

Weekly Aviation Headline News



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Boeing 787-8 Dreamliner Crashes in India - Only One Confirmed Survivor

Aircraft hits medical college hostel, killing 241 on board and at least 24 people on the ground

On Thursday, June 12 at 1.39 p.m. local time, an Air India Boeing 787-8 Dreamliner departed from Ahmedabad's Sardar Vallabhbhai Patel International Airport in India's western state of Gujarat, bound for London Gatwick, with 242 passengers and crew on board which included 169 Indian nationals, 53 Britons, seven Portuguese and one Canadian. Approximately one minute later and at an altitude of 625 feet, a mayday signal was sent out as the plane began to lose altitude, all signals were then lost and less than a minute later the jetliner crashed into a newly built medical college hostel. 241 of the passengers and crew perished and though the crash site is still being scoured for survivors, it is understood that at least 24 people on the ground also lost their lives. As yet, there is no clear reason why the plane crashed, though Boe-

ing and engine maker GE Aerospace will both assist in the crash investigation, while the US National Transportation Safety Board (NTSB) said it will lead a team that is heading to India to assist local authorities' probe into the crash. The UK Air Accidents Investigation Branch has also formally offered its assistance to Indian authorities, following the crash. This is the first fatal crash involving a Boeing 787 Dreamliner since it came into service back in 2011, with over 1,100 of the aircraft having since been produced. It is understood this particular plane was acquired by Air India in 2013. Beyond the actual tragedy of the accident, its occurrence could not have come at a much worse time for both Air India and Boeing. In January 2022 Tata Sons, the original founders of Air India, bought back the struggling airline from the Indian Government and since then the

company has worked hard to change its reputation as a struggling, debt-ridden airline to a safe, modern carrier appealing to India's burgeoning middle class. In addition, Boeing has, over recent years, been involved in a number of fatal crashes and major safety issues and was hoping to have turned the corner under the new leadership of Kelly Ortberg. "Safety is foundational to our industry and is at the core of everything that we do," Ortberg told employees. "Our technical experts are prepared to assist investigators to understand the circumstances, and a Boeing team stands ready to travel to India." Ortberg had been due to head to the Paris Air Show, the industry's biggest event of the year, after several key accomplishments in recent weeks as he tries to rebuild public trust in Boeing. However, his plan to attend the show next week with Boeing Commercial Airplanes head Stephanie Pope has been scrapped, Ortberg confirmed, as the company focuses on the investigation into the first-ever crash of a 787 jet, its most advanced model. "As our industry prepares to start the Paris Air Show, Stephanie (Pope) and I have both cancelled plans to attend so we can be with our team, and focus on our customer and the investigation," Ortberg wrote in a message to employees on Thursday evening that was then reported by Reuters news agency.

“Safety is foundational to our industry and is at the core of everything that we do. Our technical experts are prepared to assist investigators to understand the circumstances, and a Boeing team stands ready to travel to India.

Kelly Ortberg, Boeing CEO in message to employees

AIRCRAFT & ENGINE NEWS

Airbus forecasts strong aviation growth fuelled by economic and demographic shifts

According to the *Airbus Global Market Forecast for 2025*, the global aviation sector is expected to experience sustained long-term growth, despite short-term uncertainties. Passenger traffic is forecast to increase by 3.6% annually over the next 20 years. This growth is driven by key macroeconomic and demographic factors: global GDP is projected to rise by 2.5% per year, urban populations are set to grow by 1.2 billion, and the global middle class—typically the demographic most likely to travel by air—is expected to expand by 1.5 billion people. Meeting this growing demand will require around 43,400 new aircraft deliveries, including both passenger and freighter types. Of these, 34,250 will be single-aisle aircraft and 9,170 wide-body aircraft. Approximately 44% of the new deliveries—around 18,930 aircraft—will replace older, less fuel-efficient models, contributing to improved fleet efficiency and environmental performance. Aviation continues to play a critical role in connecting people and supporting global commerce, even in times of uncertainty. Emerging markets and evolving travel flows are shaping new routes, with India leading the world in domestic traffic growth at 8.9%, followed by emerging Asia to China at 8.5%, and Middle East to emerging Asia at 5.3%. Airbus is well positioned to serve these routes with its full range of aircraft and as demand on these city pairs increases, there is a clear trend towards upsizing aircraft. Airbus benefits from fleet commonality across its A320, A330 and A350 families, enabling airlines to operate mixed fleets with greater efficiency and crew flexibility through multi-type ratings. By 2044, the global in-service aircraft fleet is expected to more than double, exceeding 49,000 units. This expansion will create substantial demand for skilled aviation professionals—pilots, technicians, and cabin crew—as well as opportunities across the wider aviation ecosystem. Airbus Customer Services is strategically placed to meet these needs, offering advanced solutions in predictive maintenance, end-to-end supply chain management, and increased use of used serviceable material (USM) to reduce costs and enhance aircraft availability. In addition, Airbus supports aircraft connectivity and recyclability improvements, both of which are essential to improving operational efficiency and meeting the industry's sustainability goals.

Orders and deliveries – Boeing and Airbus

Airbus v Boeing: Orders and Deliveries

May 2025 YTD (net orders)

Airbus			Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	-1	29	737	253	167
A320 Family	159	189	767	0	9
A330	10	9	777	79	16
A350	47	16	787	180	28
Total	215	243	Total	512	220

