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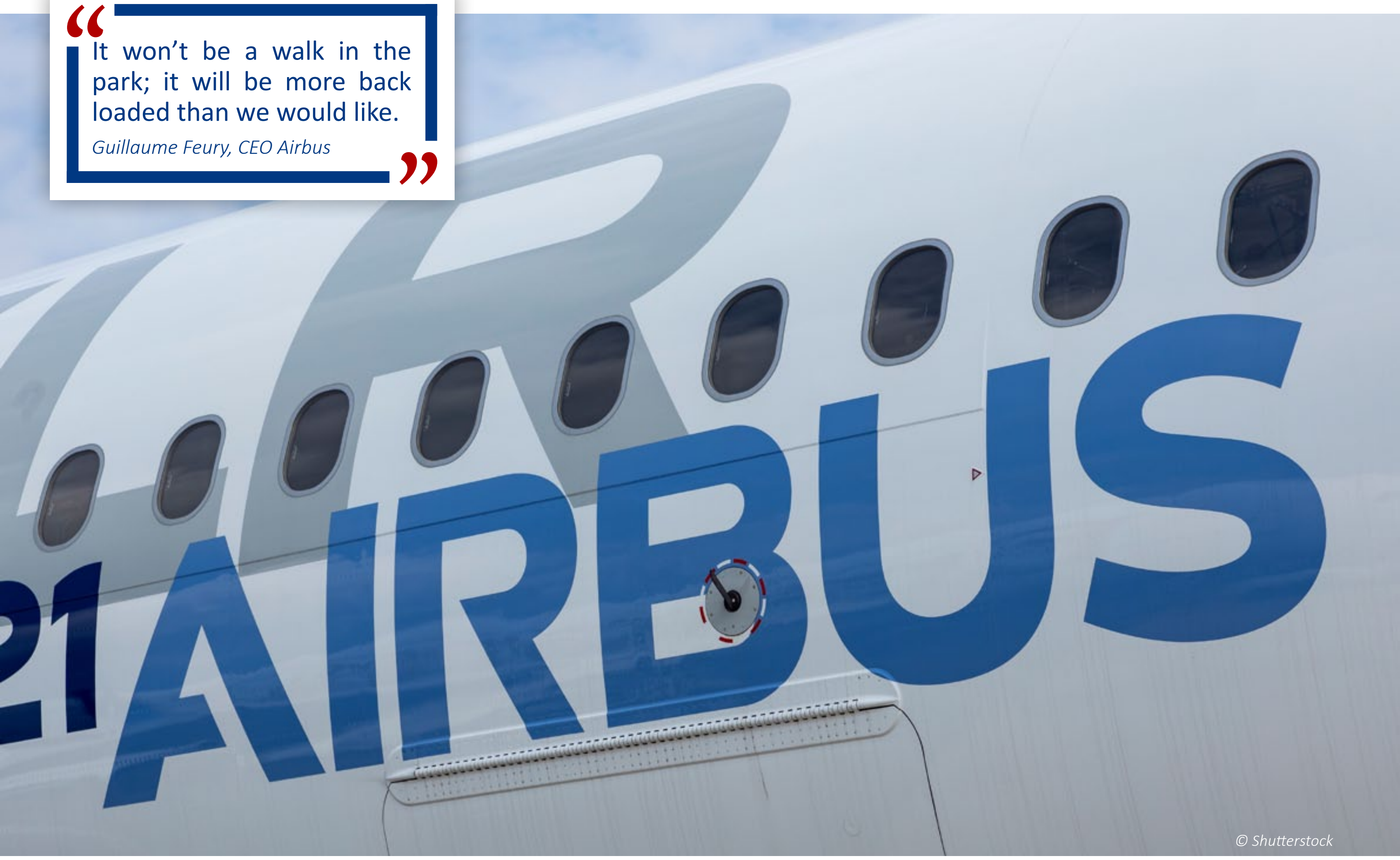
Weekly Aviation Headline News

> "It won't be a walk in the park; it will be more back loaded than we would like."
> *Guillaume Feury, CEO Airbus*



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Airbus remains optimistic over deliveries despite continued engine shortages

Posts higher-than-expected Q2 profits as aircraft and parts escape US:EU trade deal tariffs

