

Weekly Aviation Headline News

“It is an air show with a regrettable tragedy that has affected all of us.”
Airbus CEO Commercial Aircraft, Christian Scherer”



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Order Boosts for both Airbus and Embraer at Subdued Paris Airshow

Boeing has reduced presence and opts not to announce any orders, focusing instead on Dreamliner crash

Overshadowed by the recent Boeing 787 Dreamliner crash in Ahmedabad, India, where 241 passengers and crew perished along with over 30 victims on the ground, the atmosphere at this year's Paris Airshow was noticeably subdued. "It is an air show with a regrettable tragedy that has affected all of us," commented Airbus CEO Commercial Aircraft, Christian Scherer. What was also noticeable was a scaled-down Boeing presence as the company chose, instead, to concentrate more on the aftermath of the Dreamliner crash and deciding not to announce any orders. That said, both Airbus and Embraer received notable boosts to their order books, though according to Reuters news agency, negotiations with Tony Fernandes, the CEO of AirAsia owner Capital A Group to buy 50 to 70 A321XLR jetliners, and 100 A220s or competing E2 regional jets from Brazil's Embraer are likely to be ongoing for a further one to three months, dashing hopes for a major flourish at the end of the airshow. Fernandez had previ-

ously played down the chances of a deal in Paris, saying the first priority was to complete the group's restructuring. In total, Airbus won 148 firm orders worth US\$14.2 billion, including six previous ones disclosed publicly for the time, plus 102 provisional orders worth US\$6.7 billion, according to estimated delivery prices from UK-based Cirium Ascend. Riyadh Air, Saudi Arabia's newly launched premium international airline, confirmed a firm order for 25 Airbus A350-1000 aircraft, with an option to expand the agreement to 50 in total. Av Lease, the global aircraft lessor based in the Kingdom of Saudi Arabia, announced a significant initial order for ten Airbus A350F freighters, powered by Rolls-Royce Trent XWB-97 engines, and 30 A320neo-family aircraft. The agreement includes provisions for a future increase to 22 A350Fs and 55 A320neos, marking a strategic expansion of Av Lease's modern fleet offering. LOT Polish Airlines (LOT) has made a landmark move by placing a firm order with Airbus for 20 A220-

100s and 20 A220-300s. Airbus also firmed up an order for ten long-haul jets from Taiwan's Starlux Airlines in a boost for the European planemaker, together with an order for two A350 freighters from logistics company MNG Airlines, while EgyptAir was unveiled as the previously undisclosed buyer of six A350-900 long-haul jets. Vietjet, Vietnam's largest private airline, signed an MoU (memorandum of understanding) with Airbus for the purchase of 100 A321neo single-aisle aircraft, with the potential to expand the deal to include an additional 50 aircraft in the future, while MNG Airlines a global logistics provider and e-commerce enabler based in Türkiye, signed a memorandum of understanding for two Airbus A350F freighters. Major deals were not, however, the sole domain of Airbus, as Brazilian planemaker Embraer successfully secured a firm order from SkyWest for 60 E175 aircraft, with purchase rights for an additional 50 planes. Deliveries are set to begin in 2027, with the contract valued at US\$3.6 billion.

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GKN Aerospace delivers first high-voltage EWIS for SWITCH project

GKN Aerospace has successfully completed and delivered the first high-voltage electrical wiring interconnection system (EWIS) for the Clean Aviation SWITCH project. Developed at GKN Aerospace's site in Papendrecht, the Netherlands, the EWIS is designed to support megawatt-class hybrid-electric propulsion and will undergo system integration testing later this year at Collins Aerospace's advanced electric power systems facility, The Grid, in Rockford, Illinois. It will subsequently support hybrid-electric Pratt & Whitney GTF™ engine demonstrator testing at EME Aero in Poland. The SWITCH project is a significant international collaboration aimed at advancing aircraft propulsion technologies to improve the efficiency and performance of future short- and medium-range aircraft. The project is led by a consortium that includes MTU Aero Engines AG, RTX businesses Pratt & Whitney and Collins Aerospace, Airbus, and GKN Aerospace, with support from the European Union through the Clean Aviation Joint Undertaking. GKN Aerospace holds responsibility for the design, assembly, testing and delivery of the high-voltage AC wire harnesses — a key component in enabling safe and efficient power distribution in hybrid-electric aircraft. These next-generation aircraft are essential to the aviation industry's goal of achieving more sustainable flight. As power requirements grow from hundreds of kilowatts to multiple megawatts, innovative high-voltage distribution systems become critical. With decades of expertise in EWIS technologies for both civil and defence applications, GKN Aerospace is helping to lay the electrical foundation for the future of aviation.

Boeing forecast: emerging markets to drive demand for commercial aircraft over next 20 years

Emerging markets — characterised by expanding middle classes, increasingly competitive airline networks, and sustained aviation investment — are set to play a major role in shaping global air traffic trends. Boeing projects that these regions will drive demand for 43,600 commercial aircraft over the next 20 years. According to Boeing's 2025 Commercial Market Outlook (CMO), released ahead of the Paris Air Show, emerging markets will represent more than 50% of the global commercial fleet by 2044, a marked increase from nearly 40% in 2024. The CMO also forecasts that aircraft supply will catch up with market demand around the end of the decade, enabling airlines to modernise and grow their fleets more effectively. "Throughout the first quarter of this century, passenger air traffic tripled and the global airplane fleet more than doubled as the commercial aviation industry navigated significant challenges," said Brad McMullen, Boeing SVP of Commercial

Frontier chooses GTF engines to power 91 new A321neo aircraft



Frontier has opted for Pratt & Whitney's GTF engines to power its new A321neo aircraft © RTX

Frontier Airlines (Frontier) has selected Pratt & Whitney's advanced GTF™ engines to power 91 new Airbus A321neo aircraft. The first of these aircraft is scheduled for delivery in the fourth quarter of 2026. This agreement also includes a long-term Engine-Wise® comprehensive service contract, ensuring continued engine maintenance support from Pratt & Whitney. This new order marks a milestone in Frontier's fleet strategy, increasing the airline's total commitment to 235 GTF-powered A320neo-family aircraft, which includes aircraft that have already been delivered. With this move, Frontier reaffirms its place as the operator of the largest and youngest A320neo-family fleet in the United States. Rick Deurloo, President of Commercial Engines at Pratt & Whitney, expressed confidence in the partnership, saying: "Four years ago, we welcomed Frontier Airlines to the Pratt & Whitney GTF family and this selection demonstrates the airline's confidence in the GTF engine. With this latest order, Frontier will continue to realise the benefits of the most fuel-efficient engine for single-aisle aircraft." Barry Biffle, CEO of Frontier Airlines commented: "Our modern, highly fuel-efficient fleet is integral to 'The New Frontier', our customer-centric brand transformation that is proving affordable prices and an exceptional travel experience can fly hand in hand. The GTF engine also plays an important role in our continued commitment to being America's Greenest Airline." Frontier's new A321neo aircraft will benefit from the next-generation GTF Advantage engine, which offers improved take-off thrust, enhanced fuel efficiency, and extended time on wing. As the GTF Advantage becomes the standard production engine over the coming years, it will further support Frontier's sustainability and operational goals.

Riyadh Air accelerates growth with major A350-1000 order



Image of Riyadh Air A350-1000 aircraft

© Airbus 2025

Riyadh Air, Saudi Arabia's newly launched premium international airline, has confirmed a firm order for 25 Airbus A350-1000 aircraft, with an option to expand the agreement to 50 in total. The signing ceremony took place at the Paris Air Show and was attended by H.E. Yasir Al-Rumayyan, Governor of Saudi Arabia's Public Investment Fund (PIF), Christian Scherer, CEO Commercial Aircraft at Airbus, and Riyadh Air CEO Tony Douglas. This milestone marks Riyadh Air as the first Saudi carrier to operate the A350-1000 aircraft. The move aligns closely with Saudi Arabia's Vision 2030 initiative, which aims to transform the Kingdom into a global hub for tourism and aviation, targeting 300 million air passengers annually by the end of the decade. "This order marks a significant step forward in building a world-class airline that reflects the ambitions of Vision 2030. The A350-1000 will bring outstanding efficiency and comfort to our fleet, supporting our sustainability goals and enabling Riyadh Air to offer a premium experience while connecting Saudi Arabia to the world," said Adam Boukadida, Chief Financial Officer of Riyadh Air. "It's a clear signal of our intent to shape the future of air travel and contribute meaningfully to the Kingdom's fast-growing aviation ecosystem." With this order, Riyadh Air reinforces its commitment to delivering a next-generation travel experience while advancing the Kingdom's wider economic and environmental goals.

**TRANSITIONING OUT OF 737NG OR A320 FLEETS?
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Sales and Marketing. “Resilience will remain a hallmark of this growing industry as we continue to see strong demand for new airplanes with commercial aviation returning to its pre-pandemic growth trajectory.” Passenger traffic is expected to grow at an annual rate of 4.2%, more than doubling in size and continuing to outpace global economic growth. The global commercial fleet is set to nearly double, reaching more than 49,600 aircraft as airlines increase capacity to meet rising travel demand. Around 80% of in-service aircraft will be replaced, with more than 21,000 new deliveries anticipated to improve overall fleet efficiency and capability. Single-aisle aircraft are expected to make up 72% of the global fleet by 2044, up from 66% in 2024, driven primarily by short-haul travel and the expansion of low-cost carriers in emerging markets. The global wide-body passenger fleet will grow to approximately 8,320 aircraft, from about 4,400 in 2024, reflecting the long-haul ambitions of carriers in emerging regions. In addition, diversification in supply chains and the continued expansion of express cargo networks are expected to drive a near two-thirds increase in the global freighter fleet, creating demand for 2,900 newly built and converted freighter aircraft. The report also highlights current air travel trends. Airline networks now connect roughly 30% more airport pairs than they did a decade ago, offering travellers significantly more non-stop flight options. Meanwhile, travel spending as a proportion of discretionary expenses has returned to pre-pandemic levels, with consumers once again prioritising air travel.

