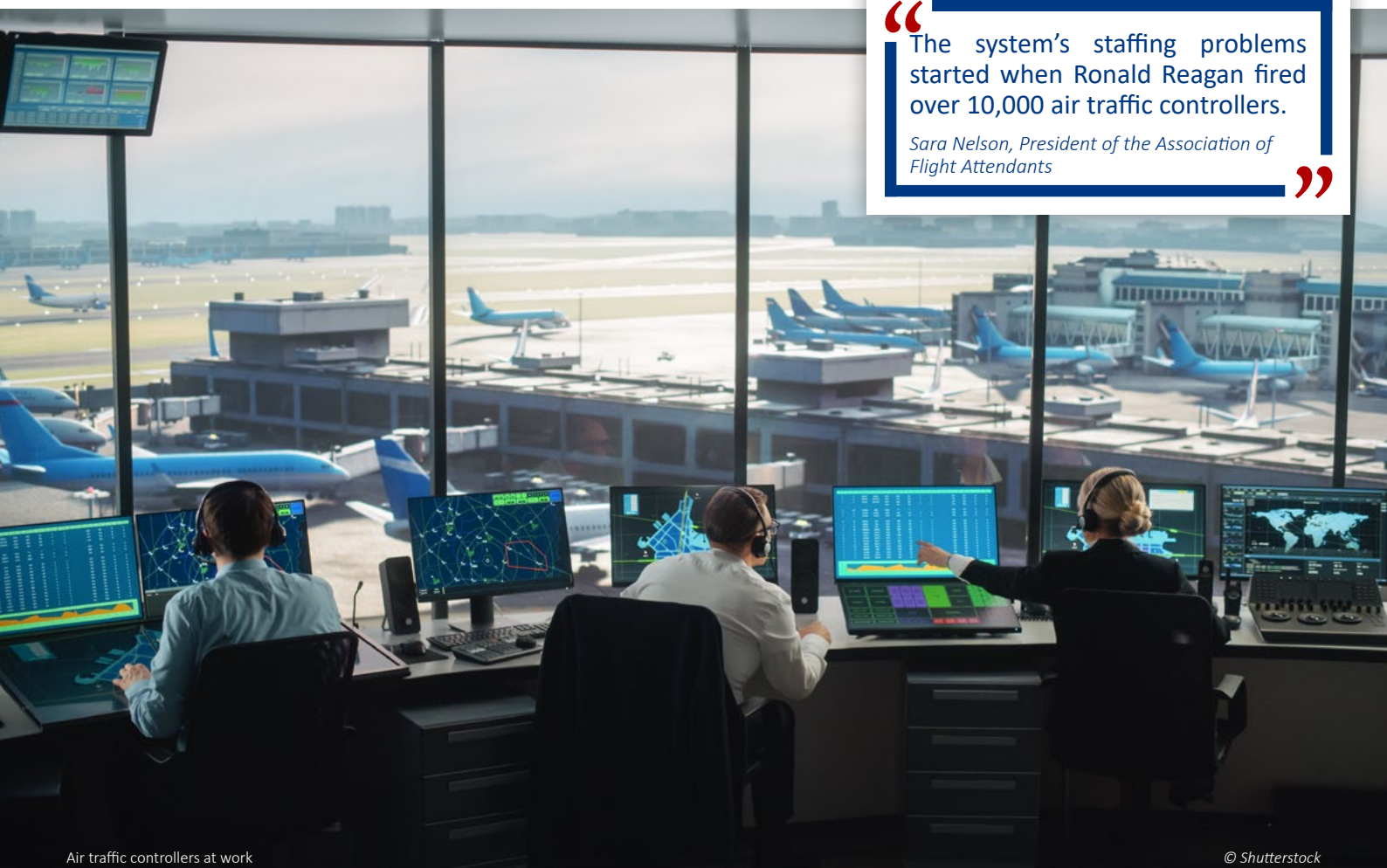


Weekly Aviation Headline News



Air traffic controllers at work

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“The system’s staffing problems started when Ronald Reagan fired over 10,000 air traffic controllers.”

Sara Nelson, President of the Association of Flight Attendants

Trump’s US\$12.5 billion to revamp US air traffic control likely far from enough

Congress now being asked for additional US\$19 billion as recent estimates put overhaul costs at nearer US\$31.5 billion

When Donald Trump became President of the USA for the second time, one of his primary goals was to reduce government spending, and despite an already failing air traffic control system, approximately 400 jobs were lost, though Transportation Secretary Sean Duffy said, “Zero air traffic controllers and critical safety personnel were let go.” This was at a time when it had been estimated that while the nation’s air navigation system had just under 10,800 certified controllers, but their union, the National Air Traffic Controllers Association said there needed to be more than 14,300, the number recommended by an arm of the FAA, called the Collaborative Resource Workgroup. Currently there are approximately 2,000 air traffic controllers in training, but that takes between 18 and 24 months to complete, though getting up to speed to work at the most demanding airports such as JFK and Newark can take more than three years. While a great deal of focus is being placed on the replacement of outdated and antiquated equipment, many current air traffic controllers simply want to see higher staffing levels.

Currently many controllers are having to work a sixty-hour, six-day week owing to staff shortages. Last month, according to Reuters news agency, a National Academies of Sciences report said the FAA’s overtime costs for air traffic controllers have jumped by more than 300% since 2013. The report found that the FAA’s air traffic workforce in 2024 logged 2.2 million hours of overtime, costing US\$200 million. For some these latest issues are part of an ongoing story. “The system’s staffing problems started when Ronald Reagan fired over 10,000 air traffic controllers,” after they went on strike in 1981, said Sara Nelson, the president of the Association of Flight Attendants. Last September, the Government Accountability Office said the FAA needed to take “urgent action” to deal with its antiquated air traffic control systems. It said 51 of the FAA’s 138 air traffic control systems were unsustainable. According to the Guardian newspaper, on Wednesday last week, U.S. Transportation Secretary Sean Duffy called on Congress to award another US\$19 billion to overhaul the aging U.S. air traffic control system after lawmakers

approved an initial US\$12.5 billion over five years in funding. “We are going to need more money from the Congress,” Duffy said at a U.S. House Transportation and Infrastructure Committee hearing, calling for a funding plan backed by airlines and other aviation groups. “We’re talking US\$31.5 billion to do the full project.” The air traffic control system has recently witnessed a difficult time. In January, a commercial jet collided with an army helicopter near Reagan Washington National airport, killing 67 people in the deadliest aviation disaster in the U.S. since 2001. Then, on May 1, another army helicopter forced two flights to abort their landings at Reagan airport. Newark airport has suffered at least two other similar communications breakdowns since last August. A New York Times investigation in 2023 found that close calls involving commercial airlines occurred, on average, several times each week – with 503 air traffic control lapses occurring in the 12 months before 30 September 2023.