Source: Airbus

Source: Boeing

Ryanair deepens CFM partnership with major engine order



Ryanair has ordered 30 LEAP-1B spare engines from CFM

© CFM International

Ryanair has announced a major expansion of its partnership with CFM International (CFM) through a new purchase agreement for 30 LEAP-1B spare engines. This acquisition supports the airline's ongoing growth and the operational needs of its Boeing 737 MAX fleet. The deal is aimed at enhancing the reliability and efficiency of Ryanair's operations as it continues to expand its capacity across Europe. The LEAP-1B engines, developed by CFM International—a joint venture between Safran and GE Aerospace—are a central component of the Boeing 737 MAX aircraft. These engines offer significant environmental and economic benefits, reducing fuel consumption and carbon dioxide emissions per seat by up to 20% when compared to previous models. This improvement contributes to Ryanair's cost leadership and reinforces its competitive edge over other European carriers. Michael O'Leary, CEO of Ryanair, highlighted the importance of the deal, describing it as "a significant commitment to improve the operational resilience of our Group airlines." He also reaffirmed the airline's dedication to investing in the most advanced and efficient technology available. Ryanair has been a CFM customer since 1998 and operates the largest fleet of CFM-powered Boeing aircraft in Europe, including a substantial number of next-generation 737s and the newer 737-8-200s. With 181 LEAP-powered aircraft currently in service and 29 still to be delivered from a previous order, this latest purchase reinforces a longstanding and productive collaboration. In 2023, Ryanair further committed to the LEAP-1B engine by ordering powerplants for an additional 150 firm and 150 optional Boeing 737-10 aircraft. Gaël Méheust, president and CEO of CFM International, called the new agreement "another milestone" in their enduring relationship. The LEAP-1B engines have accumulated nearly 30 million flight hours and 12 million cycles since their introduction. They are noted for improving fuel efficiency by 15% compared to the earlier CFM56 engines and offer a significant reduction in noise, making them a more sustainable choice for modern aviation.

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AIRCRAFT & ENGINE NEWS

Boeing resumes 737 MAX deliveries to China amid easing of trade tensions

A new Boeing 737 MAX aircraft landed in China on Monday June 9, signalling the resumption of deliveries to Chinese airlines after a months-long halt linked to escalating trade tensions between Beijing and Washington, according to REUTERS. The aircraft, bearing the livery of Xiamen Airlines, touched down at Boeing's completion centre in Zhoushan, near Shanghai, after departing from Seattle on Saturday. Its trans-Pacific journey included refuelling stops in Hawaii and Guam. Deliveries of Boeing aircraft to China had been suspended since April, as the world's two largest economies intensified tariffs on each other's exports. Boeing announced in late May that deliveries would resume in June following a temporary 90-day easing of tariffs agreed by both governments. The move is viewed as a positive signal of improving commercial relations and growing stability in the aerospace sector. China represents a significant market for Boeing, accounting for approximately 10% of its commercial aircraft backlog. In April, Boeing stated it expected to deliver 50 jets to Chinese carriers during the remainder of 2025, with 41 already in production or pre-built. The company had repatriated at least three 737 MAX aircraft to the United States from Zhoushan during the suspension period, although none had been reassigned to other buyers. Despite earlier suggestions that dozens of aircraft could be resold due to the trade impasse, Boeing has refrained from reallocating the jets, instead choosing to wait for a resolution. Beijing has not publicly stated why deliveries were halted but previously acknowledged that both Chinese airlines and Boeing had been adversely impacted by the U.S.-imposed tariffs.



Xiamen Airlines Boeing 737 MAX aircraft

© AirTeamImages

Uzbekistan Airways signs new lease deal with CALC



Uzbekistan Airways and CALC have signed lease agreements for two Airbus A321neo aircraft © AirTeamImages

China Aircraft Leasing Group (CALC) has signed a lease agreement with Uzbekistan Airways for the delivery of two new Airbus A321neo aircraft. Scheduled to be handed over in 2026, the aircraft will be sourced directly from CALC's Airbus orderbook and are intended to support Uzbekistan Airways' fleet modernisation and ongoing network expansion plans. This latest agreement builds on the successful partnership established between the two parties in 2023, highlighting growing collaboration and mutual confidence. The deal is part of Uzbekistan Airways' broader strategy to improve the sustainability and quality of its services, aligning with the global aviation trend towards newer, more efficient aircraft. Winnie Liu, President and Chief Commercial Officer of CALC, expressed enthusiasm over the continued partnership, stating, "This follow-on agreement reflects CALC's commitment to delivering tailored solutions that meet the evolving fleet and growth requirements of our airline partners." She reaffirmed CALC's intention to support Uzbekistan Airways as it modernises and scales its operations. From the perspective of Uzbekistan Airways, the lease is seen as a strategic move. Shukhrat Khudaykulov, Chairman of the Board at Uzbekistan Airways JSC, noted that the acquisition of the A321neo aircraft is "not just about fleet expansion — it is a significant step toward building a modern, competitive, and passenger-friendly aviation system." He also emphasised that the new aircraft will improve passenger comfort and enhance the airline's route network. The Airbus A321neo is known for its fuel efficiency, extended range, and quieter operation, making it a key choice for airlines looking to upgrade their fleets in line with modern aviation standards. Through this agreement, Uzbekistan Airways is positioning itself for long-term growth while reinforcing its commitment to quality and sustainability.

Griffin leases six Boeing 737 MAX 9 aircraft to United Airlines

Griffin Global Asset Management has finalised long-term lease agreements with United Airlines for six new Boeing 737 MAX 9 aircraft. The deliveries were completed across April and May 2025, marking a new partnership between the two companies and aligning with United's ongoing fleet expansion strategy under the United Next plan. The agreement represents a significant step for both parties. For Griffin, it expands its customer base by adding United Airlines, one of the world's largest carriers. For United, the additional 737 MAX 9 aircraft are expected to enhance operational efficiency, support higher passenger capacity, and contribute to improved margins. The aircraft also offer a modern passenger experience, supporting the airline's broader focus on comfort and sustainability. This transaction aligns with United's fleet and delivery expectations outlined in its Q1 2025 investor update, released on April 15, 2025. The deal also reinforces Griffin's position as a key global player in the aircraft leasing market, leveraging its international footprint with offices in Dublin, Puerto Rico and Los Angeles. The company works closely with industry stakeholders to provide tailored capital solutions for the commercial a



United Airlines has taken delivery of six new Boeing 737 MAX 9 aircraft on lease from Griffin © AirTeamImages