Norwegian acquires 11 LEAP-1B spare engines

Norwegian has announced an agreement with CFM International to purchase 11 LEAP-1B spare engines, enhancing support for its expanding fleet of Boeing 737 MAX aircraft. The LEAP-1B engines, known for their fuel efficiency and reduced environmental impact, will play a key role in bolstering the airline’s long-term operational stability. Scheduled for delivery in 2027 and 2028, the engines have been selected to align with Norwegian’s projected operational requirements. This strategic acquisition builds upon the airline’s current holdings, which already include two LEAP-1B spare engines. By increasing its spare engine capacity, Norwegian aims to ensure greater flexibility and resilience across its fleet operations, especially as it continues to modernise with the fuel-efficient Boeing 737 MAX. The move also supports Norwegian’s broader sustainability objectives. The airline has committed to reducing emissions and improving fuel efficiency through the adoption of advanced technologies, and the LEAP-1B engines represent a critical component in achieving these goals. Their lower fuel consumption and emissions contribute to

VoltAero unveils production version of Cassio 330



The Cassio 330 production version

© VoltAero

VoltAero has officially revealed the production version of its Cassio 330 electric-hybrid aircraft, designed for sustainable regional transport. Presented ahead of the 2025 Paris Air Show at Le Bourget Airport, the updated configuration reflects the company’s ongoing collaboration with the European Union Aviation Safety Agency (EASA), aligning the aircraft’s design with the latest CS.23 certification standards for normal category aeroplanes. The Cassio 330’s production version features a series-hybrid propulsion system, marking a key evolution from the original parallel-hybrid design. Two “pusher” Safran ENGINEUS™ electric motors are mounted on the rear fuselage, while a thermal engine acts as a range extender by recharging the batteries mid-flight. The aircraft operates in full-electric mode during taxi, take-off and initial climb, ensuring low-emission, low-noise performance. This series-hybrid configuration has been adopted to reduce certification complexity and enhance reliability. Notably, the updated Cassio 330 introduces a T-tail in place of its original twin-boom structure, eliminating structural risks associated with propeller blade failure and increasing overall safety. The aircraft’s architecture is fully redundant, including dual battery strings and the ENGINEUS™ motors’ dual-channel stator windings, which enable continued operation in “half-engine-inoperative” scenarios. The Cassio 330 maintains its flexible cabin layout, seating a pilot and up to five passengers. The aircraft is suited for various missions such as passenger transport, air ambulance services and cargo delivery. A large access door aids passenger boarding, particularly for those with reduced mobility on PSO (public service obligation) routes. VoltAero will manufacture the Cassio 330 at its dedicated 2,400 m² facility in Saint Agnant, Nouvelle-Aquitaine, with a production capacity of up to 150 aircraft per year. This facility, inaugurated in late 2024, will serve as the central hub for Cassio-family aircraft production, supported by design, testing, and administrative operations. The company also plans to expand production to other strategic global markets.

AviLease orders A350F and A320neo-family aircraft

AviLease, the global aircraft lessor based in the Kingdom of Saudi Arabia, has announced a significant initial order for ten Airbus A350F freighters, powered by Rolls-Royce Trent XWB-97 engines, and 30 A320neo-family aircraft. The agreement, revealed at the 2025 Paris Airshow, includes provisions for a future increase to 22 A350Fs and 55 A320neos, marking a strategic expansion of AviLease’s modern fleet offering. The deal establishes AviLease’s first Airbus order book, reflecting the company’s ambition to grow as a full-service, investment-grade lessor on the global stage. CEO Edward O’Byrne highlighted the importance of the partnership: “The addition of these latest-generation aircraft enhances our ability to offer modern, fuel-efficient fleet solutions to our airline partners in Saudi Arabia and around the world. We thank our local partners and Airbus for the strong long-term partnership we have established and look forward to placing these aircraft across our valued customer base.” Airbus also welcomed the deal as a strong endorsement of its aircraft portfolio. Benoît de Saint-Exupéry, Executive Vice President Sales at Airbus, noted: “The A350F will set the benchmark in air cargo, offering at least 20% reduced fuel burn, better loading capacity and increased range, while the A320neo Family continues to be the world’s most popular single-aisle aircraft. This dual order reinforces AviLease’s credentials as a leading lessor.” The A350F freighter is designed with efficiency and sustainability in mind. It features the largest main deck cargo door in the industry and an optimised fuselage layout for standard pallets and containers. Constructed with over 70% advanced materials, it is 46 tonnes lighter at take-off than its nearest competitor. Crucially, it is the only freighter that fully complies with ICAO’s enhanced CO₂ emissions standards, which come into effect in 2027. This order marks a major step forward for AviLease as it builds a cutting-edge, environmentally conscious aircraft portfolio to meet the evolving needs of airlines worldwide.



Rendering of AviLease A350F and A320neo aircraft © Airbus 2025

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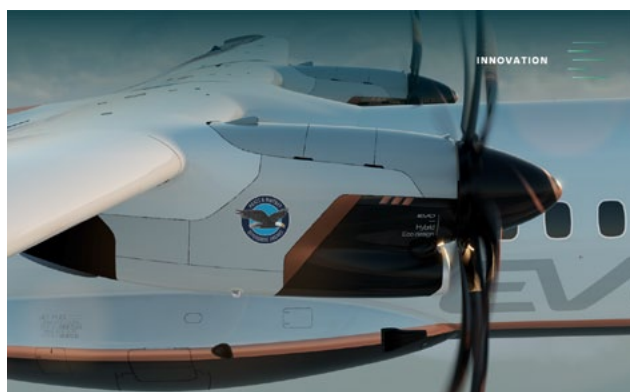
a more environmentally responsible operation, in line with regulatory targets and public expectations. Furthermore, the acquisition reflects Norwegian's careful approach to financial management. While investing in future capability, the airline is simultaneously working to secure long-term financing for the transaction, ensuring its balance sheet remains well-managed. This engine purchase represents a significant milestone in Norwegian's fleet strategy, reinforcing both its sustainability ambitions and its ability to maintain reliable, efficient service as it continues to grow.

VoltAero secures 15-aircraft deal with Malaysia's HM Aerospace

VoltAero has achieved a major commercial milestone with the signing of an agreement to supply 15 Cassio 330 electric-hybrid aircraft—plus an option for an additional 15—to HM Aerospace Sdn Bhd, a prominent Malaysian flight academy. The aircraft will be used for pilot training once they receive EASA certification and approval from Malaysia's Civil Aviation Authorities. The deal, signed at the Paris Air Show, marks a major step forward in expanding the role of VoltAero's Cassio aircraft beyond regional and business transport to include professional pilot training in the Asia-Pacific region. This region is experiencing rising demand for qualified pilots, making the partnership both timely and strategically important. The agreement also formalises a strategic relationship with the Halim Mazmin Group, a diversified Malaysian conglomerate with interests spanning shipping, aviation, education, hospitality and tourism. Together, VoltAero and the Halim Mazmin Group plan to establish an ecosystem supporting electric-hybrid aviation throughout Malaysia and the wider Asia-Pacific area. Attending the signing ceremony at Le Bourget Airport were VoltAero CEO & Chief Technology Officer Jean Botti, and Tan Sri Halim Mohammad, Founding Director of the Halim Mazmin Group. The event was witnessed by Alain Rousset, President of the Nouvelle-Aquitaine region in France, an early supporter of VoltAero and home to its Cassio assembly facility at Rochefort Airport. With the HM Aerospace agreement, VoltAero's orderbook for its Cassio range has grown to more than 280 units, including firm orders, agreements and commitments across regional air transport, air mobility, and business aviation sectors.

ATR, P&WC to jointly develop future low-emission propulsion

ATR and Pratt & Whitney Canada (P&WC) have announced their intention to collaborate on advancing propulsion technology for regional turboprop aircraft, with the goal of supporting the future of low-emission regional aviation. The partnership builds upon the success of the PW127XT engine, currently powering ATR aircraft, and aims to extend its performance through a range of innovations. This joint effort is also expected to support the development of



ATR and P&WC intent to collaborate on advancing propulsion technology for regional turboprop aircraft © ATR

ATR's future aircraft concept, the 'EVO'. Central to the collaboration is the ambition to enhance engine efficiency and operating economics, while reducing environmental impact. The two companies will focus on improving thermal efficiency to further lower fuel consumption, integrating advanced materials to boost engine durability and reliability—thereby cutting maintenance costs—and refining aerodynamics through improved integration of the engine, nacelle and aircraft systems. As part of their forward-looking approach, ATR and Pratt & Whitney Canada will also explore the potential of hybrid-electric propulsion systems. This P&WC will be a key element in the feasibility study for the ATR 'EVO', a next-generation aircraft concept aiming to redefine sustainable regional air transport. By combining their respective expertise in airframe and propulsion technologies, the two companies intend to investigate how hybrid-electric and electrified aircraft technologies could contribute to future aircraft designs with even greater efficiency and environmental performance. This collaboration signals a significant step in both companies shared commitment to sustainable aviation, positioning them at the forefront of innovation in regional aircraft propulsion.

Eve signs binding eVTOL deal with Revo to launch UAM in São Paulo



Eve and Revo have signed a US\$250 million contract

© Eve

Eve Air Mobility (Eve) has signed its first binding framework agreement with Revo, an urban air mobility (UAM) operator based in São Paulo, Brazil, and its parent company, Helicopters International SA (OHI). This landmark agreement includes the purchase of up to 50 electric vertical take-off and landing (eVTOL) aircraft, alongside entry-into-service support and aftermarket

services. The deal marks a major shift for Eve, moving from the development phase into full-scale execution, and reinforcing its position as a key player in the next generation of air transport. The partnership with Revo and OHI signifies growing confidence in Eve's aircraft technology and operational model. Johann Bordais, CEO of Eve Air Mobility, commented, "This binding agreement with Revo and OHI is a pivotal step for Eve, demonstrating growing market confidence in our technology and operational model. By moving from concept to implementation, we are not only advancing our commercial roadmap but also helping to shape a robust and sustainable UAM ecosystem, setting a global benchmark for eVTOL deployment." As part of the agreement, Revo will serve as the launch operator for Eve's eVTOL fleet in São Paulo, with the first deliveries expected in the fourth quarter of 2027. The city, one of the world's most advanced aerial mobility markets, already handles nearly 2,000 daily helicopter take-offs and landings and has over 400 registered helicopters. Revo currently offers a door-to-door mobility service that integrates ground transport with scheduled helicopter flights between key destinations in southeast Brazil. A prime example is the high-traffic route between Zona Sul and GRU International Airport, which can take up to three hours by car but just ten minutes by air. With the introduction of Eve's all-electric aircraft, these services will become entirely sustainable, enhancing passenger experience while supporting São Paulo's broader environmental and transport goals.