On Wednesday of last week, the European planemaker Airbus announced that despite ongoing problems with engine deliveries, it was still hoping to see deliveries over the next year increase by 7% to 820 jets. The company confirmed that currently it has 60 "gliders" – complete airframes minus engines – sat outside its factories, up from an estimated 40 units last month, but after securing promises from its suppliers, Pratt & Whitney and GE Aerospace, it is still confident it can meet the forthcoming year's delivery goals. "It won't be a walk in the park; it will be more back loaded than we would like," CEO Guillaume Faury told analysts, adding that engine makers had agreed to support the delivery target. Airbus also confirmed that it has faced fluctuating supplies from its largest supplier CFM International, co-owned by GE Aerospace and Safran, but delays have spread to Pratt & Whitney in the wake of a recent strike. While there has been a longstanding problem with CFM International which consequently has the largest number of outstanding engines, it is only recently that a gap has appeared in the Pratt & Whitney supply chain as well. Despite struggling to find sufficient engines to prevent a 5% drop in deliveries in the first half, according to Reuters news agency analysts say Airbus is continuing to produce narrow-body jets at close to pre-COVID levels to avoid injecting new volatility into supply chains. However, the higher industrial pace has meant building up extra inventory and Airbus data showed it had burned through €1 billion (US$1.14 billion) more cash than the market had anticipated in the second quarter, though it succeeded in maintaining its financial targets for the year. However, it posted a higher-than-expected second-quarter profit, boosted by its defence and helicopter businesses. A strong increase in profit had been widely expected after Airbus took a hefty charge on its space business a year ago, but the results slightly beat forecasts in Defence and Space, the company's second-largest division, as well as Helicopters. Analysts were on average expecting adjusted operating income of €1.47 billion on revenues of €15.78 billion in the second quarter, according to a company-compiled consensus. Airbus has also announced plans to raise production for its A330neo jet to five a month in 2029, from four now, to meet rising wide-body demand, while keeping other production targets unchanged.

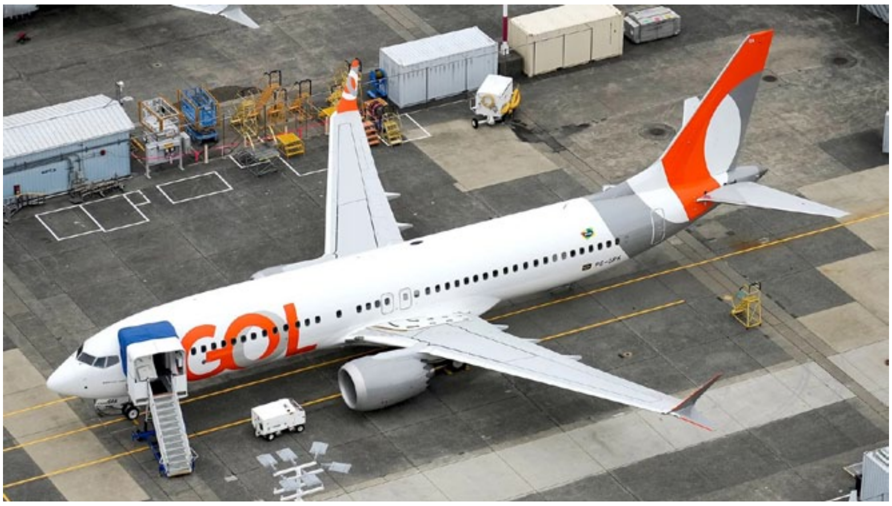
Faury hailed a weekend agreement to keep aircraft and parts out of U.S. tariffs imposed on Europe under an EU-U.S. trade deal as a "welcome development for our industry". Airbus confirmed it is expecting a deal to acquire assets from Spirit AeroSystems which is being divided up between Airbus and its U.S. rival Boeing to close in the fourth quarter, though this will be months later than originally expected. Both Airbus and Boeing have had to advance cash to their mutual supplier while the transaction awaits regulatory approval. Currently, Spirit makes wings for Airbus' smallest jet, the A220, at a factory in Belfast, Northern Ireland and Airbus is expected to absorb this activity as well as a plant in North Carolina that makes a key section of the A350 when the deal is completed. Airbus said it was working to head off a potential strike at a much larger wings factory in Wales while also reaffirming its intention to inaugurate a second A320-family assembly line at Tianjin in China before the end of this year, with output to start in 2026.