AIRCRAFT & ENGINE NEWS

Rolls-Royce delivers 9,000th jet engine from Dahlewitz facility



Rolls-Royce Dahlewitz, Germany

© Rolls-Royce

Rolls-Royce has reached a significant production milestone with the delivery of its 9,000th jet engine from its Dahlewitz facility in Germany. The milestone engine, a Pearl 700, is destined for Gulfstream Aerospace in Savannah, Georgia, USA, where it will power a Gulfstream G700 business jet. Located just south of Berlin, the Dahlewitz site began engine production in June 1995 and has since evolved into Rolls-Royce's Centre of Excellence for two-shaft engines. Today, it employs approximately 2,400 people from over 60 countries and serves as the company's headquarters for business aviation operations. The site not only develops and manufactures cutting-edge jet engines but also provides essential maintenance services, playing a central role in Rolls-Royce's growth strategy within the business aviation market. The 9,000 engines produced at Dahlewitz include the Pearl 10X, Pearl 15, Pearl 700, BR710, BR715, BR725, Tay 611-8/-8C, V2500, and Trent XWB-84, with more than 6,100 currently in use in business jet applications around the world. In addition to engine production, Dahlewitz houses development and testing facilities for Rolls-Royce's innovative power gearbox used in the UltraFan®

demonstrator programme. Looking ahead, Rolls-Royce anticipates a 7–9% annual increase in the number of its powered aircraft in service through the end of the decade, with engine flying hours expected to reach 120–130% of 2019 levels in the mid-term. To support this projected growth, Rolls-Royce announced in 2023 a £30 million (US\$40.5 million) investment in the Dahlewitz facility and plans to recruit over 100 new staff. These resources will initially support rising service demand for Trent 1000 engines and later transition to assembling and testing the Trent XWB-84—the world's most efficient large aero-engine currently in service—from 2026.

UNI Air places order for 19 new ATR 72-600 aircraft

UNI Air, a subsidiary of EVA Air, has placed a firm order for 19 ATR 72-600 aircraft, along with options for three additional units. This is the largest ATR order since 2017 and represents UNI Air's second direct purchase from ATR following its 2011 order for 10 aircraft. The move underscores the continued confidence of UNI Air and its parent company, EVA Air, in ATR turboprops to effectively serve Taiwan's domestic air travel needs. Deliveries are scheduled between 2027 and 2032. This substantial investment will allow UNI Air not only to replace its current fleet of 14 ATR 72-600s but also to expand its operations significantly. The new aircraft will feature the latest advancements in turboprop technology, including next-generation PW127XT engines, an enhanced cabin design, and a new air management system. These upgrades are expected to deliver substantial benefits, such as greater fuel efficiency, reduced maintenance costs, increased reliability, and a more comfortable passenger experience. Operating chiefly from Taipei Songshan Airport, UNI Air plays a crucial role in connecting Taiwan's regions. It currently serves 11 destinations, including the outlying islands of Kinmen, Penghu and Matsu, all using ATR aircraft. The airline's commitment to regional aviation helps maintain essential air links for local residents, tourists and businesses, while also supporting the national transport infrastructure.



ATR 72-600 aircraft in UNI Air livery

© ATR

Envoy adds 33 new E175 aircraft to its fleet



American Eagle E175 jet operated by Envoy Air

© Envoy

Envoy is set to strengthen its regional fleet with the acquisition of 33 brand-new Embraer 175 (E175) aircraft, marking a significant step in its ongoing strategic growth. With this latest addition, Envoy's total fleet commitment will rise to 214 aircraft, comprising 171 E175s and 43 E170s. This expansion underscores the airline's dedication to operational excellence and customer service, aligning with its Core Principles of Safety, Quality, and Cost Control. The new aircraft are scheduled for delivery in 2026 and 2027, complementing the E175 jets already arriving throughout this year. These modern aircraft are expected to enhance the airline's capacity, efficiency, and ability to serve a broader network of destinations. "As we remain focused on our Core Principles of Safety, Quality, and Cost Control, Envoy continues to grow strategically and sustainably – delivering value to our customers, employees and American Airlines Group shareholders," said Envoy President & CEO Pedro Fábregas. "This milestone reflects the dedication and hard work of our more than

21,000 employees across North America, the Pacific, the Caribbean and the Bahamas." The announcement not only highlights Envoy's role as a vital regional partner for American Airlines Group but also reflects its commitment to investing in advanced aircraft technology. The Embraer 175 is known for its comfort, reliability and performance, making it well-suited to the regional routes Envoy operates.

MRO & PRODUCTION NEWS

Safran Landing Systems expands and modernises Molsheim site

Safran Landing Systems has officially inaugurated a new state-of-the-art machining building and two advanced surface treatment lines at its Molsheim facility in Alsace, France. The ceremony was attended by key regional and company figures, including Claude Sturni, Vice-President of the Grand Est Region, Thierry Rogelet, Sub-Prefect of Molsheim, Olivier Andriès, CEO of Safran, and François Bastin, CEO of Safran Landing Systems. This investment strengthens and modernises the site's capacity to produce and maintain landing and braking systems, supporting increased aircraft production rates and the growing global demand for MRO services. The newly inaugurated ExcelFAB building spans 840 m² and houses high-tech five-axis machining centres for producing key components such as braking manifolds, uplocks and steering manifolds. The facility operates with a fully automated production process, ensuring exceptional industrial performance and quality. A €1.125 million (US\$1.28 million) grant from the Grand Est Region in 2021 contributed to the development of ExcelFAB and wider production capabilities at Molsheim. The site's expansion also includes a sulfuric acid anodising (SAA) line and a chrome plating line. The SAA line treats aluminium components such as wheels and hydraulic rings, while the chrome plating line supports landing gear maintenance, handling up to 3,000 different types of steel parts. Both lines utilise digital technology to enable real-time monitoring of production data, enhancing quality control. Safran's latest developments also reflect a strong focus on corporate social responsibility. The new facilities feature ergonomically optimised workstations to reduce manual handling and are designed with sustainability in mind. ExcelFAB's thermal insulation and reversible thermodynamic heating system cut energy consumption by 40%, while the new machining centres are 10% more energy efficient. CO₂ emissions from the SAA line have been reduced by 98 tonnes annually thanks to a new heat pump system replacing traditional gas heating.