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LOT and ANA place major Airbus orders at Paris Air Show 2025

LOT Polish Airlines (LOT) has made a landmark move by placing a firm order with Airbus for 20 A220-100s and 20 A220-300s, marking the first time Poland's national carrier has selected Airbus aircraft as part of its fleet modernisation strategy. The agreement, announced at the 2025 Paris Air Show, includes the potential to expand the order to as many as 84 A220 aircraft in the future. "Today's decision is about the future. The Airbus A220-family aircraft, which will start joining our fleet in 2027, open up new opportunities for development and growth – key pillars of our strategy. These modern, efficient, and passenger-focused aircraft will allow us to compete effectively in the European skies, strengthen our position as the preferred carrier in Central and Eastern Europe, and prepare LOT for its role as a leading airline at the Central Communication Port," said Michał Fijoł, LOT Executive Officer. The A220s will progressively replace LOT's existing regional fleet, enabling the airline to introduce new routes and destinations. Recognised for its



Rendering of two LOT A220 aircraft in flight

© Airbus 2025

fuel efficiency and extended range, the A220 is the most advanced aircraft in its category, accommodating 100 to 160 passengers and capable of flying up to 3,600 nautical miles (6,700 km). The A220-100 targets the 100–135 seat market, while the A220-300 is designed for 120–160 seats. These aircraft are powered by Pratt & Whitney's state-of-the-art PW1500G GTF engines and feature a noise footprint that is 50% smaller than that of the previous generation. In a separate announcement at the Paris Air Show, ANA Holdings (ANAHD) confirmed a firm order with Airbus for 24 single-aisle aircraft: 14 A321neos for All Nippon Airways (ANA), and ten A321neos plus three A321XLRs for its low-cost subsidiary, Peach Aviation. The order was formalised during a signing ceremony attended by Koji Shibata, Representative Director, President and CEO of ANAHD, and Benoît de Saint-Exupéry, Airbus EVP Sales of the Commercial Aircraft business. With this agreement, Peach Aviation is set to become the first Japanese airline to operate the A321XLR, the longest-range single-aisle aircraft available, capable of non-stop flights up to 4,700 nautical miles (8,700 km). The deal will help ANAHD modernise and expand its fleet while enhancing its competitiveness in both domestic and international markets.

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Vietjet formalises 100 Airbus A321neo order at Paris Air Show



Vietjet has finalised a 100 Airbus A321 order at the Paris Air Show

© Airbus

Vietjet, Vietnam's largest private airline, has signed an MoU (memorandum of understanding) with Airbus at the Paris Air Show, for the purchase of 100 A321neo single-aisle aircraft, with the potential to expand the deal to include an additional 50 aircraft in the future. The agreement was formalised by Vietjet CEO Dinh Viet Phuong and Benoît de Saint-Exupéry, Airbus Executive Vice President Sales for Commercial Aircraft. Vietjet currently operates a fleet of over 100 Airbus aircraft and continues to pursue an ambitious strategy of global network expansion and fleet modernisation. The A321neo, the largest variant in the A320neo family, delivers exceptional range, performance and environmental benefits. Featuring new-generation engines and Sharklet wingtip devices, the aircraft offers more than 20% fuel savings and CO₂ reduction, alongside a 50% reduction in noise, all while providing superior passenger comfort with the widest single-aisle cabin in the sky. As of the end of May 2025, over 7,000 A321neo aircraft have been ordered by more than 90 customers worldwide.

MNG commits to A350 Freighters as EGYPTAIR orders A350-900s

MNG Airlines (MNGA), a global logistics provider and e-commerce enabler based in Türkiye, has signed a memorandum of understanding (MoU) for two Airbus A350F freighters. The A350F will become a key part of MNG's future fleet, bringing the advantages of next-generation cargo aircraft to its operations. This move marks a strategic step forward for MNG as it continues to strengthen its position in the global air freight market. In a separate announcement at the Paris Air Show, EGYPTAIR has confirmed a firm order for an additional six Airbus A350-900 aircraft, increasing its total commitment for the type to 16. This development forms part of the EGYPTAIR's fleet renewal strategy and will support its long-haul expansion over the next five years in response to growing demand for international travel. Both the A350-900 and the A350F are powered by the latest Rolls-Royce engines and feature advanced aerodynamics, delivering a 25% reduction in fuel consumption and carbon emissions compared to previous-generation aircraft. Passengers on the A350-900 will benefit from the spacious Airspace cabin, designed with wide seats, high ceilings and calming ambient lighting for enhanced comfort on long-haul journeys.



Image of MNG Airlines' A350 Freighter

© Airbus

SkyWest places major Embraer E175 jets order



SkyWest has placed a firm order for 60 E-175 jets

© Embraer

Embraer has secured a firm order from SkyWest for 60 E175 aircraft, with purchase rights for an additional 50 planes. Deliveries are set to begin in 2027, with the contract valued at US\$3.6 billion included in Embraer's Q2 backlog. Currently, SkyWest operates a fleet of 263 E-Jets and holds a backlog of 16 more aircraft. The airline's continued investment in the E175 supports its long-term strategy to enhance its dual-class service and maintain its reputation for offering a premier regional flying experience. Chip Childs, President and CEO of SkyWest, commented: "As the largest E175 owner and operator worldwide, we're pleased to continue growing our E175 fleet and enhance our dual-class footprint. This order enables us to advance our long-term fleet strategy and to continue to deliver the premier regional product in the industry." The relationship between Embraer and SkyWest spans nearly 40 years, beginning in 1986 with the acquisition of EMB-120 Brasília aircraft. The partnership was renewed in 2013 when SkyWest purchased 100

E175s, further solidifying its status as the largest E175 operator globally. SkyWest, Inc., which operates through its airline and leasing subsidiaries, manages a fleet of nearly 500 aircraft and connects passengers to more than 265 destinations across North America. Its partnerships with major airlines like United, Delta, American, and Alaska Airlines contribute to carrying over 42 million passengers annually.

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JSX to launch ATR operations in 2025



JSX plans to commence operations with ATR aircraft in late 2025

© ATR

ATR's HighLine cabin collection. Passengers can expect business-class legroom, complimentary gourmet snacks, cocktails, and the addition of Starlink high-speed internet connectivity, pending certification. This announcement sets the stage for further growth, as JSX has signed a letter of intent for up to 25 ATR aircraft – 15 firm orders with options for ten more – including the ATR 42-600s and all-business-class ATR 72-600s, both with 30 premium seats. Alex Wilcox, CEO of JSX, highlighted the strategic impact of the move: "The ATR -600 series will bring over 1,000 new airports into reach for JSX, expanding access to reliable public charter flights across the great United States. Many of these airports were, until now, reserved only for those who had the means to fly private."

Texas-based public charter airline JSX has announced plans to commence operations with ATR aircraft in late 2025, marking a major step in its expansion across the United States. The carrier will lease two ATR 42-600s to extend its popular hop-on service to more private terminals, Fixed Base Operators (FBOs) and underserved airports nationwide. The new ATR operations will be backed by a comprehensive ATR Global Maintenance Agreement, ensuring maximum aircraft reliability and availability. The partnership represents ATR's first entry into the growing U.S. public charter market, leveraging the aircraft's superior performance, lower operating costs, and reduced noise levels to unlock new route opportunities. The ATR 42-600s will be configured with 30 spacious premium seats, part of

Norwegian Air Ambulance adds H145 helicopters as STARLUX expands A350 order

At the Paris Air Show, Airbus announced two significant agreements highlighting its continued success across both commercial and emergency aviation sectors. Airbus has signed a framework agreement with the Norwegian Air Ambulance for up to eight H145 helicopters, including two firm orders. The new aircraft will support Norway's helicopter emergency medical services (HEMS), a field in which the Norwegian Air Ambulance has just been reappointed as the national provider. Leif Olstad, CEO of the Norwegian Air Ambulance, commented, "With its size and capabilities, the H145 has proven well-suited for the Norwegian service, making it a natural choice." The organisation currently operates all HEMS bases in Norway using a fleet primarily made up of 20 Airbus H135 and H145 helicopters. Its parent foundation was also the first in the world to receive the advanced five-bladed H145 in 2020. In parallel, Taiwan's STARLUX Airlines has placed a firm order for ten additional A350-1000 aircraft, bringing its total commitment for the type to 18. The agreement was signed by STARLUX CEO Glenn Chai and Airbus EVP Sales Benoît de Saint-Exupéry. This order reinforces STARLUX's strategic focus on long-haul expansion and premium services. The airline currently operates an all-Airbus fleet of 28 aircraft, including the A350-900, A330neo and A321neo. Its outstanding orderbook includes 30 additional Airbus aircraft, among them the A350F freighter and A350-1000, signalling STARLUX's continued investment in fuel-efficient, next-generation widebodies.



Norwegian Air Ambulance has agreed to buy more H145 helicopters

© Airbus Helicopters / Anthony Pecchi

The agreement was signed by STARLUX CEO Glenn Chai and Airbus EVP Sales Benoît de Saint-Exupéry. This order reinforces STARLUX's strategic focus on long-haul expansion and premium services. The airline currently operates an all-Airbus fleet of 28 aircraft, including the A350-900, A330neo and A321neo. Its outstanding orderbook includes 30 additional Airbus aircraft, among them the A350F freighter and A350-1000, signalling STARLUX's continued investment in fuel-efficient, next-generation widebodies.

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Embraer expands P2F programme with Regional One; Airlink to lease new E195-E2 jets

Embraer has announced key developments with two long-standing partners, Regional One and Airlink, underscoring its growing presence in both cargo and passenger aircraft markets. Regional One, Inc. has expanded its partnership with Embraer by doubling its existing passenger-to-freight (P2F) conversion order from two to four E190-based freighters. This move highlights Regional One's continued investment in cargo capability through Embraer's E-Freighter programme, which offers enhanced performance, flexibility, and cost-efficiency for freight operations. The collaboration first began in 2022, when Regional One placed its initial order for two conversions. In a related announcement, Bridges Air Cargo has been confirmed as the launch operator of the E-Freighter, becoming Regional One's first customer to operate the E190F. The first of two aircraft is expected to enter service with Bridges in the third quarter of 2025. In a separate development, Airlink—Southern Africa's largest privately-owned airline—is set to lease ten new Embraer E195-E2 passenger aircraft from US-based lessor Azorra. Deliveries are scheduled to begin later this year, continuing through to 2027, and will be sourced from Embraer's facilities in Brazil. The new aircraft, configured with 136 and 124 seats, are projected to deliver fuel savings of up to 29 percent compared to Airlink's current first-generation E195s. These efficiencies are expected to reduce emissions and operating costs across Airlink's extensive network, which spans 45 destinations in 15 countries, including remote regions such as Madagascar and St Helena Island. Both agreements reinforce Embraer's dual role in advancing sustainable passenger operations and modernising air cargo solutions.