AIRCRAFT & ENGINE NEWS

DAE, United sign ten-aircraft purchase-and-leaseback deal

Dubai Aerospace Enterprise (DAE), a global aviation services provider, has signed a significant purchase agreement with United Airlines (United) for ten new Boeing 737-9 aircraft. Under the terms of the agreement, DAE will acquire the aircraft and lease them back to United on long-term contracts, with deliveries scheduled between August 2025 and February 2026. The Boeing 737-9 belongs to the 737 MAX family, designed to deliver improved efficiency, environmental benefits, and passenger comfort. It features CFM International LEAP-1B engines and advanced winglets, helping the aircraft achieve up to 20% lower fuel consumption and reduced emissions compared with older models. DAE currently owns, manages, or has commitments covering a total of 750 aircraft, including 225 from Boeing. This transaction forms part of DAE's strategy to expand its fleet and respond to rising market demand, while reinforcing its position as a key lessor in the North American aviation sector. The deal also highlights United Airlines' ongoing fleet modernisation efforts to enhance efficiency and customer experience.

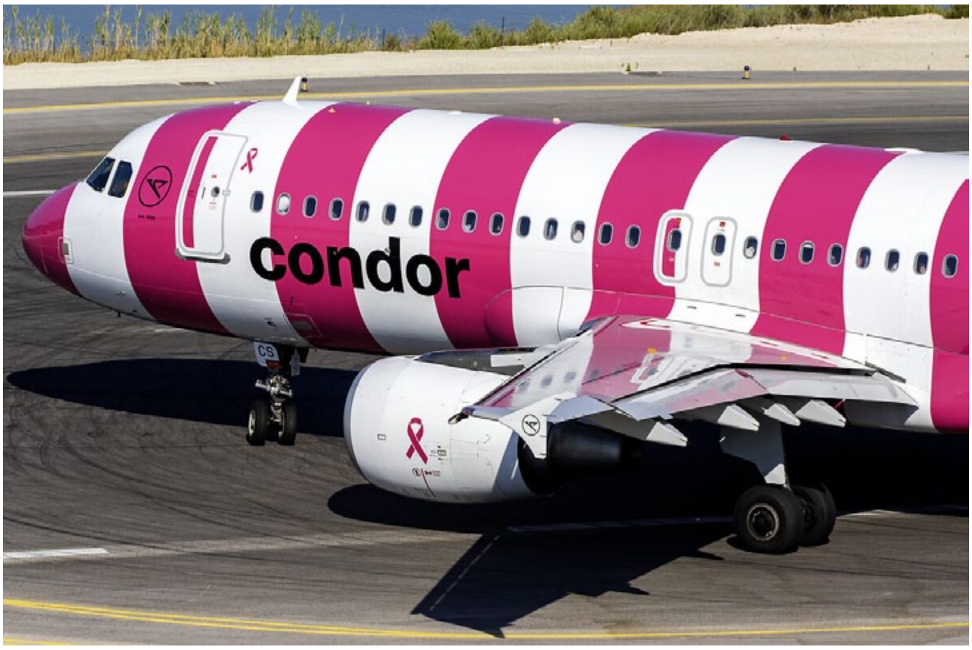
High Ridge Aviation delivers two Boeing 737 MAX 8s to GOL



HRA has completed the delivery of two MAX 8 planes to GOL © HRA

High Ridge Aviation (HRA) has successfully completed the delivery of two Boeing 737 MAX 8 aircraft to GOL Linhas Aéreas Inteligentes S.A. (GOL) under a purchase-and-leaseback agreement. This marks the first transaction between HRA and GOL, establishing HRA as a new leasing partner for the Brazilian airline. The aircraft, produced at Boeing's manufacturing facility in Renton, Washington, were handed over at Seattle's Boeing Field. The deal supports GOL's fleet modernisation and capacity expansion as the airline continues to respond to changing market demands.