Inauguration of the new sulphuric anodic oxidation line

© Safran

Collins reinforces aircraft electrification strategy



elecTRAS

© Collins Aerospace

the elecTRAS units. This move is intended to improve manufacturing efficiency, increase nacelle integration capacity, and enhance support for European customers by being closer to key aerospace partners. elecTRAS replaces traditional hydraulic-powered thrust reverser actuation systems, enabling nacelle designs that are easier to install and maintain while reducing system weight by 15–20%. This contributes to improved fuel efficiency and operational performance. Thrust reversers are a critical part of an aircraft's nacelle system, used to redirect engine thrust and help decelerate aircraft upon landing. Currently, Collins supplies elecTRAS for the Airbus A350 family, which had over 600 aircraft in service by the end of 2024. With continued production into the next decade, elecTRAS has already accumulated around 11 million flight hours and 1.8 million flight cycles, underlining its reliability and maturity in active service. Together, the Wolverhampton and Colomiers sites bolster Collins' capabilities in electric propulsion technologies, positioning the company to meet growing global demand for more efficient and sustainable aircraft systems.

Collins Aerospace, an RTX business, is reinforcing its aircraft electrification strategy with the launch of a new engineering centre of excellence in Wolverhampton, UK, and the establishment of a dedicated production line for electric thrust reverser actuation systems (elecTRAS™) in Colomiers, France. These developments represent a significant investment in the design, testing, and manufacturing of next-generation electric systems for commercial aircraft. The Wolverhampton facility is focused on the engineering and development of elecTRAS, featuring advanced design and testing capabilities. It will operate in close collaboration with Collins' Aerostructures headquarters in Chula Vista, California, and its electronic controls and motor systems centre in Solihull, UK. This integrated approach aims to accelerate innovation and streamline development processes. In Colomiers, the new production line will carry out the final assembly of

MRO & PRODUCTION NEWS

GE Aerospace invests in hypersonic test facilities

GE Aerospace has reported major investments in its test infrastructure to accelerate the development of next-generation hypersonic propulsion systems. Upgrades at facilities in Evendale, Ohio, Bohemia, New York, and Niskayuna, New York will allow the company to carry out higher-Mach, mission-relevant testing at an unprecedented scale. In Evendale, GE Aerospace is enhancing its testing capabilities to accommodate larger hypersonic propulsion systems and support higher Mach number trials, allowing for more accurate simulation of flight conditions. In Bohemia, improvements are being made to the test cells acquired through GE's 2022 acquisition of Innoveering, a firm known for its expertise in hypersonic propulsion technologies. Meanwhile, in Niskayuna, the company is expanding its testing capacity at its research centre to support evaluation and development of next-generation systems. Mark Rettig, Vice President and General Manager of Edison Works Advanced Programs at GE Aerospace, commented: "This investment significantly accelerates GE Aerospace's ability to meet future hypersonic propulsion needs. By enhancing our infrastructure, we're not only enabling more representative and scalable testing but also demonstrating our ability to deliver advanced technologies faster and more efficiently, ensuring our customers have the cutting-edge solutions they need when they need them." This initiative follows GE Aerospace's successful rapid development and testing of a hypersonic dual-mode ramjet, which progressed from concept to testing in under 11 months, and a liquid-fuelled ramjet tested just ten months, after initial concept definition. With these latest infrastructure upgrades, GE Aerospace continues to cement its leadership in delivering advanced propulsion technologies for the most demanding defence and aerospace applications.

STS Aviation Services expands CAA approval for engine repairs

STS Aviation Services (STS) has secured an important extension to its CAA Part 21J Design Organisation Approval (DOA), significantly enhancing its capabilities in the repair and modification of turbine engine components. This latest approval marks a strategic advancement for STS's UK-based design team, now authorised to develop and certify minor modifications and minor repairs on a range of nacelle structures. These include air intake cowls, fan cowls, thrust reversers, and core cowls, supporting greater flexibility in maintaining turbine engine systems. The expanded scope permits

Liebherr to relocate and expand Bulgarian operations

Liebherr has announced a strategic realignment and expansion of its operations at Liebherr-Transportation Systems Marica EOOD in Bulgaria. The company will establish a new, larger production site near its current location, which will eventually be vacated. The new facility, spanning 20,000 m², is expected to be fully operational by 2026 and marks a significant investment in the future of Liebherr's manufacturing capabilities in the region. This development will allow Liebherr to further enhance its existing production for the railway and commercial vehicle markets. In addition, the company will introduce new assembly capabilities for aerospace applications at the new facility. Over the coming years, the company plans to ramp up production of flight control systems and air management systems, reflecting increasing demand across the aviation industry. The new assembly operations will be crucial in meeting rising market needs and will underpin the company's long-term industrial performance. They will also contribute to Liebherr's double-sourcing strategy, which is designed to increase supply chain resilience and position the company as a key supplier for next-generation transport systems. The expansion will generate new employment opportunities in the Plovdiv region. While the current site will eventually close, Liebherr has emphasised that it aims to retain the existing workforce by supporting growth in other product segments and operational areas, ensuring job stability during the transition.



Liebherr will introduce new assembly capabilities for aerospace applications at the Bulgarian facility © Liebherr

GA-ATS and AEE partner to advance Do228 NXT avionics systems



Rendering of Do228 NXT aircraft

© GA-ATS

General Atomics Aero-Tec Systems GmbH (GA-ATS) has reported a new partnership with German avionics specialist Aircraft Electronic Engineering GmbH (AEE) for the redevelopment of two critical systems on the next-generation Do228 NXT special mission aircraft. The compa-

nies have signed a contract to redesign the engine interface unit (EIU) and the central warning system (CAWS), marking a continuation of their long-standing collaboration. The EIU acts as a vital bridge between the engines and the aircraft management system, processing and relaying key engine data, flap positions and fluid levels to cockpit displays. The CAWS, on the other hand, ensures that any warning messages are reliably delivered to the cockpit. Additionally, AEE continues to supply various smaller electronic components for the Do228, including thermal controllers, relay boards, and voltage and current indicators. AEE has previously developed the EIU for the earlier Do 228 NG model launched in 2010. However, with some components now obsolete, a full redesign is necessary. This provides an opportunity to enhance the unit's performance with several technical upgrades. AEE's selection for the task is based on its decades of expertise in aviation electronics, particularly in engine interface technology. The new EIU will feature an additional A429 input to support integration with a future fuel system and manage pressure refuel logic. It will also emulate speed switches, eliminating the need for separate components and streamlining installation. Furthermore, improved analogue sensor calibration will ensure better accuracy, prevent signal drift and reduce system errors. Both systems are being developed to meet stringent Design Assurance Level B standards, with production and maintenance carried out under AEE's EASA Part 21G and Part 145 certifications. GA-ATS Managing Director Erik Bollen emphasised the importance of working with trusted local partners to ensure a reliable supply chain as production of the Do228 NXT moves forward.