Image of Regional One E190 Freighter

© Embraer

Elfly Group and EASA sign pre-application contract for development of Noemi seaplane prototype



David Solar Head of Sustainability Research and Innovation EASA (L) and Eric Lithun CEO Elfly (r)

© Elfly

Norwegian aviation innovator Elfly Group has signed a pre-application contract (PAC) with the European Union Aviation Safety Agency (EASA) for the development of its Noemi (No Emissions) conceptual prototype aircraft. The agreement was formalised on June 18, at the Paris Air Show, with Elfly's founding CEO Eric Lithun and EASA's David Solar signing the contract. The Noemi is a clean-sheet, all-electric commercial seaplane designed for zero-emission regional travel. The PAC marks a significant step in Elfly's journey towards eventual type certification of the aircraft by 2030. It formalises the company's commitment to work closely with EASA throughout the development and testing phases. The agreement follows the recent completion of the concept-freeze-review (CFR) of the prototype. It enables technical engagement and collaboration with EASA as Elfly progresses towards the first flight of the full-scale aircraft. The PAC structure mirrors a traditional type certification framework and covers all aspects of prototype development, including design, manufacturing, testing, and agreement on flight conditions required for the aircraft's permit-to-fly. This early involvement of EASA is intended to ensure full technical familiarisation and regulatory alignment from the outset of the development process. The collaboration will provide a foundation for efficient progression through subsequent stages of testing and certification. The signing of the PAC reflects both parties' shared commitment to supporting innovative, sustainable aviation solutions and advancing the electrification of regional air mobility in Europe.

AIRCRAFT & ENGINE NEWS

Werner Aero acquires Boeing 737-700 for disassembly



The Boeing 737-700 will be disassembled at eCube's facility in Castellón, Spain © Werner Aero

Werner Aero has reported the successful acquisition of a Boeing 737-700 aircraft, MSN 32426, from Carlyle Aviation Partners. The aircraft is currently stationed at eCube's facility in Castellón, Spain, where it is set to undergo disassembly. The move aligns with Werner Aero's strategic focus on bolstering support for its global network of airline and MRO (Maintenance, Repair and Overhaul) customers by expanding its inventory of high-demand Boeing 737NG components. Through the careful harvesting of parts from this aircraft, the company aims to enhance its ability to offer reliable, quality aftermarket solutions. Once disassembled, the components will be incorporated into Werner Aero's growing stock and distributed via its established global supply channels. This initiative is part of the company's wider efforts to ensure consistent availability of critical parts for operators of Boeing's 737NG fleet, which remains one of the most widely used aircraft families in the commercial

aviation sector. Werner Aero continues to reinforce its position in the aftermarket supply chain, with a particular emphasis on responsiveness, quality assurance, and global reach. The addition of this airframe supports the firm's long-term strategy of meeting the evolving needs of airlines and MROs around the world, ensuring they have access to essential components to maintain operational efficiency and fleet reliability.

AJet to lease ten Airbus A321neos from Avolon

Avolon, a global aviation finance company, has signed an agreement to lease ten Airbus A321neo aircraft to AJet, the low-cost subsidiary of Turkish Airlines. The agreement, signed during the Paris Air Show, includes aircraft deliveries scheduled for 2027 and supports AJet's plans to modernise its fleet and expand its route network. AJet currently operates 92 aircraft and serves 100 destinations across Türkiye, the Middle East, Europe, North Africa and the CIS region. The addition of the A321neo aircraft will help the airline improve operational efficiency and reduce its environmental impact. The A321neo is part of Airbus' A320neo family and offers 20% lower fuel consumption and CO₂ emissions, along with 50% less noise compared to earlier-generation models. These improvements will allow AJet to meet its performance goals while aligning with broader sustainability efforts. Avolon already has 140 A320neo-family aircraft in service and a further 294 on order. This extensive portfolio enables the company to support airlines looking to upgrade to newer, more efficient aircraft types. Andy Cronin, CEO of Avolon, stated: "We are delighted to further strengthen our partnership with Turkish Airlines and support AJet's continued growth. Our large A320neo family orderbook is in high demand from airlines who are looking to expand their route networks and renew their fleet with new-technology aircraft."



AJet will lease ten new A321neo planes from Avolon

© AirTeamImages

Jet Aviation completes delivery of six modified Bell 429 helicopters



Jet Aviation has redelivered six Bell 429 helicopters to a customer in the Middle East © Jet Aviation

Jet Aviation has successfully redelivered the final two of six Bell 429 helicopters to a customer in the Middle East, marking the completion of a multi-year contract that began in 2019. The final pair of helicopters was redelivered in March 2025, following previous deliveries in 2020 and 2024. The agreement saw Jet Aviation, acting as a Bell independent representative, collaborate closely with the customer to tailor the aircraft to their mission-specific requirements. Each Bell 429 was equipped with a bespoke suite of mission equipment, including electro-optical infrared systems (EOIRS), mission mapping, video downlink, searchlight and dedicated mission communications. Beyond modifications, Jet Aviation supported the customer through every stage of the process—assisting with the purchase of mission equipment, overseeing factory acceptance at Bell's facility, and conducting inspections of both the aircraft and accompanying documentation to ensure delivery met specifications. Ian D'Arcy, vice president of rotary & aircraft sales at Jet Aviation, noted: "With over 50 years' representing Bell in the Middle East, we have built up extensive knowledge of the requirements of our customers in the region and utilise this to support them in making the best choices for their mission... We have enjoyed a long and successful relationship with this customer, spanning decades, and we look forward to continuing to support them with their ongoing rotary requirements."

MRO & PRODUCTION NEWS

Deutsche Aircraft unveils G5000 PRIME flight deck for D328eco at Paris Air Show

At the 2025 Paris Air Show, Deutsche Aircraft revealed the integration of Garmin's advanced G5000® PRIME flight deck into its next-generation D328eco regional turboprop. This major update brings cutting-edge avionics to the 40-seat aircraft, enhancing its mission to redefine sustainable regional aviation through innovation and operational efficiency. The G5000 PRIME introduces a fully integrated, touchscreen-based cockpit environment, providing pilots with advanced automation, increased situational awareness, and global compliance. With a legacy of over 30,000 Garmin flight decks in service worldwide, this new system is tailored specifically for Part 25 transport aircraft and Part 121 operations, making it ideal for regional air travel. The G5000 PRIME will play a crucial role in delivering a digitally connected and environmentally responsible flying experience. This announcement comes as Deutsche Aircraft transitions from development to industrialisation, marked by the unveiling of its first test aircraft, TAC 1, in May 2025. The D328eco is on track to enter service in the fourth quarter of 2027, reinforcing its commitment to pioneering the future of sustainable regional air mobility.



Garmin G5000® PRIME flight deck

© Deutsche Aircraft

P&WC and Lufthansa Technik AERO Alzey renew overhaul licence



Mechanics working on a PW100 engine

© LTAA

engine. Since then, LTAA has continually fulfilled its role as an authorised facility, maintaining the highest standards of quality and reliability in aviation engine maintenance. This latest renewal not only secures LTAA's ongoing role in supporting regional aviation but also demonstrates the mutual trust and technical expertise shared between LTAA and P&WC.

Lufthansa Technik AERO Alzey (LTAA), a wholly owned subsidiary of Lufthansa Technik, has renewed its Designated Overhaul Facility (DOF) licences with Pratt & Whitney Canada (P&WC) for the maintenance and overhaul of PW100 and PW150 engine types. The agreement was signed during the Paris Air Show and authorises LTAA to continue delivering full-scale engine maintenance services for a broad range of regional aircraft. The licence renewal covers around 3,300 PW100 and 850 PW150 engines in operation worldwide, which primarily power regional aircraft such as the ATR 72 and the De Havilland Canada DHC-8-400 (Q400). The contract reinforces a partnership that dates back 37 years, highlighting the enduring collaboration between LTAA and Pratt & Whitney Canada. LTAA first began working with the PW100 engine in 1988, when the company operated under the name DLT A.E.R.O. Services GmbH. The relationship expanded further in 2006 when LTAA was appointed as a DOF for the PW150

FDH Aero expands global operations

FDH Aero, a trusted and independent supply chain solutions provider for the aerospace and defence sectors, has announced significant global expansions across Europe, East Asia and South Asia. These developments are part of the company's long-term investment strategy to strengthen infrastructure and local expertise in regions showing sustained growth, supported by major contract wins and strategic partnerships. In Europe, FDH Aero is enhancing its Centre of Excellence in Bremen, Germany. The company is deepening its relationship with Airbus by supplying a wider range of critical components. Already an authorised solutions partner for Airbus's helicopters, defence, and space divisions, the company is now playing an expanded role in supporting commercial aircraft production, helping meet the rising global demand for new aircraft. This development increases operational efficiency and adds value to Airbus' manufacturing efforts in the region. In East Asia, FDH Aero is expanding its facility in Singapore to better meet customer needs and support ongoing growth across Southeast Asia. In South Asia, the company has opened a new sales office in Bengaluru, India. This move strengthens local inventory and support for its FDH Electronics and FDH Hardware, directly addressing the requirements of India's rapidly growing aerospace manufacturing sector. "These investments reflect FDH Aero's commitment to growing alongside our customers around the world," said Matt Lacki, President of FDH Hardware. "We're excited to deepen our presence in key markets like Germany, Singapore and India, where we've combined great people, deep product knowledge, and operational strength." FDH Aero's expansion enables faster, more responsive service tailored to regional needs, ensuring efficient fulfilment and on-time delivery for customers across the globe.