APOC secures engine lease agreement with Condor



Condor Airbus A320 aircraft © AirTeamImages

APOC Aviation has finalised a twelve-month green-time lease agreement for a CFM56-5A engine with Hamburg-based global operator Condor. The engine, secured as a spare by Condor's technical team, is expected to be installed immediately on one of the airline's Airbus A320 aircraft for the full duration of the lease. Condor has previously leased engines from APOC, and once this lease ends, the engine will return to APOC's portfolio for teardown and part-out next year. According to Bruce Ansell, Technical Manager of APOC's Engines Division, demand for CFM56-5A engines remains exceptionally high. "A significant number of CFM56-5A engines are still in operation, supporting older Airbus A320-family aircraft. Due to increased demand and limited availability, prices for CFM56 engines and their components have been rising, and we have been building our lease portfolio of these engine variants," he said. Ansell also noted that airlines are focusing on reliability and maintenance solutions designed to minimise downtime and optimise fleet utilisation. "Although new engine types are gaining traction, with current availability and reliability issues, we see demand for CFM56 engines continuing through 2030," he added. Condor, which has operated for almost seventy years and serves over eight million passengers annually across seventy destinations, is in the process of renewing its short- and medium-haul fleet with brand-new A320neo and A321neo aircraft. Ronald Restorf, Asset Manager at Condor, explained, "Until the completion of the modernisation we are still operating A320ceo aircraft that are maintained by Condor Technik, our own maintenance organisation. For these aircraft and their maintenance, we need a reliable partner that supports us with the engine handling and whose focused portfolio is closely aligned to our lease requirement."

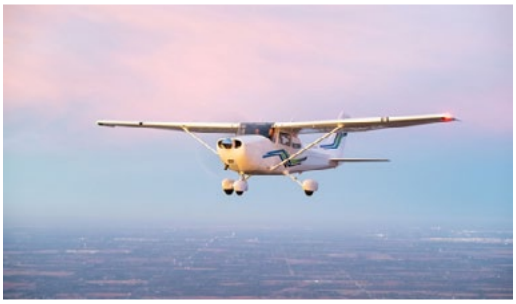
AIRCRAFT & ENGINE NEWS

Tokyo Fire Department orders Airbus H225 to enhance emergency response fleet

Tokyo Fire Department's Airbus H225 helicopter *© Airbus Helicopters*

The Tokyo Fire Department has awarded Airbus Helicopters a contract for a new H225 helicopter following a competitive tender process. The acquisition is part of the agency's ongoing fleet modernisation programme and will replace an older aircraft to improve operational readiness for critical missions, including aerial firefighting, search and rescue, emergency medical services and disaster response. The new H225 will be fully equipped for lifesaving operations, featuring a dedicated search and rescue mode for rapid target detection, emergency stretchers to provide immediate onboard medical care and a belly-mounted water tank for aerial firefighting capability. These advanced systems will enable swift and effective responses to emergencies in Japan's capital and surrounding areas. The Tokyo Fire Department's relationship with Airbus dates back to 1967, when it introduced its first helicopter, an Alouette III. Since then, the agency has built and maintained a strong aerial firefighting and rescue fleet, currently operating three H225s and three AS365s. This latest addition continues that long-standing partnership and demonstrates the department's commitment to adopting modern aviation technology to protect the community. The Airbus H225, part of the proven Super Puma family, is known for its excellent performance in demanding environments, exceptional range and substantial payload capacity. Its advanced avionics and autopilot systems improve flight safety while reducing pilot workload, ensuring greater efficiency during complex operations. Across Japan, 24 H225 helicopters are already in service with the Ministry of Defence and various para-public agencies. These aircraft perform vital roles including search and rescue, aerial firefighting, VIP transport and the movement of personnel and essential supplies. The Tokyo Fire Department's latest procurement underscores both the growing importance of advanced rotary-wing aircraft in urban emergency response and Airbus Helicopters' strong presence in Japan's para-public aviation sector.

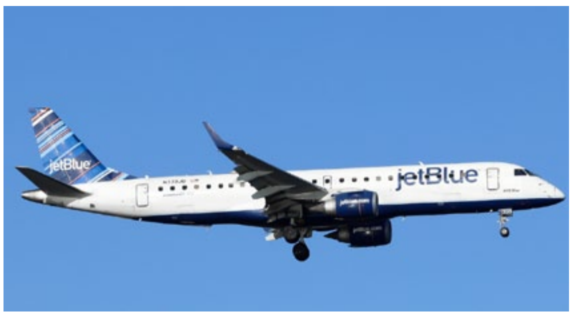
Infinity Flight Group adds more Cessna Skyhawks to training fleet



Infinity Flight Group expands its training fleet with ten additional Cessna Skyhawks *© Textron*