MRO & PRODUCTION NEWS

STS to approve minor repairs and unrepaired damage to both metallic and composite secondary structures. It also allows for modifications to existing structures through the design and installation of replacement parts. Furthermore, STS can now apply protective treatments such as corrosion-inhibiting compounds, sealants, and coatings, and is authorised to design and install aircraft liveries, placards, and other exterior markings. These new permissions build on STS's existing 21J capabilities, strengthening its in-house engineering offering across both airframe and engine systems. The move reinforces the company's position as a versatile and responsive MRO provider, offering design solutions that match the pace and demands of modern aviation. With this expansion, STS Aviation Services further underlines its commitment to delivering comprehensive, forward-looking support to operators across the industry.

FINANCIAL NEWS

GOL successfully completes financial restructuring

Brazilian airline GOL Linhas Aéreas Inteligentes (GOL) has announced the successful completion of its financial restructuring under Chapter 11 of the U.S. Bankruptcy Code, emerging from the process overseen by the United States Bankruptcy Court for the Southern District of New York. With a reinforced financial foundation, including US\$1.9 billion in exit financing and a liquidity position of approximately US\$900 million, GOL is poised for sustainable growth. The airline has significantly reduced its leverage to 5.4x, with projections to lower it below 3x by the end of 2027. These improvements enable GOL to invest further in customer experience and network development. GOL continues to excel with its Smiles loyalty programme, which reached 24 million customers and recorded a historic revenue of 5.3 billion reais

Rolls-Royce launches Trent 1000 durability enhancement package



© Rolls-Royce

Rolls-Royce has launched the first of two durability enhancement packages for its Trent 1000 engines, a significant step in its transformation programme aimed at becoming a more resilient, competitive and growth-driven business. This upgrade will more than double the engine's time on wing—the length of time an engine can remain in service before requiring scheduled maintenance—offering customers considerable improvements in fleet planning, asset use, and reduced maintenance demands. The first package, already integrated into new Trent 1000 engines since January 2025, is now being rolled out to global maintenance facilities for retrofitting into engines already in operation. Rolls-Royce expects the entire Trent 1000 fleet to be upgraded within two years. The improvements draw on proven technologies already in use since 2022 in the Trent 7000 engine, which has in some cases tripled Time on Wing. This success has given Rolls-Royce confidence in delivering similar outcomes for the Trent 1000. The package is part of a £1 billion (US\$1.35 billion) investment in the Trent fleet's durability, which includes the Trent 7000, Trent XWB-84, and Trent XWB-97 engines. Rolls-Royce recently raised its mid-term target from a 40% increase to an 80% increase in average time on wing across these engine types by 2027. Enhancements include a 40% improvement in cooling of high-pressure turbine blades, upgrades to combustion systems, fuel spray nozzles, and software for the engine's electronic controller. The second phase of the enhancement is undergoing testing in Derby, UK, and is expected to enter service in early 2026. It will offer a further 30% time-on-wing improvement through updates such as advanced coatings for combustor tiles, weight reductions, and a redesigned combustor-to-turbine interface inspired by the Trent XWB-84 EP. This development is a key example of Rolls-Royce's ongoing transformation efforts. By building on the Trent 1000's already strong reliability, the company is reinforcing its commitment to delivering cutting-edge, cost-effective and operationally efficient solutions for its global customer base. Rolls-Royce has launched the first durability enhancement package that will double the Trent 1000 time on wing.

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FINANCIAL NEWS

in 2024. Operationally, it led Brazil in on-time performance, transporting 30 million passengers across 81 destinations. The airline's network is bolstered by strategic global partnerships and strong domestic hub presence. Support from the Abra Group, a major Latin American airline group, brings additional expertise and financial backing. Cooperation with other Abra airlines enhances connectivity and frequent flyer benefits. GOLLOG, the company's logistics arm, achieved over R\$1 billion in annual revenue for the first time, reflecting a 32% growth year-on-year and holding a 36% market share. Additionally, GOL is progressing with its fleet renewal, having overhauled more than 50 Boeing 737 engines in 2024 and expecting to have all aircraft operational by early 2026. The delivery of five new Boeing 737 MAX aircraft is anticipated in 2025, supporting its ongoing capacity expansion.

Air T and Crestone conclude financing agreement with institutional investors

Air T has reported the successful renegotiation of a major financing agreement involving its wholly owned subsidiary, AAM 24-1, LLC. The revised agreement, reached with the company's existing institutional investors, increases the transaction size from US\$30,000,000 to US\$100,000,000, extends the repayment timeline and enhances financial flexibility. These modifications are intended to reinforce Air T's long-term capital base while remaining consistent with its strategic aims and growth ambitions. "This modified financing structure significantly enhances our capital flexibility and allows us to pursue long-term value creation with greater certainty. It's another big step in support of the value we're seeking to build. And it's a scaling investment representing a continued vote of confidence by a sophisticated capital partner," said Nick Swenson, Chairman and CEO of Air T. Under the new terms, Air T and its subsidiary will receive committed, non-recourse capital via scheduled disbursements through to 2027, with the full note maturing in 2035. The extended structure strengthens the company's ability to invest both independently and alongside co-investors. Funds from the agreement will also support the continued growth and strategic priorities of Crestone Air Partners, Inc.—a comprehensive aviation asset management platform—and other Air T subsidiaries. Founded in 1980, Air T Inc. comprises a portfolio of dynamic businesses and financial assets, each operating independently while contributing to a broader, interconnected enterprise. Its principal segments include overnight air cargo, ground support equipment sales, commercial jet engines and parts, and corporate investments. Crestone Air Partners, Inc. (CAP) specialises in investing in commercial aircraft and jet engines on behalf of capital partners.