AIRCRAFT & ENGINE NEWS

BOC Aviation reports robust activity and strong utilisation in Q2 2025

BOC Aviation has released its operational update for the second quarter (Q2) ending June 30, 2025, reporting a period of steady growth, high utilisation, and strong transactional momentum across its global fleet. As of the end of the quarter, the company's portfolio comprised a total of 834 aircraft and engines, including those owned, managed and on order. The owned fleet of 441 aircraft maintained an average age of just 5.0 years and an average remaining lease term of 7.9 years, reflecting the company's commitment to operating a young and efficient fleet. The managed fleet consisted of 32 aircraft, while the order book stood at 351 aircraft. BOC Aviation continued to demonstrate its global reach, serving 92 airline customers across 45 countries and regions. Impressively, the company reported 100% utilisation of its owned aircraft throughout the second quarter, highlighting strong demand and effective fleet deployment. During the quarter, BOC Aviation completed 75 individual transactions. These included commitments to purchase 18 aircraft and one engine, the delivery of 13 aircraft and one engine, and the sale of 14 owned aircraft. Notably, for the first half of 2025, the company sold a total of 18 aircraft with an average age of 10.4 years, slightly above the 15 aircraft sold in the same period in 2024, which had an average age of 10.0 years. Additionally, 27 lease commitments were signed during the quarter. In terms of financing, BOC Aviation successfully closed its largest-ever five-year term loan facility, securing US\$1.5 billion through the participation of 21 banks worldwide. This underscores the company's solid financial position and continued access to global capital markets.

StandardAero introduces CFM56-7B engine exchange solutions

StandardAero has expanded its service capabilities for the CFM56-7B engine platform by introducing a new exchange engine solution, enhancing support for Boeing 737 Next Generation (737NG) customers worldwide. This move aims to maximise aircraft availability, especially for operators seeking swift and reliable alternatives to full engine overhauls. A well-established independent provider of aerospace engine aftermarket services, StandardAero already holds OEM authorisation for full MRO on the CFM56-7B, operating from two overhaul and test facilities in North America. The addition of exchange services brings an efficient option for airlines, lessors and other aircraft asset owners. The model allows customers to receive a serviceable CFM56-7B turbofan engine with significant remaining life, in exchange for their unserviceable unit. This solution eliminates the downtime associated with traditional MRO timelines and offers a more flexible route to returning aircraft to

AEGEAN sets course for India with new A321neo XLR addition



Chairman of AEGEAN, Eftichios Vassilakis (l) and CEO of AEGEAN Dimitris Gerogiannis (r)

© AEGEAN

AEGEAN will add two Airbus A321neo XLR (extra-long range) aircraft to its fleet, enabling the airline to extend its international reach with flights of up to 10.5 hours. The two aircraft are scheduled for delivery in December 2025 and January 2026 and will support the airline's upcoming launch of services to India, with flights to New Delhi beginning in March 2026 and Mumbai following in May 2026. These new long-haul routes mark a significant expansion of AEGEAN's network beyond Europe and are expected to strengthen Greece's role as a regional connectivity hub. The arrival of the A321neo XLR aircraft brings AEGEAN's total Airbus A320/A321neo order to 60 aircraft, 36 of which have already been delivered. The new aircraft offer an extended range—2.5 hours more than the A321neo LR and 4.5 hours more than the standard A321neo—allowing AEGEAN to serve distant destinations with greater flexibility. The aircraft will feature a premium cabin configuration with just 138 seats, including 24 business-class suites offering fully lie-flat beds, increased privacy and direct aisle access. Economy-class passengers will also benefit from enhanced comfort, with extra personal space, 4K inflight entertainment screens, satellite Wi-Fi, USB charging and spacious overhead bins—all designed to improve the long-haul travel experience. AEGEAN's long-range sub-fleet will continue to grow with the future delivery of four A321neo LR aircraft in 2027 and 2028. These aircraft will support the potential launch of additional routes to destinations such as Bangalore, the Seychelles, the Maldives, Nairobi, Almaty and Lagos. This strategic investment represents a major step forward in AEGEAN's development, enhancing both passenger experience and international competitiveness. It reflects the airline's commitment to offering greater travel options and strengthening Greece's position in global aviation. Eftichios Vassilakis, AEGEAN Chairman stated: "The addition of these two A321neo XLR aircraft with special configuration, which will be delivered in 2025, in addition to the four A321neo LRs that we plan to take delivery in 2027 and 2028, accelerates our access to the extremely important Indian market, but also allows for the immediate upgrade of our product and services to destinations outside the EU, longer than four hours in which we already operate. The A321neo XLR and LR aircraft mark the beginning of a new chapter for AEGEAN, with new possibilities for growth but also new options for our passengers and the connectivity of our country. With new fleet capabilities, strong vertically integrated support infrastructure and most importantly drawing upon the creativity and strengths of our people, we plan to move forward with ambitious but also careful and consistent steps as always."

service quickly. StandardAero brings significant experience in exchange programmes from other engine platforms and has now transferred that expertise to the CFM56-7B engine. One recent example saw the company complete an exchange with India-based Stellar Aviation Solutions Pvt. Ltd., delivering a warrantied CFM56-7B26/3 engine—including its Quick Engine Change (QEC) kit—in just six weeks. This timely delivery enabled the immediate return to service of a Boeing 737-800 aircraft needed for urgent cargo operations. In addition to the

immediate exchange, StandardAero and Stellar Aviation have also agreed on a long-term end-of-life plan for the replacement engine after LLP (life-limited parts) expiration. They are continuing their collaboration with discussions underway for a further exchange. This expanded offering reinforces StandardAero's commitment to operational readiness and customer flexibility, providing global 737NG operators with a practical and time-efficient engine support alternative.

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AIRCRAFT & ENGINE NEWS

GOAL completes sale-and-leaseback deal with Porter Airlines for E195-E2 jets



Porter Airlines will lease four Embraer E195-E2 jets from GOAL

© GOAL

GOAL Aircraft Leasing (GOAL) has successfully finalised a sale-and-leaseback transaction with Porter Airlines for four Embraer E195-E2 aircraft, marking a significant step in the Canadian carrier's expansion across North America. The aircraft are scheduled for delivery throughout 2025 and will be integrated into Porter's growing fleet to support its expanding network. The deal was conducted in collaboration with funds managed by affiliates of Fortress Investment Group, with Ashland Place Finance providing the debt financing for both GOAL and Fortress. As part of the agreement, GOAL and Fortress have also established a servicing agreement for the aircraft, ensuring a coordinated and streamlined leasing process. Porter Airlines continues to build momentum, with 46 E195-E2s already delivered from a firm order of 75, and a further 25 aircraft on option. The E195-E2 is central to Porter's all-economy product strategy, offering enhanced efficiency and a spacious cabin layout that supports its mission of delivering a high-quality travel experience. Julian Low, Vice President of Corporate Development at Porter Airlines, underlined the aircraft's importance in delivering strong operational performance since its introduction in 2023. He praised the aircraft's role in exceeding financial and efficiency targets and expressed enthusiasm about strengthening ties with GOAL, while welcoming Fortress and Ashland Place as new strategic partners. This partnership not only demonstrates confidence in Porter's business model but also reflects continued investor interest in modern, fuel-efficient regional aircraft as carriers look to optimise operations amid a dynamic aviation landscape.