Textron Aviation has announced an agreement with Infinity Flight Group for the purchase of ten additional Cessna Skyhawk aircraft, scheduled for delivery in 2027. This latest order brings Infinity Flight Group's total purchases to 35 new Skyhawks over the past three years, reflecting sustained growth in its training operations. Infinity Flight Group, a certified Cessna Pilot Center, operates primarily from Trenton-Mercer Airport in New Jersey and Treasure Coast Airport in Florida, currently managing a fleet of 65 Skyhawks. The addition of these new aircraft will further expand its ability to train student pilots, strengthening its position as a leading provider of flight instruction in the United States. The Cessna Skyhawk, widely recognised as the most popular single-engine aircraft in aviation history, continues to be the preferred choice for flight training schools globally due to its reliability, ease of handling and versatility. Since its introduction in 1955, more than 45,000 Skyhawks have been delivered, establishing it as an enduring symbol of pilot training and personal aviation. Infinity Flight Group's new aircraft will incorporate Textron Aviation's recently introduced dual electronic ignition system (dual EIS). This technological enhancement is designed to improve operational efficiency, simplify maintenance and enhance overall aircraft performance, ensuring the training fleet meets modern standards of safety and reliability. The timing of this order coincides with Textron Aviation's celebration of the Cessna 172 Skyhawk's 70th anniversary, commemorating seven decades since its inaugural flight in June 1955. Over the years, the Skyhawk has continued to evolve with advanced avionics, including the Garmin G1000 NXi suite with wireless connectivity and a standard angle-of-attack display, while retaining its proven high-wing, four-seat configuration.

Azorra acquires 13 E190 jets and 36 CF34-10E6 engines from JetBlue

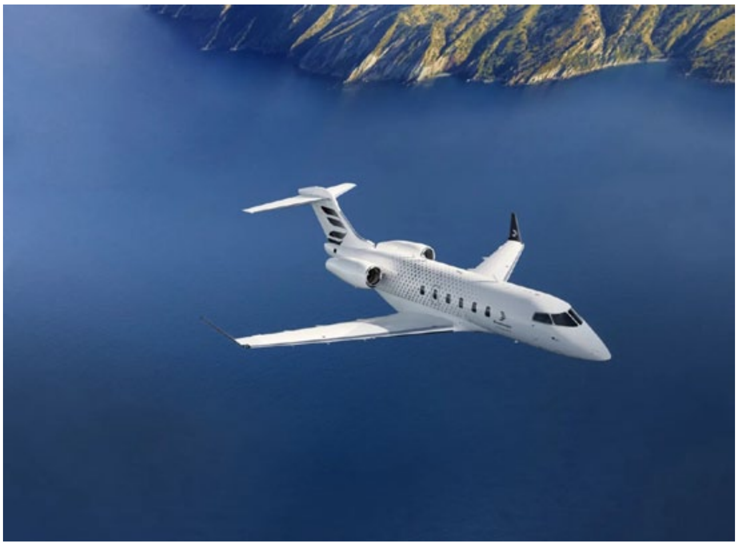


JetBlue Embraer E190 jet *© Azorra*

Azorra has signed a sale-and-purchase agreement with JetBlue to acquire 13 Embraer E190 aircraft and 36 General Electric CF34 10E6 engines. Deliveries began in July 2025 and will continue through to the second quarter of 2026, marking another strategic collaboration between the two companies. The transaction strengthens Azorra's established presence in the Embraer E Jet market and further expands its engine leasing portfolio. By acquiring a significant number of CF34 10 engines with substantial remaining green time, the company is enhancing its ability to provide flexible short- to medium-term engine solutions to airline and industry partners worldwide. For JetBlue, the sale forms part of its ongoing fleet modernisation programme, enabling the carrier to efficiently monetise a portion of its E190 assets while focusing on newer aircraft types within its operations. This latest deal builds on Azorra's expertise in the Embraer segment and its strategy of offering value-driven powerplant solutions. It demonstrates continuing demand for Embraer E Jet family aircraft and associated engines in the secondary market, reflecting confidence in their reliability and long-term performance. Azorra's growing engine portfolio, boosted by this agreement, positions the company to respond more quickly to the evolving requirements of airlines seeking interim engine solutions and fleet support. This acquisition also underlines Azorra's focus on innovative asset strategies that combine aircraft and powerplant solutions, aligning with global trends in efficient fleet management and aftermarket support.