FDH Aero Bremen, Germany

© FDH Aero

MRO & PRODUCTION NEWS

First Rolls-Royce XWB-84 engine inducted at AFI KLM E&M facility



The first Trent XWB-84 engine scheduled for MRO will be inducted at the Air France AFI KLM E&M facility, Charles De Gaulle Airport, France © Rolls-Royce

of the Air France-KLM Group's acquisition of the aircraft. Both Air France and KLM have ordered the Trent XWB-powered Airbus A350, with engine support provided under Rolls-Royce's comprehensive TotalCare service. Earlier this year, Air France celebrated one million engine flying hours with the Trent XWB-84.

Rolls-Royce has announced that the first Trent XWB-84 engine scheduled for maintenance, repair and overhaul (MRO) will be inducted this week at Air France Industries KLM Engineering & Maintenance's (AFI KLM E&M) facility, located at Charles De Gaulle Airport, Paris, France. This milestone marks the establishment of dedicated capability to support the Air France fleet exclusively. It also enhances Rolls-Royce's global MRO network by providing additional capacity to serve customers worldwide. The facility complements the company's existing MRO footprint and helps address growing long-term demand for civil large engine services. The induction follows an agreement announced at the Paris Airshow 2023, for the maintenance and repair of Trent XWB engines that power the Airbus A350. This builds on an initial agreement signed in 2014, as part

MRO & PRODUCTION NEWS

Woodward to supply A350 spoiler actuation system for Airbus

Woodward, a global specialist in aerospace and industrial energy control solutions, has announced that Airbus has selected the company as the supplier for the electro-hydraulic A350 spoiler actuation system. The agreement covers actuation systems for 12 of the aircraft's 14 spoilers, along with maintenance and repair services for the Woodward-supplied A350 Spoiler Actuation System. These services will support A350 operators and Airbus' Flight Hour Services (FHS) business. The Airbus A350 is a long-range, widebody twin-engine airliner that has been in service since 2015 and remains in production, with an order backlog exceeding 700 aircraft. Spoiler actuation systems manage the position of spoiler flight control surfaces on the wings, helping to control the aircraft's roll orientation and reduce lift to ensure safer and more efficient descent and landing. "Airbus has been a highly valued customer of Woodward for decades, and we take great pride in supporting their ongoing commitment to innovation and excellence," said Chip Blankenship, CEO and Chairman of Woodward. "The opportunity to supply the A350 spoiler actuation system enhances our comprehensive portfolio of engine and airframe control systems we provide to aerospace customers. We are looking forward to continuing our work with Airbus to achieve

Dassault to build Falcon 2000 jets in India

Dassault Aviation and Reliance Aerostructure Limited (RAL), a subsidiary of Reliance Infrastructure, have signed a landmark agreement at the Paris Air Show to manufacture Falcon 2000 LXS business jets in India for the global market. This historic collaboration positions India among an elite group of countries – including the United States, France, Canada and Brazil – capable of producing next-generation business jets. Under the agreement, Dassault Reliance Aerospace Limited (DRAL) will become a Centre of Excellence (CoE) for the Falcon series, including the Falcon 6X and 8X, making it the first such facility outside of France. The move is set to bolster India's role in the international aerospace supply chain and represents a major advancement in the country's "Make in India" initiative. Eric Trappier, Chairman and CEO of Dassault Aviation, stated: "This new agreement, which will make DRAL the first centre of excellence for Falcon assembly outside France and which will eventually enable the establishment of a final assembly line for the Falcon 2000, illustrates, once again, our firm intent to meet our 'Make in India' commitments, and to contribute to the recognition of India as a major partner in the global aerospace supply chain." As part of the arrangement, DRAL will assume responsibility for the complete fuselage and wing assembly of the Falcon 2000, with additional transfers of the front fuselage sections of the Falcon 8X and 6X. Major upgrades to the facility in MIHAN, Nagpur, will enable the first "Made in India" Falcon 2000 to take flight by 2028. This initiative marks the first time in Dassault Aviation's history that Falcon jets will be produced outside France, reflecting a strategic shift in the company's global manufacturing footprint. It also establishes India as a high-end aerospace manufacturing hub, meeting rising demand for business jets both domestically and internationally.



Falcon 2000 LXS jet

© Dassault

MRO & PRODUCTION NEWS

optimal efficiency throughout the A350 aircraft lifecycle.” To commemorate the agreement, Woodward and Airbus executives held an event at the Woodward booth during the 55th International Paris Airshow.

SalamAir chooses StandardAero for LEAP-1A engine MRO support

SalamAir, Oman’s low-cost carrier, has selected StandardAero to provide MRO support for the CFM International LEAP-1A turbofan engines powering its fleet of Airbus A320neo-family aircraft. StandardAero delivers support for the next-generation CFM International LEAP-1A and LEAP-1B engine family from its 810,000-ft² facility in San Antonio, Texas. It is a CFM LEAP Premier MRO provider, having signed the first non-airline CFM-branded service agreement (CBSA) in the Americas for the LEAP-1A and LEAP-1B in March 2023. Commenting on the announcement for SalamAir, Adrian Hamilton-Manns, SalamAir CEO said: “At SalamAir, safety, operational reliability and cost-efficiency remain at the core of our strategy as we continue to expand and modernise our fleet. Partnering with StandardAero for LEAP-1A engine MRO support marks a significant step in ensuring the long-term performance and availability of our aircraft. We are confident

Honeywell secures A330 APU deal with Vietjet

Honeywell and Vietjet Air have signed a five-year exclusive agreement for the maintenance of Honeywell’s 331-350 auxiliary power units (APUs) on the airline’s Airbus A330 fleet. Covering 30 wide-body aircraft, the deal expands the existing partnership between the two companies and underscores Honeywell’s role as a key aftermarket provider in the Asia-Pacific region. Announced during the Paris Air Show, the agreement builds on Honeywell’s current support for Vietjet’s A330 operations. As Vietjet pursues ambitious growth — including firm orders for 20 more A330neo aircraft and 200 Boeing 737 Max jets — securing trusted and scalable technical support is vital to sustaining its expanding network. The new APU maintenance programme will help Vietjet boost operational efficiency, reliability and fleet readiness. The 331-350 APU is known for its durability and performance, offering critical support for power generation during ground operations. Dr. Dinh Viet Phuong, CEO of Vietjet, noted the company’s ongoing confidence in Honeywell, citing the firm’s global service expertise and dependable technology. The partnership, he said, is key to scaling wide-body operations while maintaining cost-effective performance. With a strong track record in aviation systems and services, Honeywell continues to serve as a strategic partner to airlines worldwide. This latest agreement not only reinforces its commitment to Vietjet but also highlights its ability to meet the evolving demands of fast-growing carriers in dynamic markets.



The new APU maintenance contract was signed on June 18, at the Paris Air Show
© Honeywell



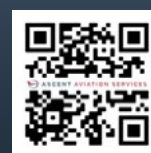
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MRO & PRODUCTION NEWS

In StandardAero's proven capabilities and technical expertise, and we look forward to a strong partnership that supports our growth and commitment to delivering dependable and affordable travel for our passengers across the region." In addition to establishing MRO capability for the LEAP-1A and LEAP-1B at its San Antonio facility, StandardAero is also industrialising new engine component repairs for the LEAP family through its component repair services (CRS) team's network of locations and its Repair Development Centre of Excellence. To date, StandardAero's CRS team has industrialised more than 300 component repairs for the LEAP-1A and LEAP-1B. SalamAir currently operates a fleet of 13 Airbus A320/321 aircraft, with more than 80 daily flights. In 2025, the airline will expand its fleet with two new aircraft scheduled for delivery in July. SalamAir announced a ten-aircraft order in February 2025, aiming to grow its fleet to 25 aircraft by 2028.

StandardAero renews engine support for Nok Air

StandardAero has extended its long-standing partnership with Nok Airlines Public Company Limited (Nok Air) by continuing to provide MRO services for the airline's CFM International CFM56-7B turbofan engines. These engines power Nok Air's fleet of fourteen Boeing 737-800 narrow-body aircraft, which serve routes across Thailand, Southeast Asia, East Asia and South Asia. As an authorised CFM56-7B MRO provider, StandardAero has already received two of Nok Air's engines at its Winnipeg facility in Canada. The company has a strong history with Nok Air, having previously supported the airline's Pratt & Whitney Canada PW150A engines on its former Dash 8-400 turboprop fleet. Mario Romano, StandardAero's Airline Sales Director, emphasised the company's commitment to delivering reliable and cost-effective support, helping Nok Air maintain its reputation as a cheerful and dependable carrier across Asia. Since 2010, StandardAero has supported CFM56-7B operators worldwide from its Winnipeg base and recently expanded these capabilities to its DFW International Airport facility in Texas. This additional location allows StandardAero to better meet the growing demand for Boeing 737NG engine maintenance and offers customers the reassurance of dual test cell availability.

ITP Aero joins Pratt & Whitney's GTF MRO network

Pratt & Whitney, a business of RTX, has announced the expansion of its global GTF engine maintenance network with the addition of ITP Aero. Based in Madrid, ITP will provide full maintenance, repair and overhaul (MRO)

GKN Aerospace launches ASPIRE wing R&D programme



GKN Aerospace has launched ASPIRE, a research and development initiative aimed at advancing composite wing and flap technologies © GKN Aerospace

GKN Aerospace has officially launched ASPIRE, a new £12 million (US\$16.2 million) research and development initiative aimed at advancing composite wing and flap technologies. Having begun in May this year and running through to April 2028, the three-year UK-based programme will focus on developing and testing next-generation structural solutions for aircraft wings, supporting the future of lightweight and efficient single-aisle aircraft. A central element of ASPIRE is the creation of three full-scale composite wingtip variants, each representing a different manufacturing approach and structural concept. These demonstrators will undergo rigorous structural testing to Ultimate Load, simulating real-world conditions to validate the technologies in a high-fidelity environment. The first wingtip variant is a bonded multi-part assembly in line with GKN's existing design methodology. The second employs a quasi-isotropic, co-infused Resin Transfer Moulding (RTM) structure with automated fibre placement, digital twin integration, and self-heated JouleTool moulds from Pentaxia. The third variant pushes boundaries further, introducing non-standard fibre orientations, low-energy dry fibre forming and Smart RTM processes. Innovative technologies under development include rapid tow sheared (RTS) laminates from iCOMAT, offering lightweight performance gains, and stitched 'deltoid noodles' made from recycled carbon fibre via Carbon ThreeSixty's Lineat AFFT technique. These new methods are supported by analytical and modelling contributions from the University of Bath. In addition to the wingtip demonstrators, ASPIRE will deliver a new composite flap concept. The flap will feature RTs skins, tailored fibre-placed brackets, low-energy out-of-autoclave curing, and press-cured ribs — with the goal of reaching Technology Readiness Level 6 for rib production. Building on GKN's experience from the A350 flap programme, this initiative represents a significant step toward more sustainable, high-performance aircraft structures.