Condor orders four more Airbus A330neo aircraft to boost long-haul growth

Condor is continuing its strategic growth in the long-haul market with an order for four additional Airbus A330-900neo aircraft. Approved by the airline's Supervisory Board, this latest acquisition expands Condor's A330neo fleet to a total of 25 by 2031. The carrier currently operates 18 of these next-generation aircraft, with three more scheduled for delivery by the end of 2027. This summer marks a significant milestone for Condor, as all its long-haul services will be operated exclusively with brand-new A330neo aircraft, enhancing passenger comfort and operational efficiency. The airline also holds options for four further aircraft, though no final decision has been made regarding additional orders. Peter Gerber, CEO of Condor, said: "By ordering additional long-haul aircraft, we intend to open up new opportunities in the international business and continue the successful strategy of growth seen in recent years." He noted that for the first time, the airline now offers a fully standardised product across all long-haul destinations, contributing to customer satisfaction and stable operations. The expanded A330neo fleet supports not only long-haul development but also strengthens connectivity via Condor's new European city destinations, which act as feeder routes into its international network. Passengers benefit from a premium travel experience on board the A330neo, which features generous cabin space, seamless connectivity and complimentary in-flight entertainment. The aircraft are powered by Rolls-Royce Trent 7000 engines and can operate with up to 50 percent sustainable aviation fuels, aligning with Condor's commitment to environmentally responsible travel.



Condor has ordered four more A330-900neos

© AirTeamImages

Nagoya City orders Airbus H160 for fire and rescue operations



The Nagoya City Fire Bureau has placed an order for one Airbus H160 helicopter

© Airbus Helicopters

The Nagoya City Fire Bureau in Japan has placed an order for the advanced Airbus H160 helicopter, marking a significant enhancement to its aerial capabilities in firefighting, search and rescue, and disaster response. This new addition to the fleet will enable the Bureau to conduct a wide range of critical missions, including reconnaissance of disaster-stricken areas and wildfire suppression. The H160 will be equipped for both aerial firefighting and search and rescue operations. It can be configured with either a water bucket or a belly-mounted tank, allowing for effective support of ground crews during wildfire events. Its deployment reflects a broader shift towards more technologically advanced equipment in Japan's emergency response infrastructure. The Bureau has operated helicopters since 1973, beginning with the Allouette III. It currently flies two AS365N3 aircraft, and one of these will be retired as the H160 enters service, ushering in a new era of aerial response for the city.

AIRCRAFT & ENGINE NEWS

Third modernised Do228 delivered to Royal Thai Navy (RTN)

The Royal Thai Navy (RTN) has received its third upgraded Dornier Do228 aircraft from General Atomics AeroTec Systems (GA-ATS), marking a significant milestone in the ongoing fleet modernisation programme. This follows the delivery of the first two aircraft in 2023. The refurbishment project is part of a broader initiative supported by the US Department of Defense under the Indo-Pacific Maritime Security Initiative, aiming to enhance regional security and operational readiness. The RTN's fleet of seven Do228 aircraft is undergoing comprehensive upgrades to meet the evolving demands of maritime surveillance and coastal defence. The modernisation includes a complete structural overhaul, addressing necessary repairs and replacing key components. Central to the upgrade is the installation of a state-of-the-art "New Generation" glass cockpit. This advanced digital interface replaces older analogue systems and is designed to improve situational awareness and ease of use for pilots. It is a feature that has already proven successful in newer Do228 NXT



A third DO228 aircraft has successfully undergone extensive overhaul and has been handed over to the RTN
© General Atomics AeroTec Systems

aircraft. The enhancements extend to the mission systems onboard. The upgraded aircraft are now equipped with advanced surveillance equipment, including an all-round radar, electro-optical infrared cameras, a data link system, and an automatic identification system for maritime vessel recognition. The cabin has also been reconfigured to include ergonomic mission consoles and specially designed operator seats, improving comfort and operational efficiency during extended missions. The Do228 remains a versatile platform; its cabin can be rapidly reconfigured to accommodate cargo or medical evacuation operations, offering flexibility beyond coastal surveillance. Following successful ground and flight testing, the third modernised aircraft was ferried to Thailand and formally handed over to the RTN. This delivery underscores GA-ATS's ongoing commitment to the RTN and highlights the strategic partnership between Thailand and the United States in regional maritime security. The fourth aircraft is already undergoing maintenance at GA-ATS facilities, ensuring continued progress in the fleet upgrade.

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MRO & PRODUCTION NEWS

Jet2.com expands maintenance partnership with WASL at Teesside facility

Willis Lease Finance Corporation (WLFC) has announced a major step forward for its UK-based subsidiary, Willis Aviation Services Limited (WASL). Jet2.com, a UK leisure airline, has committed to two base maintenance lines for the upcoming season, to be carried out at WASL's advanced facility at Teesside International Airport. This new agreement builds on the successful delivery of a single maintenance line completed earlier this year by WASL, which demonstrated the team's strong capabilities and operational excellence. Encouraged by the performance at Teesside, Jet2 has chosen to deepen its partnership by doubling its maintenance commitment for the upcoming season. The maintenance services will be delivered from WASL's new state-of-the-art facility in Northeast England. This facility has been positioned as a key asset in the UK's growing maintenance, repair and overhaul sector, especially



Jet2.com aircraft

© AirTeamImages

at a time when demand for aircraft maintenance remains strong across the UK and Europe. The Teesside site is equipped to handle heavy maintenance checks, transitional services, and aircraft painting both for airlines and leasing companies around the globe. In addition to its operational significance, the expansion of WASL's presence in Teesside is expected to have a positive regional economic impact. The facility will generate a substantial number of skilled jobs and support the development of technical talent in the area, contributing to both immediate labour market needs and long-term industry growth. This strengthened collaboration between WASL and Jet2 underscores the growing importance of regional MRO capabilities and the rising demand for reliable, high-quality maintenance services in the aviation sector.