London Court awards AerCap US\$1 billion insurance indemnity

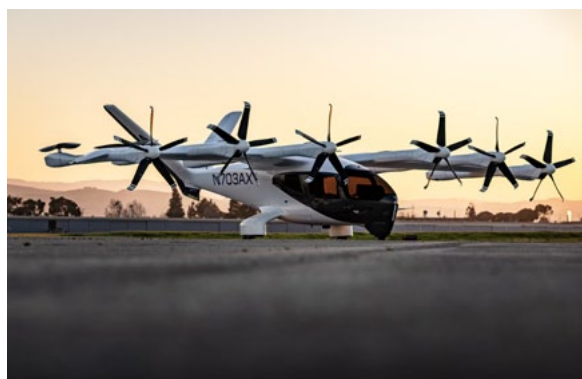


© AerCap

AerCap has announced a significant legal victory in the Commercial Court in London. In a judgment delivered on June 11, the court found that AerCap's subsidiary, AerCap Ireland Limited, is entitled to an indemnity payment of approximately US\$1 billion. This sum is to be recovered from insurers under the "War and Allied Perils" coverage section of its contingent and possessed insurance policy. The indemnity relates to aircraft and engines previously leased by AerCap and its affiliates to Russian airlines. These assets were not recovered following Russia's invasion of Ukraine in February 2022. The court has ruled that the indemnity is to be paid by July 2, 2025. Matters concerning interest and legal costs have been deferred to a separate hearing, expected to take place in September 2025. In 2022, AerCap reported a pre-tax net charge of US\$2.7 billion, reflecting a total write-off of assets that remained in Russia and Ukraine, along with impairment losses on recovered equipment. Since then, the company has secured recoveries amounting to US\$1.3 billion in 2023 and a further US\$195 million in 2024. With the addition of this latest award, AerCap's total pre-tax recoveries related to the Ukraine conflict will reach approximately US\$2.5 billion. Claims against insurers and reinsurers of Russian airlines concerning a number of these assets are still ongoing in the Commercial Court in London. AerCap has stated its firm intention to pursue these proceedings vigorously, though it acknowledged that the timing, collectability, and final amounts of any further recoveries remain uncertain.

Archer secures US\$850 million boost to accelerate eVTOL rollout

Archer Aviation (Archer) has successfully raised an additional US\$850 million through a direct share offering, following the announcement of a new Executive Order by President Trump. The order sets in motion an eVTOL (electric vertical take-off and landing) Integration Pilot program aimed at fast-tracking the deployment of advanced air mobility solutions across the United States. Archer plans to align closely with the White House, the Department of Transportation and the Federal Aviation Administration to support the rapid integration of eVTOL aircraft into national infrastructure. This strategic collaboration is particularly timely as Archer prepares to serve as the official air taxi Provider for both the LA 28 Olympic Games and Team USA. The company sees cross-industry partnerships as essential for achieving American leadership in the eVTOL sector. Next week, Archer will be presenting its Midnight aircraft at the Paris Air Show. The company is set to host officials from over 20 nations, including leaders from the United Arab Emirates, which is identified as Archer's first "Launch Edition" market. During the event, CEO Adam Goldstein will meet with U.S. Secretary of Transportation Sean P. Duffy and acting FAA Administrator Chris Rocheleau. Goldstein described the Executive Order as a turning point for both Archer and the eVTOL industry. He emphasised that the new funding provides Archer with the strongest balance sheet in the sector, enabling expansion within the U.S. and internationally. The infusion brings Archer's total liquidity to approximately US\$2 billion. The US\$850 million was raised via the sale of 85 million Class A shares at US\$10.00 each, with Moelis & Company LLC acting as the exclusive placement agent. Proceeds will support the development of commercial infrastructure, global market initiatives, and an AI-based aviation software platform.



Archer's eVTOL Midnight aircraft

© Archer Aviation

FINANCIAL NEWS

Qantas to close Jetstar Asia amid strategic restructure

Qantas Group has announced the closure of its Singapore-based subsidiary, Jetstar Asia, as part of a strategic restructure supporting its historic fleet renewal and reinforcing its core operations in Australia and New Zealand. The decision, made jointly with majority shareholder Westbrook Investments, follows financial pressures including rising costs and intense competition in Asia. Jetstar Asia is forecast to post a AU\$35 million underlying EBIT loss this year and will cease operations on July 31, 2025, gradually reducing its flight schedule until closure. The move affects only the intra-Asia routes from Singapore and does not impact Jetstar's operations in Australia, New Zealand or Japan. Singapore remains a key hub for Qantas, and the Group will honour all financial obligations to staff, customers, and suppliers. Employees will receive redundancy support, and efforts are underway to find alternative employment within the Group or with other airlines. The closure will release up to AU\$500 million in capital, allowing the redeployment of 13 Jetstar Asia aircraft to support fleet renewal in Australia and New Zealand, creating over 100 jobs and reducing operational costs. The financial impact includes a AU\$175 million charge over FY25 and FY26, and a direct pre-tax cash cost of approximately AU\$160 million in FY26. These will be partly offset by working capital gains and tax benefits. (US\$1.00 = AU\$1.50 at time of publication).



Qantas will close its Singapore-based subsidiary, Jetstar Asia
© Qantas

INFORMATION TECHNOLOGY



Vietravel Airlines

© Sabre

Vietravel Airlines has renewed its passenger service system (PSS) agreement with **Sabre Corporation** for another five years, reinforcing its trust in the Radixx platform as a core driver of the airline's expansion plans. The airline plays a key role within the aviation and logistics ecosystem of **T&T Group**. This strategic relationship was cemented in December 2024 when T&T Group became a strategic shareholder in Vietravel Airlines, making T&T the first conglomerate in Vietnam to simultaneously own both airport and airline assets. T&T is now advancing an investment strategy aimed at positioning Vietravel Airlines as a leading regional carrier, with ambitions to scale both passenger services and air cargo operations. Vu Dao Duc, CEO of Vietravel Airlines, stated: "Extending our partnership with Sabre is an important step as we move into the next phase of our journey. The Radixx platform has equipped us for scale, while enhancing the service experience for our passengers. As we continue to grow, we're confident Sabre's technology will continue to power our ambitions." Sabre's Radixx PSS provides comprehensive

solutions covering retailing, passenger servicing, and operational management. Vietravel Airlines will continue using a broad suite of advanced Radixx technology, including Radixx Res for core passenger services and retailing, Radixx EzyCommerce for digital engagement across multiple channels, Radixx Go for efficient airport and departure control, and Radixx Insight for data-driven decision-making. The technology also offers options to expand into loyalty and data services, as well as access to new revenue through Global Distribution System (GDS) networks and interline or codeshare partnerships. Furthermore, the recent integration of Sabre's Payment Gateway into the Radixx PSS enhances the airline's payment capabilities, offering greater flexibility and a wider range of payment options for customers.