JAL joins Maeve to develop hybrid-electric jet

Japan Airlines (JAL), its engineering division JALEC, and Dutch aviation start-up Maeve Aerospace have entered into a memorandum of understanding (MoU) to jointly develop the MAEVE Jet — a hybrid-electric regional aircraft set to reshape short-haul air travel. The collaboration is focused on tailoring



Maeve Jet

© Maeve Aerospace

the aircraft to meet Japan's regional aviation needs while advancing low-emission technology. The MAEVE Jet introduces a mission-optimised approach, combining reduced design weights with an innovative systems architecture. Maeve states this configuration will deliver a significant boost in energy efficiency, enabling up to 40% fewer emissions compared to conventional regional aircraft, without relying on sustainable aviation fuel (SAF). As part of the partnership, the three companies will exchange updates on the MAEVE Jet's development and assess what is needed for its introduction into Japan's aviation landscape. They will explore the airport infrastructure and operational methods required, and collaborate on establishing the maintenance, monitoring and support systems essential for its smooth day-to-day operation. The alliance will also work on planning the future MRO (maintenance, repair and overhaul) framework to sustain long-term serviceability of the aircraft. Additionally, JAL's operational experience will help shape a new aircraft design system aimed at strengthening airworthiness and reliability. This agreement aligns with JAL Group's broader strategy of supporting regional connectivity through innovation and sustainability. By joining forces with Maeve, JAL continues its commitment to fostering next-generation aviation technologies that could redefine regional travel in Japan.

MRO & PRODUCTION NEWS

services, along with testing capabilities, for the PW1500G engines powering the Airbus A220 and the PW1900G used on the Embraer E-Jets E2 family. This move makes ITP the 21st facility in the GTF MRO network and the eighth located in Europe. The partnership builds on more than ten years of collaboration between the two companies, during which ITP has contributed to the manufacturing and design of components for the GTF programme. As a risk revenue-sharing partner, ITP already produces key parts such as the mid-turbine frame and integrally bladed rotors made of nickel for high-pressure compressor components. Keren Rambow, Vice President of GTF Aftermarket and Transformation at Pratt & Whitney, described the move as a natural step forward in their relationship, bringing ITP's MRO expertise into the fold to help improve engine turnaround times for customers. This addition further strengthens the GTF MRO network, which spans four continents and forms part of Pratt & Whitney's broader EngineWise® aftermarket service offering.

Safran and Revima renew landing gear support agreement

Safran Landing Systems and Revima have announced the renewal of their long-standing spare parts supply and technical support agreement. The new long-term contract was signed by Olivier Legrand, President & CEO of Revima Group, and François Bastin, CEO of Safran Landing Systems. It ensures continued support for Revima's landing gear maintenance, repair and overhaul (MRO) facilities in France and Thailand. The renewed agreement includes the provision of spare parts, access to original equipment manufacturer (OEM) technical publications, and engineering assistance. These services will support the maintenance of landing gear for a wide range of Airbus aircraft models, reinforcing a collaboration that has stood the test of time. This partnership covers well-established platforms such as the Airbus A320ceo and A330, while also expanding to support newer-generation aircraft including the A320neo and A330neo. Furthermore, it will extend to the main landing gear of the Airbus A350-900, preparing Revima's facilities to handle future MRO requirements as these newer models become more prevalent in global fleets. Olivier Legrand expressed enthusiasm about the contract renewal, stating: "We are delighted to extend our longtime partnership with Safran Landing Systems, in support of the significant activity we enjoy on multiple Airbus platforms and of the new generation landing gears that gradually require MRO. The close and strong relationship with Safran Landing Systems goes back many years, and we look forward to reinforcing it further."

Mahindra wins US \$300 million deal with Aernnova



Arvind Mehra (l), Managing Director and CEO of Mahindra Aerostructures with Ricardo Chocarro (r), CEO of Aernnova
 © Mahindra

Mahindra Aerostructures (MASPL) and Aernnova Aerospace SAU (Aernnova) have signed a multi-year agreement worth around US\$300 million. Under the terms of this partnership, MASPL will manufacture metal sub-assemblies and components for various Airbus aircraft as well as Embraer's aircraft families, including the Embraer C390 Millennium military transport aircraft. The parts will be supplied to Aernnova's sites across Spain, the UK, Portugal and Brazil. This contract

deepens a longstanding relationship that began in 2013, while the collaboration marks a strategic strengthening of Aernnova's global supply base. Ricardo Chocarro, CEO of Aernnova, highlighted that the partnership will help meet the company's production ramp-up needs across all programmes. He expressed confidence in MASPL's industrialisation capabilities, noting their technological strengths and the support of Aernnova's technical teams. Dr. Anish Shah, Group CEO and MD of the Mahindra Group, expressed appreciation for Aernnova's trust in MASPL. He indicated that as Mahindra continues to invest in its aerospace ventures, it is eager to scale the partnership further and reach new milestones. Arvind Mehra, Managing Director and CEO of MASPL, described the Aernnova relationship as pivotal from the company's inception. The new contract not only builds on MASPL's existing relationship with Aernnova's UK subsidiary but also enhances prospects for increased manufacturing in India. Mehra pointed to ongoing investments in capability, process maturity, and sustainability as key factors in MASPL's readiness to support increased production demands. Aernnova has supported MASPL since the early development of its Indian facility, including design input and skills development. The partnership entered a new phase when Aernnova acquired Hamble Aerostructures in 2020, a key MASPL customer. The new contract is the result of ongoing engagements and shared strategic planning. Both companies plan to expand the collaboration further in the years to come.

Saab and Sabena technics partner on GlobalEye modifications

Saab has entered into a long-term framework agreement with French aerospace maintenance specialist Sabena technics for complex modification work on its GlobalEye airborne early warning and control (AEW&C) aircraft. The agreement, signed as part of Saab's broader industrial collaboration strategy, will provide a foundation for ongoing cooperation between the two companies. Under this new arrangement, Sabena technics will deliver extensive aircraft modification services for the GlobalEye platform, reinforcing Saab's ability to meet increasing global demand for its AEW&C solution. The GlobalEye is based on Bombardier's Global 6000/6500 business jet, which is transformed through a series of advanced and technically demanding modifications to accommodate state-of-the-art surveillance and communication systems. "This reinforces Saab's commitment to collaborate with French industry while supporting the expansion of our modification capacity to meet the increasing demand for GlobalEye. Sabena technics has the expertise and experience to provide this support," said Lars Tossman, Head of Saab's Aeronautics business area. The modification process for GlobalEye involves integrating a sophisticated suite of sensors, mission systems, and communications technologies into the aircraft. Such work requires not only advanced technical knowledge but also a dedicated, highly skilled workforce capable of executing these complex adaptations to rigorous aerospace standards. With this agreement, Saab not only strengthens its capacity to deliver GlobalEye systems to its international customers but also deepens industrial ties with France. The collaboration with Sabena technics reflects Saab's strategy of leveraging global partnerships to support its defence and aerospace programmes, while also expanding its industrial footprint within Europe.



GlobalEye aircraft

© Saab

MRO & PRODUCTION NEWS

EPCOR and Kuwait Airways renew APU maintenance agreement

EPCOR B.V., the Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) centre of excellence for auxiliary power unit (APU) and pneumatic component repairs, has renewed its long-standing maintenance agreement with Kuwait Airways. The new three-year contract will continue to cover GTCP331-500 APUs installed on the airline's Boeing 777 fleet. This renewal reinforces the strong relationship between the two companies and highlights AFI KLM E&M's ongoing role as a trusted maintenance partner for mission-critical aircraft systems. The agreement extends a collaboration that has already delivered excellent results in terms of technical performance, reliability, and service standards. Currently, five APUs from Kuwait Airways are undergoing maintenance at EPCOR's upgraded facility located at Schiphol-Rijk in the Netherlands. A consistent flow of additional units is expected throughout the duration of the renewed contract, reflecting the continued operational alignment between the two parties.

FINANCIAL NEWS

Eaton to acquire UK's Ultra PCS for US\$1.55 billion

Eaton has signed an agreement to acquire Ultra PCS Limited from the Cobham Ultra Group in a US\$1.55 billion deal aimed at boosting its aerospace offering. Ultra PCS, based in Cheltenham with operations in the UK and US, develops technology for electronic controls, sensing, data processing, and stores ejection — all used in mission and safety-critical aerospace applications. The transaction is expected to close in the first half of 2026, subject to regulatory approvals and other standard conditions. Eaton believes the acquisition will complement its existing portfolio in both civil and defence aviation. Ultra PCS is on track to deliver around US\$240 million in sales in 2025 and is seen as a valuable addition to Eaton's growing high-margin businesses. John Sapp, President of Eaton's Aerospace Group, noted that bringing together the two companies' technologies and aftermarket services would allow them to offer more targeted solutions for aerospace customers. He welcomed the opportunity to work alongside a team with a solid track record in engineering systems that support performance and reliability under demanding conditions. Founded in 1911, Eaton has grown into a major player in power management, with customers in more than 160 countries. The company, which earned close to US\$25 billion in revenue in 2024, supplies a wide range of industries including data centres, construction, mobility, and aerospace. Its strategy focuses on electrification, digitalisation, and sustainable growth — and the Ultra PCS acquisition is intended to support these long-term goals.