AerFin successfully repairs and returns CFM56 engine to service



CFM56 engine

© AerFin

AerFin has successfully repaired and returned to service a CFM56 engine that was originally deemed unserviceable — a clear demonstration of its in-house technical expertise and expanding MRO capabilities. The engine was one of three originally acquired for teardown. However, AerFin's trading team identified untapped potential in one of the units. Instead of dismantling all three, they proposed a repair strategy, replacing the 21X and 22X modules with serviceable components sourced from one of the other engines in the package. The work was carried out entirely at its MRO facility at Indurent Park in South Wales. By completing the complex module swap in-house, AerFin accelerated turnaround times, improved cost efficiency, and enhanced the engine's commercial value — demonstrating the strength of our integrated approach. Following the repair, the engine underwent a successful test cell run, marking a significant operational milestone: the first time AerFin has completed a full-cycle engine repair and return-to-service using its own infrastructure. This achievement highlights the impact of AerFin's unique business model — combining technical expertise with commercial insight to unlock greater value from aviation assets. It also creates three distinct options for the remaining engines in the package: teardown, lease, or resale,

giving AerFin full flexibility to respond to market demand. "This is a fantastic result for the business. At AerFin, we pride ourselves on seeing value where others don't. Not only have we recovered value from an engine that may otherwise have been parted out, but we've demonstrated a new level of agility in how we manage and maintain engine material. It's a real testament to the capability we've built in-house — and this is just the beginning," comments Simon Bayliss, AerFin's Chief Operating Officer. By extending the operational life of this engine, AerFin has delivered tangible value to both the seller and the buyer — and taken another confident step forward in its mission to keep fleets flying and shape the future of the industry. This approach also supports a more sustainable aviation sector by reducing waste and lowering the demand for newly manufactured parts. By maximising the use of existing assets, AerFin is helping customers operate more efficiently and responsibly

MRO & PRODUCTION NEWS

Magnetic Line secures line maintenance deal with Oman Air



© Magnetic Line

Magnetic Line, a part of the Magnetic Group, has entered into a new line maintenance agreement with Oman Air, strengthening their professional ties. The contract, effective from July 1, sees Magnetic Line delivering full technical handling services for Oman Air's Boeing 787-9 Dreamliner (equipped with GENx engines) at Amsterdam Airport Schiphol (AMS). The support will be provided four-times weekly and is set to run for two consecutive years. This latest agreement marks the second time the two companies have worked together, following a previous partnership that saw Magnetic Line delivering line maintenance services for Oman Air at several stations across Africa. The renewed collaboration highlights the trust and confidence Oman Air places in Magnetic Line's technical capabilities and service reliability. Guido Heemskerk, Commercial Manager at Magnetic Line, expressed enthusiasm about the partnership, stating, "For us, it's all about long-term partnerships, and our revived collaboration symbolizes it, as we had worked with Oman Air earlier on supporting their operations at two African stations. This time, we will provide full scope of line maintenance support for their operations based at Amsterdam airport." Oman Air, headquartered in Muscat, is the national airline of the Sultanate of Oman. Since its establishment in 1993, the carrier has built a strong international presence, connecting Oman to cities such as London, Milan, and Dubai. Operating a fleet of fuel-efficient, state-of-the-art aircraft, Oman Air continues to position itself as a key player in global aviation. This latest partnership reaffirms Magnetic Line's commitment to expanding its European presence while underlining the importance of trusted, long-term maintenance support in the aviation industry.

FlySafair chooses Acro's Series 9 seats for fleet upgrade

Acro Aircraft Seating (Acro) has secured a contract with FlySafair to supply multiple shipsets of its Series 9 Fixed Back seats. This marks the first collaboration between the two companies, with FlySafair selecting the Series 9 for its Boeing 737 fleet after a thorough evaluation of seating options. The Series 9 was launched in 2022 and is purpose-built to cater to the requirements of both low-cost and full-service airlines operating short- to medium-haul routes. Its design prioritises ergonomic comfort, offering passengers increased living space without increasing seat pitch. Importantly, it achieves this while maintaining a lightweight structure—an essential factor in operational efficiency—contributing to reduced fuel consumption and lower long-term maintenance costs. The seat's minimal total cost of ownership has made it a sought-after solution since its release. Kirby Gordon, Chief Marketing Officer at FlySafair, highlighted the seat's standout qualities, stating that the Series 9 impressed the airline with its comfort, quality, and intelligent design. Gordon also praised Acro's team for their professionalism and collaborative approach throughout the procurement process. Damian Protano, Acro's Commercial Director, expressed enthusiasm about the new partnership. He emphasised FlySafair's strong industry heritage, noting its foundation by a parent company with over 60 years of aviation experience. Protano described the agreement as a promising beginning, underlining that the Series 9 aligns perfectly with FlySafair's operational needs due to its comfort, durability, and efficient design. Both companies have expressed optimism about deepening their partnership in the future, with FlySafair poised to benefit from the enhanced passenger experience and cost-effectiveness that Acro's Series 9 seats provide.



Series 9 seats

© Acro Aircraft Seating

Vueling Airlines and Commercial Jet embrace dentCHECK technology from 8tree


 Mechanics from Vueling using dentCHECK
 © 8tree

Low-cost carrier Vueling Airlines, a member of the IAG Group, has significantly advanced its aircraft maintenance procedures with the adoption of dentCHECK – a handheld, OEM-approved inspection tool developed by 8tree. This state-of-the-art device provides instant, accurate dent-mapping for aircraft surfaces, allowing for faster and more reliable damage assessments. The move highlights Vueling's continued commitment to innovation and digitalisation across its engineering operations. With dentCHECK, maintenance teams are able to conduct consistent and highly precise surface inspections, drastically reducing aircraft downtime and enabling better-informed maintenance decisions. The technology's portability and manufacturer approval make it an industry-leading solution in structural damage evaluation. Vueling's adoption of dentCHECK is part of a broader push towards operational efficiency and reinforces the airline's goal to remain at the forefront of maintenance technology in the European low-cost aviation market. Similarly, Commercial Jet, a provider of aircraft maintenance, modification, and refurbishment (MMR) services, has also embraced dentCHECK to improve its damage inspection workflows. By integrating the technology into its Miami and Dothan maintenance facilities, Commercial Jet strengthens its dedication to precision, innovation, and high standards in aviation servicing. Through this implementation, both Vueling Airlines and Commercial Jet exemplify how forward-thinking aviation companies are turning to advanced digital tools to streamline operations, enhance accuracy, and uphold the highest safety and maintenance standards. The integration of dentCHECK across these organisations underscores a growing industry trend towards smarter, technology-driven maintenance strategies.