AIRCRAFT & ENGINE NEWS

Bombardier delivers first Challenger 3500 in Costa Rica

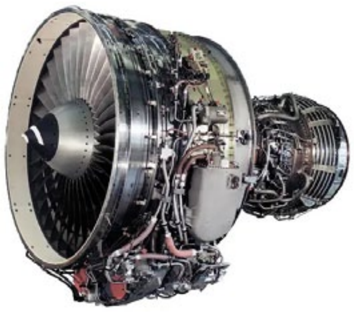


Bombardier Challenger 3500 in flight *© Bombardier*

Bombardier has achieved a significant milestone by delivering its first Challenger 3500 business jet in Costa Rica, strengthening its footprint in Central America. This marks an important step for the company in expanding its regional fleet and demonstrating confidence from local clients in Bombardier's aircraft capabilities. The Challenger 3500, part of a platform that has dominated the super-midsize segment for more than 20 years, is celebrated for its balance of performance, comfort, and reliability. Its advanced design offers high levels of efficiency and operational flexibility, making it a favoured choice among business aviation customers globally. The aircraft's cabin features a modern layout focused on passenger comfort, combined with exceptional runway performance, further enhancing its appeal for operators seeking versatile solutions for both regional and long-range travel. From Costa Rica's capital, San José, the Challenger 3500 offers seamless connectivity to key destinations across the Americas, including major business and leisure hubs such as Los Angeles, New York, Santiago, and Buenos Aires. This operational capability highlights the aircraft's suitability for connecting Central America with prominent economic centres, supporting both corporate and private travel needs. Since its launch in 2022, the Challenger 3500 has rapidly established itself as a preferred aircraft, building upon the legacy of the highly successful Challenger 300 family, known as the most delivered super-midsize jet worldwide. Its quick adoption by clients underscores the strong market demand for high-performing business jets capable of meeting diverse travel requirements. Bombardier has maintained a presence in Costa Rica since 2015, employing more than 100 staff in finance and billing functions. The latest delivery further reinforces the company's long-term commitment to the region, reflecting both market confidence and Bombardier's dedication to enhancing customer experience and expanding its fleet in emerging markets.

AIRCRAFT & ENGINE NEWS

AerFin expands footprint in Japan with second CFM56-5B engine sale



AerFin has completed the sale of a second CFM56-5B engine in Japan © CFM International

AerFin, the aviation asset specialist, has completed the sale of a second CFM56 5B engine from the A320ceo family to Keiyo Gas Energy Solution (KGES), strengthening its presence in Japan's growing aviation investment market. The deal was facilitated by BeYoke Capital, a structured finance adviser that has consistently supported AerFin in connecting with Japanese investors. Unlike conventional engine leasing arrangements, this project is structured as a commercial partnership between AerFin and KGES, featuring a lease-to-part-out model with consignment provisions. This approach is designed to create additional financial benefits for both parties and to reflect the changing nature of aviation asset investments. The sale follows AerFin's initial engine transaction in Japan last year, highlighting a growing confidence and collaborative approach between the company and local investors. It also underscores AerFin's ability to deliver high-quality assets and innovative investment models to international markets. The milestone supports AerFin's broader growth strategy in Asia-Pacific, which includes the opening of a Singapore office and the expansion of its multi-lingual team dedicated to regional partnerships. This second transaction strengthens AerFin's long-term commitment to building relationships within Japan's expanding aviation finance sector and signals continued momentum in cross-border aviation asset investment opportunities. By structuring the deal as a partnership rather than a traditional lease, AerFin and KGES are pursuing a model aimed at long-term value creation, demonstrating an evolving trend in engine investment strategies. This transaction is expected to further enhance AerFin's reputation for flexible asset solutions and deepen its foothold in one of Asia's most dynamic aviation markets.