OTHER NEWS

DLR (Deutsches Zentrum für Luft- und Raumfahrt) and **Diehl Aviation** have agreed to jointly research and develop innovative technologies for civil aviation, with a special focus on aircraft systems, cabin technologies and supply systems. DLR and Diehl will collaborate to develop and test innovative solutions for the aviation industry. The partners, with many decades of experience between them, will bundle their strengths and expertise to develop practical, forward-looking solutions together. Their research activities will cover the areas for:

- Developing and testing innovative technologies for aircraft systems, avionics, cabin systems and on-board supplies.
- Researching innovative design and verification methods, especially those related to simulation-based approval processes (validation and verification, virtual aircraft approval).
- Developing joint project formats to more quickly bring technologies from the research stage to application.

"Our cooperation with DLR is an important step toward tackling the technological challenges and opportunities of aviation together," said Jörg Schuler, CEO of Diehl Aviation. "By combining our industrial experience with DLR's scientific excellence, we're creating a powerful basis for innovation and its implementation." DLR also emphasises the importance of the new partnership: "Together, we are making a significant contribution to the sustainable and high-performance aviation of tomorrow – in the areas of avionics, cabins and future-looking system architectures," explained Anke Kaysser-Pyzalla, Chair of the DLR Executive Board. "This cooperation is the successful continuation of many years of joint activities in security and defence research." The partnership agreement is open-ended and forms the framework for specific research projects to design more efficient cabins and system architecture. DLR and Diehl will combine their strengths to develop solutions for current and future challenges in the aviation industry – from low-emission flights to smart cabin design to the digitisation of development and approval processes.



DLR and Diehl Aviation will jointly research and develop innovative technologies for civil aviation
© Diehl Aviation

OTHER NEWS

Asia-Pacific's aviation sector emerged as the global leader in baggage handling performance in 2024, recording the lowest mishandling rate worldwide at just 3.1 bags per 1,000 passengers. According to the newly released SITA Baggage IT Insights 2025, this figure, consistent with the region's track record in recent years, highlights the benefits of sustained investment in automation, real-time tracking, and advanced baggage management systems, even as airports and airlines contend with growing operational complexity and rising passenger volumes. Globally, the aviation industry also saw progress. Although global passenger traffic rose by 8.2% in 2024, the overall mishandling rate fell to 6.3 bags per 1,000 passengers, down from 6.9 in 2023 and a 67% improvement on 2007 levels. The total number of mishandled bags increased slightly to 36.2 million, but more than 61% were resolved within 48 hours via SITA's WorldTracer® system, reflecting stronger response capabilities. Of these, 16% were reunited with passengers within 12 hours, 38% within 24 hours, and 46% within 48 hours. However, the financial impact remains considerable, with baggage mishandling estimated to have cost the industry US\$5 billion in 2024. This includes expenses related to claims processing, courier services and customer support. With passenger expectations continuing to rise, the urgency for real-time, automated, and data-driven systems is clear. Airlines and airports are embracing this shift. In 2024, 42% of passengers received real-time baggage updates, and nearly half reported that mobile tracking would increase their confidence when checking in luggage. Digital ID tags are gaining traction, with 38% of passengers expressing interest in their adoption. Two-thirds of airlines now offer automated bag drop services, and an additional 16% plan to implement them by 2027. On the airport side, 65% expect to introduce biometric self-service bag drop solutions by the same year. A notable innovation in 2024 was the integration of Apple's Share Item Location feature with SITA's WorldTracer®, enabling passengers to share AirTag location data with airlines. This supports faster resolution and feeds into SITA's Auto Reflight system, which automatically reassigns bags to flights, diagnoses mishandling causes and begins resolution without manual intervention. British Airways, Lufthansa, Qantas, Cathay Pacific, and Virgin Atlantic are among the adopters. Delayed baggage remained the most common issue, making up 74% of mishandling cases. Lost or stolen baggage accounted for 8%, while damage and pilferage rose to 18%. Transfer-related issues were



The SITA report shows the Asia-Pacific region maintained the lowest baggage mishandling rate in the world in 2024 © SITA

the leading cause, responsible for 41% of mishandling, although this marks an improvement from 46% in the previous year. Tagging and ticketing problems increased slightly to 17%, loading failures held steady at 16%, and operational disruptions such as weather or customs delays rose to 10%. In response to these challenges, the industry adopted the Modern Baggage Messaging (MBM) Version 2 standard in 2025, which is projected to reduce mishandling by a further 5%. This builds upon IATA Resolution 753, which mandates baggage tracking at four key touchpoints. The focus now is shifting from simply reporting issues to predicting and preventing them through shared data and analytics. Airports such as Red Sea International in Saudi Arabia are already deploying next-generation baggage systems like off-airport check-in and comprehensive real-time tracking via SITA Bag Journey, setting a new benchmark for the industry. As Nicole Hogg, Director of Baggage at SITA, notes: "We're making progress, but baggage still causes stress. Passengers want reassurance. The future of baggage is rapidly evolving with automation, computer vision, and mobile tools, we're making the experience much more reliable." The findings are drawn from the SITA Baggage IT Insights 2025 report, based on data from 280 airlines and IATA traffic statistics, using a weighted system applied to WorldTracer® data to produce accurate mishandling rates.