MRO & PRODUCTION NEWS

Joby Aviation doubles production capacity at Marina site to support commercial rollout



Joby's new expanded facility in Marina, California

© Joby Aviation

Joby Aviation (Joby) has announced a major expansion of its manufacturing facility in Marina, California, significantly boosting its electric air taxi production capabilities. The site now spans approximately 435,500 ft², doubling Joby's aircraft production capacity at this location. This development marks a pivotal moment as the company prepares for the commercial launch of its air taxi services. The expanded facility is expected to produce up to 24 aircraft per year, nearly one every fortnight, once it reaches full operational capacity. In addition to manufacturing, the site will support key functions including FAA production certification processes, conforming ground and flight testing, pilot training simulation, and aircraft maintenance – all essential components for launching Joby's electric vertical take-off and landing (eVTOL) aircraft into commercial service. Joby has also added a new aircraft to its test fleet, further accelerating its flight test programme as part of this next phase of scaling operations. The Marina facility is one of four strategically located manufacturing sites that form Joby's broader production network. The other locations include its Santa Cruz headquarters, focused on innovation and systems architecture; its San Carlos site, specialising in powertrain and electronics; and its recently modernised Dayton, Ohio, facility, which will play a central role in component manufacturing and ramping up production to potentially 500 aircraft annually. Community and governmental support has been integral to this expansion. In 2023, Joby secured a US\$9.8 million grant from the California Governor's Office of Business and Economic Development (GO-Biz), alongside US\$10 million in equipment cost savings via the California State Treasurer's Office. These initiatives have directly contributed to the company's ability to scale operations and invest in future mobility solutions. This facility expansion underscores Joby Aviation's commitment to transforming urban air mobility, strengthening its position as a frontrunner in the emerging eVTOL market and supporting its broader mission to build the future of sustainable, electric flight

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

GA Telesis disassembles A321 acquired from Magnetic Leasing

GA Telesis has announced the immediate commencement of disassembly for an Airbus A321 aircraft, following its recent purchase from Magnetic Leasing. This move is part of the company's strategic initiative to bolster its already extensive Used Serviceable Material (USM) inventory. The primary objective is to enhance support for global airline and MRO (Maintenance, Repair, and Overhaul) customers by providing timely access to high-demand components, particularly for narrow-body aircraft such as the A320 family. By disassembling the Airbus A321, GA Telesis aims to strengthen its inventory of components that are increasingly vital in the current aviation market. These parts will be made available through GA Telesis' worldwide distribution network, ensuring quicker delivery and increased efficiency for maintenance operations across the globe. Jim Sokol, President of GA Telesis' Flight Solutions Group, emphasised the strategic nature of the acquisition and disassembly. He stated, "This acquisition and disassembly reflect our strategic focus on investing in modern, in-demand platforms that meet the operational requirements of our customers." He further highlighted the importance of maintaining a stock of fleet-relevant parts to meet tight turnaround times and operational demands.



GA Telesis has started disassembling an A321, bought from Magnetic Leasing
© Magnetic

MRO & PRODUCTION NEWS

SR Technics and Safran prolong LEAP-1A engine support partnership

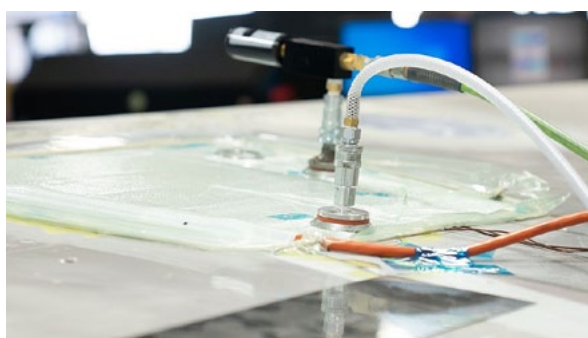


Representatives from SR Technics and Safran Aircraft Engines at the extension signing
 © SR Technics

SR Technics and Safran Aircraft Engines have signed an eight-year extension to their long-term agreement for the full overhaul and testing of the LEAP-1A engine, strengthening their established partnership and supporting the rapid growth of next-generation engine maintenance. This renewed collaboration further consolidates SR Technics' position as a key maintenance, repair and overhaul (MRO) provider within the global LEAP engine network, while also aligning with Safran's strategy to expand its MRO ecosystem. The LEAP-1A engine, developed by CFM International—a joint venture between Safran Aircraft Engines and GE Aerospace—is powering the Airbus A320neo family and is seeing increasing global demand. To meet the rising need for servicing, SR Technics, with the backing of Safran, has invested heavily in cutting-edge MRO and engine test facilities, enabling it to deliver world-class maintenance solutions. This extension not only affirms the trust and success shared between the two companies but also reflects the increasing demand for efficient, high-performance engine maintenance across the aviation industry.

Evans Composites accelerates growth under Coltala Aerospace leadership

Coltala Aerospace (Coltala) has announced a series of strategic and operational developments at Evans Composites, solidifying the company's position as a national leader in the repair and overhaul of aircraft composite structures and flight controls. The past year has seen a dramatic transformation at Evans Composites, highlighted by a 55% increase in revenue for June 2025 compared to the same month in 2024, alongside a doubling of its workforce. These achievements are attributed to Coltala Aerospace's precision integration strategy, which has enabled Evans to enhance its operational efficiency, scalability, and overall customer experience. The alignment brought about by Coltala's leadership has not only driven performance but has also elevated the company's ability to respond to the critical demands of the aerospace and defence sectors. Rick Armstrong, CEO of Coltala Aerospace, underscored the significance of the partnership, stating, "Evans Composites has a long legacy of excellence in composite repair and under the Coltala Aerospace platform, we've been able to further maximise its capabilities." He emphasised the benefits of merging Evans' advanced technical expertise with Coltala's disciplined approach to operations, resulting in a stronger and more agile organisation. With these advancements, Evans Composites is now better positioned to serve its partners with greater speed and precision, reinforcing its role as a mission-critical provider in the aerospace industry. The developments mark a notable chapter in the company's evolution, as it builds upon its strong foundation to deliver heightened value in a demanding and fast-moving sector.



Composite panel repair in progress

© Coltala

PASL acquires JMI to expand UK aircraft maintenance capabilities



© JMI-Jet Maintenance International Oxford Airport maintenance facility

Pula Aviation Services Limited (PASL) has expanded its aviation services portfolio with the strategic acquisition of JMI-Jet Maintenance International (JMI), a UK-based aircraft maintenance provider. This move enhances PASL's aircraft maintenance capabilities, adding key operational locations at London Oxford Airport and a line station at London Biggin Hill to its network. Established in 2018, JMI is an independent MRO (maintenance, repair and overhaul) provider, delivering comprehensive services to aircraft owners and operators across the UK and Europe. The company operates from an 18,000 ft² facility at Oxford and offers a broad range of services including base and line maintenance, AOG (aircraft on ground) support, structural repairs, avionics upgrades, interior modifications and aircraft painting assistance. The acquisition complements PASL's existing aviation businesses, including ASG for aircraft maintenance, Airpart for parts supply, and its special-mission aircraft operations. The integration of JMI strengthens the group's maintenance service offering and expands its certification scope, particularly for Textron jet series and Dassault Falcon aircraft. Steve Page, CEO of PASL, highlighted the strategic value of the acquisition: "This acquisition aligns with our group strategy to expand core capabilities across the aviation support services. JMI complements our existing aircraft maintenance offering... unlocking further opportunities for growth across the group."

value of the acquisition: "This acquisition aligns with our group strategy to expand core capabilities across the aviation support services. JMI complements our existing aircraft maintenance offering... unlocking further opportunities for growth across the group."