MRO & PRODUCTION NEWS

Godrej lands Pratt & Whitney contract, boosting India's aerospace manufacturing ambitions

Godrej Enterprises Group has secured a contract from Pratt & Whitney, an RTX business, to produce complex aerospace parts for engine applications. This development aligns with Godrej's strategy to become a key supplier to global aircraft engine original equipment manufacturers (OEMs) and significantly expands its technological capabilities and production volumes. Maneck Behramkamdin, Business Head of Godrej's Aerospace division, highlighted the strategic importance of the deal, stating, "For decades, Godrej has been at the forefront of high-precision manufacturing, contributing to India's aerospace ambitions and self-reliance in critical technologies. This contract with Pratt & Whitney is not just a business milestone – it is a testament to India's rising capabilities in complex aerospace manufacturing. By leveraging our advanced infrastructure, deep expertise, and commitment to global quality standards, we are proud to play a role in shaping the future of aviation manufacturing in India. We look forward to strengthening this relationship and expanding our footprint in the global aerospace supply chain." Godrej currently operates around 35,000 m² of aerospace manufacturing space across India, with an additional 48,500 m² under development. This investment in infrastructure reflects the company's vision of elevating India's aerospace manufacturing capabilities to a global level while increasing its participation in the worldwide supply chain for complex aviation technologies. The collaboration with Pratt & Whitney is expected to accelerate this vision and open new opportunities for innovation and growth.

Godrej will produce complex aerospace parts for engine applications © Godrej Enterprises

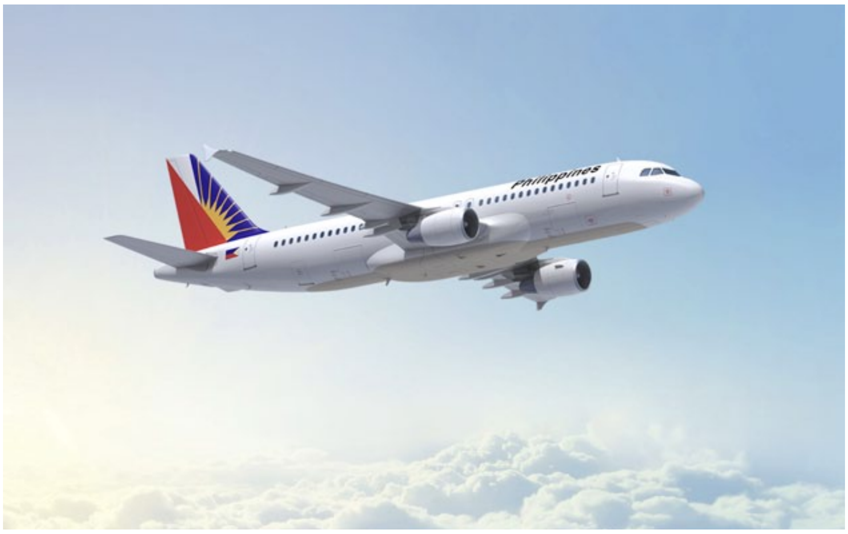
Ethiopian Airlines expands MRO capabilities with new facilities

Official inauguration of Ethiopian Airlines' expanded MRO facilities © Ethiopian Airlines

Ethiopian Airlines Group, Africa's largest aviation group, has announced a major boost to its maintenance, repair and overhaul (MRO) capabilities with the opening of three advanced facilities: a component maintenance workshop, a central warehouse and a two-bay general maintenance hangar. The development, completed at a cost of more than US$150 million over three years, is expected to significantly enhance operational efficiency and strengthen Ethiopian's standing as the leading MRO provider in Africa. The inauguration ceremony took place on July 22, 2025, at Ethiopian MRO Services in Addis Ababa and was attended by senior figures, including Ethiopian Airlines Management Board Chairman His Excellency Let. Gen. Yilma Merdasa and Ethiopian Airlines Group CEO Mesfin Tasew, along with project partners and executives. The project was delivered in collaboration with China National Aero-Technology International Engineering Corporation (CAIEC), China Communications Construction Company (CCCC), and DAR Al-Handasah Consultants (Shair and Partners). Ethiopian MRO Services already maintains over 1,200 FAA-approved components. The new component maintenance workshop alone adds over 170 specialised capabilities, including facilities for B737 and Q400 landing gear, ATE, IDG, ACM, and ATS components, reinforcing the airline's fleet support and extending services to third-party operators across Africa and beyond.