Gulf Air expands LEAP-1A engine services deal with CFM International



Gulf Air has expanded its long-term services agreement with CFM International © CFM International

Gulf Air has renewed and expanded its long-term services agreement with CFM International for the support of its LEAP-1A engines powering the airline's Airbus A320neo family fleet. The updated deal, signed as part of the airline's ongoing fleet modernisation, covers 29 A320neo aircraft and includes the purchase of additional

spare engines. The comprehensive agreement provides Gulf Air with full maintenance, repair and overhaul (MRO) services as well as access to spare parts, ensuring continued operational reliability and efficiency across its narrow-body fleet. Gulf Air currently operates a mixed Airbus A320 fleet, comprising eight A320ceo aircraft powered by CFM56-5B engines and twenty A320neo-family aircraft equipped with LEAP-1A engines. An additional nine A320neo aircraft remain on order, all of which are expected to benefit from the extended support framework. CFM International, a 50/50 joint venture between GE Aerospace and Safran Aircraft Engines, is responsible for producing and supporting the LEAP engine family, as well as the widely used CFM56. The company operates a global MRO ecosystem, incorporating GE and Safran maintenance shops, CFM Premier MRO providers and a network of third-party facilities to support airlines worldwide. Founded in 1974, CFM International has played a pivotal role in shaping the commercial aviation industry through its commitment to international collaboration and cutting-edge propulsion technology.

Airhub Aviation secures Airbus deal for engineering services

Airhub Aviation, a subsidiary of GetJet Aviation Holdings, has entered into a multi-year commercial framework agreement with Airbus to access a comprehensive suite of engineering and upgrade services. This partnership marks a substantial step in Airhub's long-term strategy of investing in midlife and end-of-life Airbus aircraft, enhancing its ability to manage and transition aviation assets efficiently. The agreement provides Airhub Aviation with direct access to Airbus' OEM-certified modifica-



(from left to right) Oleg Novak, CEO Airhub Aviation, Aleksandr Celiadin, Founder of Airhub Aviation and GetJet Airlines Anthony Corke, Commercial Director Services – Leasing Markets, Airbus Thierry Filloux, Head of Aircraft Services Sales – Investor and Leasing Markets, Airbus © Airhub Aviation

tions. These include advanced navigation systems, safety enhancements, and performance upgrades, particularly those enabling aircraft cargo conversions and improving operational flexibility. By eliminating third-party intermediaries, Airhub expects to benefit from quicker implementation timelines, increased reliability, and assured quality. Oleg Novak, Managing Director of Airhub Aviation, highlighted the benefits of this direct relationship, stating that it "ensures optimal lead times and access to the highest quality services." He emphasised that this direct collaboration supports the company's asset management model, which spans the full aircraft lifecycle—from acquisition and operation to maintenance and end-of-life strategies. Airhub's in-house capabilities, combined with the integration of Airbus-certified enhancements, will strengthen its comprehensive 360° service model. This holistic approach aims to deliver sustained value by extending aircraft lifespan, reducing operational downtime, and preserving asset marketability. The framework agreement not only enhances Airhub's technical competencies but also underlines its commitment to delivering high-value aviation solutions. As the industry increasingly focuses on sustainability and lifecycle optimisation, the partnership positions Airhub Aviation to meet evolving market demands while boosting its competitiveness in the aviation asset management and leasing sector.

MILITARY AND DEFENCE

Honeywell and Near Earth achieve landmark autonomous flight of AW139 Helicopter



Honeywell and Near Earth Autonomy have successfully completed the first autonomous test flight of a Leonardo AW139 helicopter
© Honeywell

Honeywell and Near Earth Autonomy have successfully completed the first autonomous test flight of a Leonardo AW139 helicopter, marking a significant milestone in advancing the U.S. Marine Corps' Aerial Logistics Connector (ALC) programme. The flight, conducted in Phoenix, Arizona in May, demonstrated for the first time that the AW139's autopilot modes could be directly controlled by Near Earth's onboard autonomy software without pilot input — effectively flying without a pilot or remote operator. This breakthrough highlights the feasibility of uncrewed, autonomous aircraft operating in contested or high-risk environments. According to Bob Buddecke, President of Electronic Solutions at Honeywell Aerospace Technologies, "Not only is this successful demonstration a major step in creating brand new possibilities for the USMC, but it also creates a potential pathway for use by other helicopter operators as well." The ALC programme, managed under a Naval Aviation Systems Consortium OTA with Near Earth Autonomy as

the lead performer, is designed to develop and deploy scalable, autonomous aerial logistics systems. These systems aim to reduce risk to personnel while enhancing the speed and efficiency of resupply operations. The recent flight represents a crucial step towards achieving these goals, laying the foundation for autonomous rotorcraft to support military operations without direct human control. Further testing is planned to expand the helicopter's autonomous capabilities, including obstacle avoidance and seamless integration into military logistics workflows. Honeywell and Near Earth Autonomy are committed to developing an autonomy solution that is not only highly capable but also affordable, scalable, and certifiable for a range of defence and civilian missions. Honeywell's involvement includes providing mission-critical avionics systems designed for both retrofit and next-generation aircraft, with a long-term focus on supporting the transition to uncrewed and highly autonomous flight operations.

European aerospace trio forge alliance for future military helicopter engines

Safran Helicopter Engines, MTU Aero Engines and Avio Aero have officially joined forces to develop the European next-generation helicopter engine (ENGHE), marking a significant step toward strengthening Europe's defence sovereignty. A long-term partnership agreement was signed at the Paris Air Show, formalising the collaboration of these three leading aerospace firms in creating a 100% European engine for the continent's next-generation military helicopters, expected to enter service around 2040. This trilateral cooperation builds upon momentum generated over the past two years. Safran and MTU initiated their partnership in 2023 and subsequently launched a 50/50 joint venture named EURA (European Military Rotorcraft Engine Alliance). With the inclusion of Avio Aero, the alliance gains additional military engine expertise and capability, further reinforcing its strategic position. Workshare on the programme will be evenly distributed among the three companies, ensuring balanced input and leveraging each partner's unique technological strengths. The ENGHE programme aims to deliver an advanced propulsion system with high design maturity, robust performance and cost-effective maintenance and operation — crucial factors for European armed forces operating in diverse environments. It will also support Europe's broader ambitions of reducing reliance on non-European defence technologies, aligning with current geopolitical priorities. Cédric Goubet, CEO of Safran Helicopter Engines, stated: "We are delighted to extend our cooperation in the field of future military helicopter engines with Avio Aero. The next step in this decisive cooperation to strengthen Europe's autonomy in the field of defence and security will be to respond to the specific call for a future helicopter engine within the European Defence Fund, with the versatile European team of top European aerospace partners that has already been set up under the coordination of EURA." The partnership also signals the formation of a broader European network, as the companies plan to engage additional partners across the continent, building a strong, long-term industrial base for military rotorcraft propulsion.



Avio Aero has partnered with Safran and MTU Aero Engines to power Europe's next generation of military helicopters
© Cyril Abad CAPA Pictures, Safran

Portugal to acquire additional KC-390 Millennium aircraft



At the Paris Air Show, Portugal announces its decision to acquire an additional KC-390 Millennium aircraft
© Embraer

Embraer has released that the Portuguese government will acquire a sixth KC-390 Millennium multi-mission aircraft, expanding the Portuguese Air Force's (FAP) transport fleet as part of a continued effort to strengthen national and allied defence capabilities. The announcement was made during the 55th edition of the Paris Air Show, building upon the original August 2019 agreement for five aircraft. The addition of a sixth KC-390 Millennium aircraft will bolster Portugal's capacity to carry out both military and public interest missions, ranging from cargo and troop transport to aeromedical evacuation, firefighting, search and rescue, and aerial refuelling. The aircraft's ability to take-off and land on short runways, combined with in-flight refuelling capabilities, makes it highly versatile and well-suited to the country's defence and humanitarian needs. Further strengthening its long-term strategy, Embraer and the Portuguese Air Force also plan to include ten purchase options in the existing contract, aimed at future acquisitions by other European operators or NATO members. These would be handled through government-to-government negotiations via the Portuguese State, encouraging greater interoperability among KC-390

operators and offering shared benefits such as reduced training and logistics costs. The move underscores Portugal's commitment to modernising its air capabilities while promoting deeper integration with European and NATO partners. It also supports the continued growth of Portugal's aeronautical industry, as the KC-390 programme contributes to the development of local aerospace expertise and infrastructure.

MILITARY AND DEFENCE

Netherlands orders aeromedical system for C-390 fleet



Embraer and the State of the Netherlands have signed an agreement for the delivery of an aeromedical evacuation system for the Royal Netherlands Air Force's C-390 Millennium transport aircraft © Embraer

Embraer and the State of the Netherlands have signed a milestone agreement for the delivery of a state-of-the-art aeromedical evacuation system for the Royal Netherlands Air Force's C-390 Millennium transport aircraft. The contract, which includes one confirmed order and seven additional purchase options, was formally signed at the Paris Air Show by Vice Admiral Jan Willem Hartman, Commander of the Materiel and IT Command and Bosco da Costa Junior, President & CEO of Embraer Defense & Security. The centrepiece of the new capability is a roll-on/roll-off medical module — a compact, self-sufficient medical unit that functions as a mobile hospital. Designed for rapid deployment, the module supports a range of patient care scenarios, including those requiring full life support during transit. It is also equipped to safely transport contagious patients, incorporating protective measures for both medical teams and aircrew. This advanced module has been engineered for full compatibility with the C-390's Cargo Handling System (CHS), allowing quick installation via the aircraft's rear ramp. The system can be deployed efficiently and without modification to the aircraft, ensuring operational readiness in a wide variety of situations. With this capability, the Royal Netherlands Air Force will significantly strengthen its ability to carry out medical evacuations in both military and humanitarian settings. The system will prove invaluable in disaster response, armed conflict zones, and international relief missions, offering a flexible and fast medical transport option. The agreement marks another step in the Netherlands' ongoing investment in modernising its air mobility assets while expanding the operational utility of the C-390 Millennium fleet.

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

Safran and Bombardier sign LOI to advance defence innovation

At the Paris Air Show, Safran and Bombardier have signed a letter of intent (LOI) to explore new avenues for collaboration and to drive the joint development of innovative, high-performance, and reliable defence technologies. This strategic initiative will allow both companies to capitalise on their complementary technological capabilities, establishing a robust framework for innovation and the rapid industrial scale-up of emerging solutions. "Strengthening our longstanding partnership with Bombardier is a highly strategic move for both our groups," said Olivier Andriès, Chief Executive Officer of Safran. "By combining our strengths, we'll be well placed to accelerate innovation and deliver the advanced defence technologies of tomorrow." "This collaboration between Bombardier and Safran will foster the development of new solutions by leveraging our respective areas of expertise," added Éric Martel, President and Chief Executive Officer of Bombardier. "Bombardier and its more than 18,000 people stand ready to help our nations, and others, meet their evolving defence needs." The aerospace sector was recently reaffirmed as a priority in a joint statement issued on June 13, by French Prime Minister François Bayrou and Quebec Premier François Legault, underscoring the commitment of both governments to deepening economic ties between Quebec and France.