MRO & PRODUCTION NEWS

N3 breaks ground on logistics centre in Arnstadt



Ground-breaking ceremony for N3's logistics centre in Arnstadt, Germany

© N3

N3 Engine Overhaul Services (N3), the joint venture between Lufthansa Technik and Rolls-Royce, has officially begun construction of a state-of-the-art logistics centre at its Arnstadt, Germany site. The new facility forms a key part of the "xDREAM" expansion programme, aimed at significantly increasing overhaul capacity for Rolls-Royce Trent engines. The three-storey building will become the logistical heart of N3's operations, consolidating incoming goods handling, internal logistics, storage, and administrative functions under one roof. The ground floor will house the incoming and outgoing goods area, while the first floor will be dedicated to storage space. The upper level will contain modern, barrier-free offices and social spaces, including facilities for around 560 staff and over 30 desk-based employees. A central feature of the facility is the fully automated high-bay warehouse, measuring approximately 123 metres long, 29 metres wide and 26 metres high. It will support dynamic height adjustment for large-volume goods, offering unprecedented efficiency in storing components up to four x four metres. Integrated intelligent IT systems

will allow real-time inventory tracking and end-to-end process automation, aligning with N3's goal of creating digital, agile and resilient logistics. Also incorporated in the design are 24 high-performance warehouse lifts, each about 24 metres high, for the streamlined movement of engine parts. Adjacent to the logistics hub, a new Customer Delivery Centre (CDC) will allow weather-protected loading of complete engines using cranes and forklift systems. It will also handle production-related dispatch operations. The logistics centre is expected to be operational by 2027. As the largest element of the xDREAM programme, it complements additional projects including canteen and factory hall expansions, upgraded cleaning systems for engine components, and modernised office spaces. Altogether, N3 and its parent companies are investing approximately €150 million (US\$174 million) in enhancing the Erfurter Kreuz site, reinforcing its position as a leading facility in engine overhaul and aviation logistics.



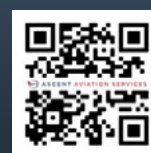
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FINANCIAL NEWS

PAG expands into EMEA with acquisition of Turner Aviation

Precision Aviation Group, Inc. (PAG), a provider of MRO services and aerospace solutions, has announced its entry into the EMEA (Europe, Middle East and Africa) market through the acquisition of Turner Aviation. This move marks PAG's first operational facility within the region and is a key milestone in the company's wider global expansion strategy. Based in Glasgow, Scotland, Turner Aviation brings decades of industry experience, having been established in 1954. The company is well known for its specialist expertise in the repair and overhaul of avionics, fuel systems, and aircraft components. It operates under approvals from the UK Civil Aviation Authority (CAA) and EASA Part 145, allowing it to serve a broad range of clients across the EMEA region. Turner's solid reputation and extensive technical capabilities will now be integrated into PAG's global service offering. This acquisition allows PAG to strengthen its local presence in the region, offering faster turnaround times and improved customer support for its growing international client base. The move reflects a deliberate effort by PAG to broaden its footprint and bring value-added MRO services closer to its customers worldwide. David Mast, President and CEO of PAG, described the acquisition as a "significant milestone" in the company's growth. He praised Turner Aviation's "deep technical expertise, strong customer relationships, long-serving leadership team and strategic location" as key factors behind the deal. PAG aims to build on Turner's long-standing reputation and expand its services across EMEA as it continues to scale globally. This development positions PAG to better meet the demands of the aerospace and defence sectors in the region, ensuring responsive, high-quality support through a strengthened and strategically located service network.

AAR reports strong revenue growth in fiscal year 2025

AAR has announced its full-year financial results for fiscal year 2025, revealing consolidated sales of US\$2.8 billion—marking a 20% increase on the previous year. The substantial rise in revenue is primarily attributed to the acquisition of its Product Support business and heightened activity in its new parts distribution operations. The company also reported an improvement in operating margins, which reached 6.7% for the year, compared to 5.6% in fiscal year 2024. On an adjusted basis, operating margins climbed to 9.6%, up from 8.3% the previous year. This enhanced profitability reflects the positive impact of the Product Support division and ongoing growth in Parts Supply. Net income for the year totalled US\$12.5 million, or US\$0.35 per diluted share. However, this figure includes significant after-tax charges amounting to US\$115 million, related to the sale of its Landing Gear Overhaul business and costs connected to its FCPA settlement. By

MILITARY AND DEFENCE

Portugal receives third KC-390 as Embraer launches A-29N Super Tucano flight test Campaign



Portugal has taken delivery of its third KC-390 Millennium aircraft

© Embraer

Embraer and the Portuguese Air Force (FAP) have celebrated two major milestones in their defence partnership: the delivery of Portugal's third KC-390 Millennium military transport aircraft and the commencement of flight testing for the A-29N Super Tucano. These developments mark significant progress in both aircraft programmes and further strengthen Portugal's air capabilities under NATO-aligned standards. The third KC-390 forms part of an agreement for six aircraft, with the option for ten more available to NATO and allied nations. The aircraft is known for its superior payload capacity of 26 tonnes, faster cruise speed (470 knots), and long-range performance. It is capable of conducting a wide variety of missions including troop and cargo transport, air-to-air refuelling, medical evacuation, search and rescue, firefighting, and humanitarian aid. Its operational versatility extends to rough or unprepared airstrips, making it ideal for rapid deployment in diverse environments. Simultaneously, the flight test campaign for the A-29N Super Tucano – a NATO-specific variant of Embraer's proven light attack and training aircraft – has commenced. Portugal is the launch customer, with a 2024 order for 12 aircraft. The A-29N is tailored for NATO interoperability and will enhance advanced training and operational readiness within the FAP. Major-General João Nogueira of the Portuguese Air Force expressed confidence in the dual programmes, citing the KC-390's growing operational role and the A-29N's promise as a distinctive training and light combat platform. Embraer CEO Bosco da Costa Junior reaffirmed the company's long-term commitment to Portugal, highlighting the strategic significance of both aircraft in modernising the nation's air force. With multiple NATO countries – including Hungary, the Netherlands, and Austria – selecting the KC-390, Portugal joins an expanding list of global operators choosing Embraer's next-generation platforms to enhance their military airlift and training capabilities.

contrast, net income for fiscal year 2024 stood at US\$46.3 million, or US\$1.29 per share. On an adjusted basis, diluted earnings per share rose to US\$3.91, compared to US\$3.33 the year before, underlining the benefits of improved operational efficiency and increased sales volume. Sales to commercial customers continued to represent

71% of total revenue, consistent with the previous year. AAR generated US\$36.1 million in cash flow from operating activities. When excluding the impact of its accounts receivable financing programme, this figure stood at US\$28.5 million for the year.