Left-to-right: Daniel Rosen Jacobson (Elysian), Jolanda Stevens (KLM) and Oliver Newton (Transavia). © Elysian Aircraft

Through this collaboration, we can take concrete steps toward sustainable air transport. While maintaining our focus on commercial and operational feasibility," says Oliver Newton, Lead Sustainability & Innovation at Transavia. "Connecting technical innovations with customer experience, network, and costs presents a challenge—but we're fully committed to this effort." In the coming months, the partners will continue working on concrete use cases, route analyses and passenger propositions. The joint ambition is not only to build a more sustainable aircraft but to design a complete ecosystem around it.

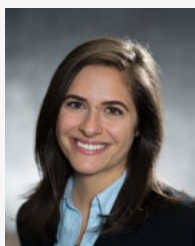
Elysian Aircraft, KLM and Transavia have launched a knowledge-sharing initiative to accelerate the development of battery-electric aviation. Through a series of joint workshops, the partners will explore the technological, operational and commercial needs for deploying electric aircraft such as Elysian's E9X. This marks a key step towards zero-emission air travel. Elysian is developing the E9X, the first battery-electric aircraft designed to carry 90 passengers over a range of 800 kilometres. This technology offers cleaner, more efficient transport, particularly for shorter routes between regional airports around the world. According to Elysian, successful development depends on more than just technical innovation. "It's impossible to build an aircraft that truly breaks from industry conventions without intensive collaboration with operators and airports," says Daniel Rosen Jacobson, co-CEO of Elysian. "This collaboration yields crucial insights—from technical requirements to passenger experience and network integration—helping us determine which destinations are operationally and economically viable. It's eye-opening that we can often operate more sustainably and cost-effectively than trains, and that busy routes like Amsterdam—London prove entirely feasible with electric flight." "Electrification represents a promising direction we firmly believe in.

OTHER NEWS

Finnair has reached a tentative agreement in its long-running collective labour negotiations with its pilots, marking a potential turning point after months of disruption. The result, announced on 8 June 2025, outlines a three-year agreement, with the final year considered optional and subject to further agreement. The proposed deal must still be ratified by both Finnair's management and the pilots' union leadership. The negotiations, which began in August 2024, have been marked by tension and repeated industrial action. The dispute, centred on pay, working conditions, and long-term job security, has been one of the most protracted in the company's recent history. Kaisa Aalto-Luoto, Finnair's Chief People Officer, expressed relief at the outcome. "I am very pleased that we have reached a

result after lengthy negotiations. Finnair pilots are a group of top professionals vital for our hundred-year history. This agreement is a platform on which we build our future together," she said. The deal is seen as crucial not only for restoring normal flight operations but also for setting a stable foundation for Finnair's strategic goals in the coming years. The airline, which is celebrating its centenary this year, has faced numerous challenges recently, including fluctuating fuel prices, global economic uncertainty, and increased competition on European routes. Should the agreement be ratified, it would mark the end of a turbulent period for the national carrier and allow Finnair to focus once more on recovery, growth, and maintaining its position as a key player in the Nordic aviation market.

INDUSTRY PEOPLE



Brittany Churchill

Heart Aerospace has appointed **Brittany Churchill** as Vice President of Operations and member of the company's Executive Leadership Team. In her new role, Churchill will lead Heart's integrated

manufacturing and operations functions, covering production, quality, safety, supply chain, facilities and manufacturing engineering. A mechanical engineer by training and an experienced manufacturing executive, Churchill brings a wealth of expertise in scaling complex hardware programmes across commercial aviation, traditional aerospace, and emerging space launch technologies. She will be responsible for driving the industrialisation of Heart's ES-30 regional hybrid-electric aircraft, steering its development from prototype to full-scale production. Her immediate focus will include completing the Heart X1 prototype, managing manufacturing of the X2 demonstrator, and establishing the production system for the ES-30. Churchill joins Heart from ABL Space Systems (now Long Wall), where she served as Vice President of Operations. In that role, she led the end-to-end manufacturing of the RS1 launch vehicle, an orbital rocket designed for commercial satellite launches and U.S. national defence customers. Earlier in her career, Churchill held the position of Production Manager at SpaceX, where she oversaw the shift from single use to rapidly reusable launch systems. Based at the company's Hawthorne, California facility, she led a 70-person team in producing and refurbishing key compo-

nents of the Falcon 9 orbital rocket. Her background also includes engineering roles at Delta Air Lines TechOps, where she was responsible for the reliability of Boeing 757, 767 and 777 subsystems, and later, powerplant reliability for the 717's Rolls-Royce BR715 engines. She began her career at Boeing as a structural design engineer on the 777X programme. Churchill holds a bachelor's degree in mechanical engineering from Georgia Tech and an MBA from the Massachusetts Institute of Technology. She is based at Heart's El Segundo headquarters and assumes her new position with immediate effect.



William Hynett

Britten-Norman, the British aircraft manufacturer known globally for its Islander series, has announced that **William Hynett** OBE will transition from his role as Chief Executive Officer to become a Non-Executive Director on the company's Board. After more than two decades of dedicated leadership, Hynett will now focus on shaping the company's strategic direction as it enters a new phase of investment, innovation, and development. This planned leadership change comes at a critical juncture for Britten-Norman, as the company positions itself for long-term growth and operational expansion. The Board has paid tribute to Hynett's remarkable tenure, which has seen him steer the company through multiple aerospace industry cycles and establish it as a cornerstone of the UK's sovereign manufacturing capability. "William has been the driving force behind Britten-Norman's continuing resilience and

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growth," said Chair of the Board, **Alison Rankin Frost**. She praised his exceptional knowledge of the business and longstanding dedication to British industry, noting the Board's delight that he will continue to offer strategic guidance in his new role. During his time as CEO, Hynett led significant transformation across the business, including infrastructure upgrades, improved customer support, and the re-shoring of Islander production from Romania back to the UK. This move reinforced the company's heritage and its commitment to domestic manufacturing. Under his leadership, Britten-Norman strengthened its global client base and secured its status as a strategic asset within the UK's aerospace sector. Hynett's transition comes as Britten-Norman secures significant new investment aimed at expanding manufacturing capabilities at its Solent and Isle of Wight, UK facilities, setting the stage for the company's next chapter.

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) 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					
(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
(4) A340 LG Shipset, (1) B777 LG Shipset (4) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(1) 767 LG Shipset, (11) A320 LG Shipset, (2) B757 LG 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				