An LOI was signed at the Paris Air Show by Éric Martel, President and Chief Executive Officer of Bombardier (l) and Olivier Andriès, Chief Executive Officer of Safran © Bombardier

MILITARY AND DEFENCE

Saab orders Bombardier Global 6500 aircraft



Saab has placed an order for two Global 6500 jets

© Bombardier Defense

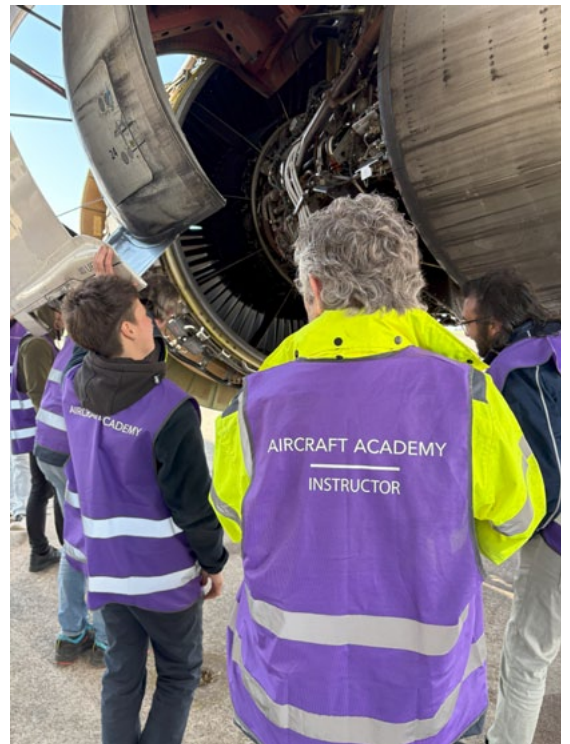
Bombardier Defense has confirmed a firm order from long-standing partner Saab for two Global 6500 aircraft, reinforcing the aircraft's growing role in modern defence applications. The deal highlights the Global 6500's suitability as a multi-mission platform for strategic government operations. The Global 6500, part of Bombardier's Global aircraft family, offers advanced performance with a top speed of Mach 0.90 and a range of 6,600 nautical miles (12,223 km). Its high-altitude capability, fuel efficiency, and steep approach certification allow it to operate from a wider range of locations compared to older platforms. These attributes make it a valuable choice for governments and defence agencies seeking agile and modern airborne solutions. Eric Martel, Bombardier's President and Chief Executive Officer, emphasised the aircraft's capabilities: "Through Bombardier Defense, the Global 6500 aircraft is the go-to strategic asset for governments around the world looking to modernise and strengthen their defence capabilities." The aircraft will support Saab's advanced defence programmes, although specific mission modifications were not detailed in the announcement. Bombardier Defense has built a reputation in special-mission aircraft, with over 500 in service and a combined fleet record exceeding three million flight hours. In addition to manufacturing, Bombardier Defense offers a range of services including full design, build, test, and certification support, as well as tailored engineering and technical services to meet specialised operational requirements. Its aircraft are widely used in missions such as maritime patrol, search and rescue, humanitarian aid, and VIP transport.

OTHER NEWS

AerCap Holdings N.V. and Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) have entered into exclusive negotiations to establish a joint venture dedicated to leasing LEAP engines. This initiative is designed to support AFI KLM E&M's LEAP premier MRO customers globally, ensuring consistent operational continuity for Airbus A320neo and Boeing 737 MAX operators. The proposed joint venture, which remains subject to regulatory approval, will see both companies jointly owning and managing a pool of LEAP-1A and LEAP-1B spare engines. These will be used to maintain uninterrupted operations for airlines whose aircraft engines are undergoing quick-turn or performance restoration shop visits at AFI KLM E&M facilities. This arrangement aims to significantly improve fleet uptime and service reliability for operators of next-generation narrow-body aircraft. The collaboration builds upon an already strong working relationship between AerCap and AFI KLM E&M in the field of lease engine support. It also combines the core strengths of both companies—AerCap's global expertise in aircraft and engine leasing and asset management, and AFI KLM E&M's deep experience as an airline-affiliated MRO with first-hand operational knowledge of new-generation aircraft.

Tom Slattery, Executive Vice President of AerCap Engines, praised the long-standing partnership and highlighted the value of AFI KLM E&M's service capabilities. Anne Brachet, EVP at AFI KLM E&M, emphasised the importance of access to LEAP spare engines and noted that the joint venture would enhance flexibility and provide innovative, customer-focused support across the aviation sector. The new venture is poised to offer a robust solution in a market where spare engine availability is increasingly critical, reflecting both companies shared commitment to operational excellence and industry innovation.

Aircraft Academy, a **Vallair Group** company and a prominent provider of aviation training solutions, has received formal approval from the **European Union Aviation Safety Agency** (EASA) to offer EASA Part 66 training and examinations. This significant certification enables Aircraft Academy – already an approved EASA Part-147 training organisation – to deliver comprehensive training and assessment services for aircraft maintenance engineers across multiple categories. The EASA Part 66 certification is an internationally recognised standard, ensuring the highest levels of competence and regulatory compliance for licensed aircraft maintenance engineers. With this latest approval, Aircraft Academy is now authorised to deliver both theoretical and practical training, along with conducting approved examinations in line with EASA's stringent requirements. Training under EASA Part 66 will include key categories such as Category B1 (mechanical) and Category B2 (avionics), among others. "The training programmes are designed to meet the evolving needs of the aviation industry and support both aspiring and current engineers in attaining their professional goals," said Armel Jezequel, CEO of Aircraft Academy. "We are experiencing huge demand from all over the world for aircraft mechanic training. Students from as far afield as the Philippines and India are joining their European peers of all ages to gain qualifications or upskill to new aircraft and engine types." The addition of EASA Part 66 approval further demonstrates Aircraft Academy's commitment to quality, safety, and regulatory excellence in aviation education. As global demand for qualified maintenance engineers continues to grow, this new capability reinforces Aircraft Academy's ambition to become a benchmark for excellence in the aviation training sector.



Aircraft maintenance training

© Aircraft Academy

OTHER NEWS

Munich-based electric aircraft manufacturer **VERIDION** has announced a major step forward in its Microliner programme with the confirmation of **ASL Group** as its official launch customer, the formation of a Market Advisory Committee, and new propulsion development partnerships with leading aerospace firms. ASL Group, a pioneering business aviation operator with a growing semi-scheduled network, has placed an order for the Microliner and will become the aircraft's first commercial operator once it enters service. Initially focusing on business travellers, ASL plans to expand its use of the Microliner to consumer and scheduled services as the technology matures, positioning the company at the forefront of sustainable aviation innovation. The Microliner, VERIDION's flagship aircraft, is designed to transform Regional Air Mobility (RAM) by offering fully electric, high-efficiency, and low-noise short-haul flights. It aims to unlock underused regional airports and smaller airfields, connecting areas that currently lack high-speed rail or motorway access, and offering a cleaner, faster alternative for regional travel. In parallel with this commercial milestone, VERIDION has launched its Market Advisory Committee, which brings together key aviation stakeholders to support market and operational readiness. Confirmed participants include Aero-Dienst, ASL Group, Cirium, Copenhagen Air Taxi, CPH Helicopters, IBA, KLM Royal Dutch Airlines, MBA, Monte, and TrueNoord, along with additional unnamed contributors. This collaborative initiative is intended to foster knowledge sharing and alignment across the aviation ecosystem, ensuring a smooth path to the Microliner's entry into service and helping to shape the future of zero-emission regional air transport.



Microliner aircraft

© VERIDION

INDUSTRY PEOPLE



Tommy Hughes

• Satair has appointed **Tommy Hughes** as its new Chief Commercial Officer (CCO). In this role, Hughes will be responsible for steering Satair's global commercial strategy and leading its customer success efforts, reinforcing the company's dedication to service excellence and long-term industry partnerships. Bringing over 35 years of leadership experience in the aviation sector, Hughes has spent the last decade as CEO of VAS Aero Services. His extensive background and deep understanding of the aerospace market position him strongly to enhance Satair's commercial operations and customer engagement. Hughes takes over the role from **Paul Lochab**, who served as CCO for nearly ten years. Lochab was instrumental in expanding Satair's commercial footprint and cultivating strong customer relationships across the globe. Having collaborated closely with Lochab during their time at Satair, Hughes is expected to ensure a smooth continuation of the company's strategic direction and customer-centric values. To support a seamless leadership transition, Hughes

will also temporarily serve as interim Managing Executive of VAS Aero Services while a permanent successor is sought. This interim arrangement will help ensure uninterrupted service for VAS Aero Services' customers and partners, while maintaining alignment with Satair's broader commercial goals. This leadership shift marks a new chapter for Satair as it continues to evolve its global service offering and strengthen its position in the dynamic aerospace aftermarket landscape.



Mark Buongiorno

• IFS, a global provider of enterprise cloud and Industrial AI software, has announced the appointment of **Mark Buongiorno** as President of its Aerospace & Defence business. Based in North America, Buongiorno brings over 30 years of leadership, engineering and operational expertise within the Aerospace & Defence sector. He succeeds **Scott Helmer**, who moves into the role of Chairman of IFS Aerospace & Defence. In his new capacity, Helmer will focus on strategic customer engagement, mentoring, mergers and acquisitions and special initia-

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tives. Prior to joining IFS, Buongiorno served as CEO of Tsunami Tsolutions, a specialist engineering and IT services firm dedicated to the Aerospace & Defence industry. He has also held senior positions at StandardAero and Pratt & Whitney, where he led global teams in engineering, maintenance, fleet management, and lifecycle support for both commercial and military platforms. In his new role, Buongiorno will lead the strategic direction of IFS's Aerospace & Defence business, with a focus on delivering value to defence manufacturers, MROs, and global airlines. He will work to strengthen IFS's position in the sector by leveraging its AI-powered solutions—including IFS Cloud for Aviation Maintenance, MRO, and ERP—to improve turnaround times, reduce aircraft on ground incidents, and drive operational efficiency.

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	
(10) 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				
(7) 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				