INFORMATION TECHNOLOGY

Air Astana has entered into a strategic partnership with **flydocs** to implement a comprehensive digital records management (DRM) solution across its fleet of over 60 aircraft. The collaboration is designed to digitise the airline's records management processes, aligning with its broader goals of operational efficiency, sustainability, and digital transformation. This agreement will see flydocs' software integrated with Air Astana's existing maintenance and engineering (M&E) systems, including TRAX, allowing for seamless digital record-keeping and real-time data access. The solution is expected to significantly improve maintenance data accuracy, regulatory compliance, and overall workflow efficiency. From Air Astana's perspective, the move complements its wider digital transformation efforts. Pratap Shetty, Director of IT Operations and Engineering Systems, noted the airline's ongoing pursuit of technologies that align with its business strategy. He said the partnership with flydocs not only helps to streamline maintenance record management but also supports the airline's ambition to improve customer service, achieve sustainable growth, and leverage advanced technologies to stay competitive. flydocs, a Lufthansa Technik-owned company, is globally recognised for its expertise in digital records and asset management. With over 300 employees and more than 75 clients worldwide, flydocs continues to play a key role in shaping the future of aviation asset lifecycle management.



Air Astana will implement the DRM solution from flydocs across its fleet of 60 aircraft © flydocs

OTHER NEWS



Wizz Air will close its Abu Dhabi operations on September 1, 2025 © AirTeamImages

Wizz Air, the low-cost carrier known for its rapid European expansion, announced on Monday, July 14, its decision to withdraw from Abu Dhabi operations after six years, citing a combination of geopolitical tensions, operational limitations and restricted market access. The airline stated it will cease local flights from September 1, 2025. Originally established to serve Central and Eastern Europe, Wizz Air has in recent years broadened its footprint across Western Europe, with significant operations in the UK, Italy and Austria. However, its Middle Eastern venture, centred in Abu Dhabi, has failed to yield the expected returns. The airline's leadership has now resolved to refocus efforts on its core European business, where profitability remains considerably stronger. The decision to exit Abu Dhabi stems from several critical operational difficulties. Geopolitical instability in the region has triggered repeated airspace closures, disrupting schedules and curbing passenger demand. Additionally, the extreme climate in the Middle East has negatively impacted engine efficiency, posing a challenge for Wizz Air's cost-sensitive

operating model. Limited market access and failure to secure flying rights for key routes further restricted growth prospects in the region. The airline is also reportedly in discussions with Airbus to scale back its order for 47 A321XLR long-range aircraft, with the possibility of converting part of the order to standard A321 jets—signalling a shift in strategic focus towards more viable short- and medium-haul European routes.

The **Polish Air Navigation Services Agency (PANS)** has selected **Saab** to deliver its cutting-edge Digital Tower system for Warsaw Modlin Airport, marking a milestone in the modernisation of Polish air traffic control. This development will make Modlin the first airport in Poland to manage air traffic using a fully remote digital tower solution. The Digital Tower will be operated from an advanced centre located at PANS's premises in Warsaw, allowing air traffic control to be carried out remotely in all Polish weather conditions. This move is set to enhance the efficiency, flexibility and availability of air traffic operations, while also paving the way for further digitalisation of the country's aviation infrastructure. The system has the potential to be expanded to additional airports in Poland in the future. Saab's latest Digital Tower Suite is at the core of this initiative, equipped with high-resolution 4K cameras for both day and night use, along with state-of-the-art functionalities to support air traffic controllers.

A multilateration (MLAT) surveillance system will also be installed, enabling accurate flight tracking in all-weather scenarios. PANS CEO Magdalena Jaworska-Mackowiak highlighted the transformational nature of the project, describing it as "a real change in the way we think about the safety and efficiency of air operations." Saab Air Traffic Management CEO Cecilia Larsson expressed pride in the partnership, emphasising the shared goal of digitalising air traffic services. With a global track record of successful deployments, Saab's system also supports future integration with artificial intelligence and unmanned traffic management, reinforcing its role in the evolution of digital air traffic control.



PANS has selected Saab to deliver its cutting-edge Digital Tower system for Warsaw Modlin Airport © Saab

OTHER NEWS

Aeromexico, in collaboration with **Embraer** and **Viasat** is significantly enhancing its in-flight experience by installing advanced Wi-Fi connectivity across its fleet of Embraer E190 aircraft. This move marks a major step forward in integrating high-speed satellite-based internet services into the airline's short-haul operations. The project utilises Viasat's global Ka-band satellite network to deliver robust, high-speed internet to passengers. Travellers aboard these aircraft will be able to stream films and live sports, browse the internet, send emails, and stay active on social media platforms, all while in the air. At present, six of Aeromexico's E190 jets have been fitted with the new system, with the remaining 28 scheduled for installation in the coming years—bringing the total to 34 aircraft. Andres Castañeda, Chief Digital and Customer Experience Officer & EVP at Aeromexico, stated, "We are upgrading our Aeromexico Connect E190 fleet to deliver exceptional in-flight experiences on our short-haul routes." He added that Aeromexico will be the first airline in Latin America to offer ad-supported free messaging across its entire network by 2027, with additional paid options for more comprehensive internet usage.



Aeromexico is installing advanced Wi-Fi connectivity across its fleet of Embraer E190 aircraft © Embraer



MSC Air Cargo is joining the international airline association BARIG © MSC Air Cargo

The international airline association **BARIG** (Board of Airline Representatives in Germany) has announced the addition of **MSC Air Cargo** to its growing network, marking a further expansion of its expertise in the air freight sector. MSC Air Cargo, the air freight division of the global transport and logistics giant **MSC Group**, brings a significant level of operational knowledge and international reach to the association. Michael Hoppe, BARIG Chairman and Executive Director, welcomed the new member, highlighting the importance of collaboration in addressing the many challenges currently facing the air freight industry in Germany. These include high operating costs, complex bureaucratic procedures, and an urgent need for greater efficiency in processes. Hoppe emphasised that the input from over 30 international cargo carriers now within BARIG's ranks will play a vital role in advocating for improvements and reforms that can ease the burden on the sector and enhance its competitiveness. BARIG's Air Cargo Committee, which coordinates the association's freight-related initiatives, has recently undergone restructuring and now benefits from new co-chair leadership. The revamped committee is expected to be more agile and effective in addressing key industry issues. Jannie Davel, CEO of MSC Air Cargo, expressed enthusiasm about joining BARIG, citing Germany's importance as a global economic hub and the strategic value of being more integrated within the national air cargo landscape. Davel added that MSC Air Cargo looks forward to active participation and collaborative project development within the BARIG community. MSC Air Cargo currently operates a fleet of modern Boeing B777-200 freighters, serving key markets across Europe, Asia, and the Americas, and its membership is seen as a valuable addition to BARIG's efforts to advance the air freight industry in Germany.

Textron Aviation (Textron) has announced the availability of Starlink high-speed internet connectivity for the Cessna Citation Sovereign and Sovereign+ aircraft. This development follows the **Federal Aviation Administration** (FAA) approval of AeroMech's supplemental type certificate (STC), which allows for the installation of Starlink's cutting-edge in-flight Wi-Fi system. The Starlink system, powered by a network of low earth orbit (LEO) satellites, offers more reliable connectivity than traditional in-flight internet, particularly in remote areas, over oceans, and across regions where standard services often fail. With this capability, passengers and crew can expect consistent high-speed internet access even when flying over less-connected parts of the world. Textron Aviation's Senior Vice President of Customer Support, Brian Rohloff, noted that this upgrade stems directly from customer demand. "We invest in product upgrades based on customer feedback, and they have been asking for the best in-flight connectivity options available in aviation today," said Rohloff. He added that the inclusion of Starlink further enhances the company's growing portfolio of connectivity upgrades, reinforcing Textron's commitment to customer satisfaction and technological innovation. The Starlink system installation includes a Starlink Aviation Kit supplied by AeroMech, comprising an aero terminal (antenna), power supply unit (PSU), two wireless access points (WAPs), and necessary harnessing. The system is designed to be integrated easily, requiring only aircraft power.



Textron will offer Starlink high-speed internet connectivity for the Cessna Citation Sovereign and Sovereign+ jets © Textron Aviation

OTHER NEWS

The **Service Sector Employers Palta** and the **Finnish Aviation Union (IAU)** have approved a settlement proposal presented July 13, by the National Conciliator. The proposal serves as the foundation for a new collective agreement covering aviation services in Finland and marks the end of a protracted period of negotiations. Palta represents employers across the service sector, while the IAU advocates for aviation workers, including ground handling staff, technical personnel, and other key roles essential to the functioning of airports and airlines. The agreement impacts employees in ground operations and support services—an area that has experienced growing operational challenges and labour tensions in recent years. The new collective agreement will remain in effect for approximately 1.5 years, concluding

on January 15, 2027. It includes a wage solution in line with the general labour market framework, ensuring consistency with national economic trends while offering improvements to workers' pay and conditions. Key elements of the agreement include phased salary increases, updated shift arrangements aimed at improving work-life balance, better support for part-time and fixed-term staff, and initiatives focused on mental wellbeing and workplace inclusivity. Enhanced training opportunities and career development provisions have also been included. Importantly, as a result of the agreement, the strikes previously announced by the IAU for 16, 18, 21, 23, and 25 July have been cancelled. Finnair confirmed it will operate its flights according to the normal schedule, bringing relief to passengers and airport operators alike.

INDUSTRY PEOPLE



Kriti Sharma

• IFS has named **Kriti Sharma** as Chief Executive Officer of IFS Nexus Black, a strategic move that underscores the company's ambition to lead in the field of Industrial AI. Nexus Black, launched earlier this

year, serves as IFS's dedicated AI innovation accelerator, focused on developing agentic AI systems tailored to complex, asset- and service-intensive industries. Sharma is a highly respected figure in the AI sector, recognised globally for her work in enterprise AI and responsible AI development. Her previous roles include Chief Product Officer for LegalTech at Thomson Reuters and senior AI positions at Sage Group and GfK. She also sits on the board of Rightmove PLC. Her contributions have earned her accolades such as Forbes 30 Under 30, the UK Prime Minister's Points of Light award, and recognition from the United Nations as a Young Leader for ethical AI. In her new role, Sharma will spearhead the creation of contextual, domain-specific AI applications for industries such as energy, manufacturing, aerospace, and construction. She emphasises that the true potential of AI lies in solving industry-specific challenges, such as predicting asset failures and optimising global supply chains, stating: "The revolution happens with contextual, agentic AI that solves deeply complex, industry-specific problems." Joining Sharma is **Nick Vandivere** as Chief Innovation Officer of Nexus Black. He will focus on pioneering use cases and expanding IFS' Industrial AI pipeline, leveraging his experience from

Thomson Reuters to support Sharma in accelerating AI innovation across the IFS Cloud platform.



Oscar Torres

• AE Industrial Partners (AE Industrial) a private equity firm with a focus on national security, aerospace and industrial services, has named former Kellstrom CEO **Oscar Torres** as its newest Operating

Partner. The move brings an experienced industry executive back into the AE Industrial fold, following Torres' longstanding leadership at Kellstrom Aerospace, a global aerospace aftermarket distributor and service provider that was formerly part of AE Industrial's portfolio. Kellstrom was acquired by VSE Corporation in December 2024. Torres brings with him over two decades of aerospace industry expertise. He spent more than 20 years as Chief Financial Officer at Kellstrom before taking on the role of President and CEO, which he held for three years. During his leadership, he played a key role in steering the company through three strategic acquisitions and helped establish it as a market leader in the commercial aerospace engine aftermarket. Under his stewardship, Kellstrom developed one of the sector's most comprehensive inventories, built strong technical capabilities, and earned a reputation for exceptional service delivery. **David Rowe**, co-CEO and Managing Partner at AE Industrial, praised Torres' proven track record: "During his more than two-decade career at Kellstrom, Oscar was an outstanding leader, consistently driving initiatives that enhanced the company's operational ex-

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cellence and contributed to its sustained growth." Rowe expressed confidence that Torres will now bring that same strategic insight to AE Industrial's portfolio companies, helping them to identify new opportunities and create long-term value. Torres himself highlighted the strength of AE Industrial's platform and its growth potential: "Having worked closely with the team at AE Industrial, it is a great privilege to join the firm as an Operating Partner and put my experience to work for other growing businesses." He expressed enthusiasm about collaborating with both the firm and its portfolio companies to take advantage of favourable market dynamics within the aerospace and defence industries. Torres holds a bachelor's degree in accounting from Florida International University and earned his MBA from the University of Miami's Herbert Business School.

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				
(1) CFM56-5B3/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-5B5/P	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.				
PW1000 Engines	Sale / Lease	Company	Contact	Email	Phone
(3) PW1127G	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
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) V2530-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(2) GTC331-200ER, (2) GTC131-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTC131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
(4) APU EMB145LR, Model: 4504113A	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(3) CFM56-7B Engine Stands	Now - Sale	KMS Aero Investments	Sharon Brady	enginestands@kmsaeroinvest.com	+353 0868161287
(4) EMB145 LG Shipsets	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(1) GTC36-150	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(3) A340 LG Shipset, (1) B777 LG Shipset (4) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(10) A320 LG Shipset, (2) B757 LG Shipset					
GTC131-9A (2), GTC131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) GTC331-200, (1) GTC331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(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				