MRO & PRODUCTION NEWS

PALex signs component support deal with Lufthansa Technik



PALex Airbus A320 © PALex

Lufthansa Technik (LHT) and Air Philippines Corporation, operating as PAL Express (PALex), have signed a long-term agreement covering component support for the airline's entire Airbus A320 fleet. The deal, concluded in Manila, will see Lufthansa Technik deliver a comprehensive package of maintenance, repair and overhaul (MRO) services, alongside access to its extensive global spare parts pool and the establishment of a home base stock of components at PALex facilities in the Philippines. The arrangement is aimed at enhancing fleet reliability and operational efficiency, key priorities for PALex as it continues to expand its domestic and short-haul international services. The airline will benefit from immediate access to spare parts and technical support through Lufthansa Technik's pool facilities located in Hong Kong, Singapore, Hamburg and Frankfurt, ensuring rapid response times and reduced aircraft downtime. This agreement deepens Lufthansa Technik's relationship with the Philippine aviation sector, building on its long-standing partnership with Philippine Airlines. PALex President Rabbi Vincent Ang expressed confidence in the collaboration, highlighting the importance of reliable technical support to sustain the airline's growth trajectory and commitment to passenger service excellence. The deal follows a separate agreement signed just days earlier between PALex and Lufthansa Technik AERO Alzey for the provision of MRO services on PW150 engines powering the airline's De Havilland Canada Dash aircraft, which serve regional routes across the Philippines. PAL Express, a subsidiary under the PAL Holdings group, functions as the domestic and regional arm of Philippine Airlines, the nation's flag carrier and Asia's first commercial airline. Operating a mixed fleet of Airbus, Boeing and De Havilland aircraft, the group serves destinations across the Philippines and 38 locations internationally. Renowned for its signature Filipino hospitality, PAL also plays a significant role in cargo and charter operations, supporting tourism, trade and the Filipino diaspora worldwide.

Safran to build €450 million aircraft carbon brake facility in France

Safran has announced it will build a new aircraft carbon brake production facility at the Plaine de l'Ain Industrial Park (PIPA) near Lyon, in the Auvergne-Rhône-Alpes region of France. The plant, scheduled to begin operations in 2030, is expected to boost Safran's carbon brake production capacity by 25% by 2037. The new 30,000 m^2 (323,000 ft^2) facility represents an investment of over €450 million and will operate alongside Safran Landing Systems' existing carbon brake sites in Villeurbanne (France), Walton (USA) and Sendayan (Malaysia). Initially employing around 100 highly skilled staff, the workforce is set to double as the plant reaches full capacity. The facility will feature state-of-the-art automated manufacturing systems and was strategically located to ensure long-term access to competitively priced, low-carbon electricity — a critical factor given that energy costs represent up to 30% of carbon brake production expenses. Safran Chief Executive Officer Olivier Andriès said: "With this new facility, we're strengthening our global leadership in carbon brakes and ensuring our ability to support our customers, against a backdrop of strong air traffic growth." He acknowledged the support of the French government, the Auvergne-Rhône-Alpes regional authority, EDF and grid operator RTE in securing the site. Designed with environmental sustainability in mind, the plant will aim for zero emissions, utilising biomethane and low-carbon electricity while cutting energy and gas consumption by 30% and water use by 80%. Heat generated from the production process will be recovered and fed into a local heating network. Some of these advanced technologies will also be applied across Safran's other facilities to enhance sustainability and competitiveness globally. (€1.00 = US$1.14 at time of publication).

MRO & PRODUCTION NEWS

HAECO and Liebherr-Aerospace partner

Representatives from HAECO and Liebherr-Aerospace © HAECO

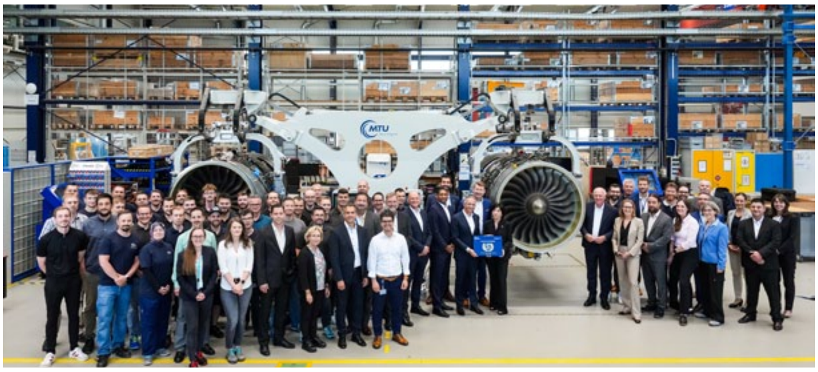
HAECO has entered into a strategic partnership with Liebherr-Aerospace, a well-established aviation systems supplier, to deliver advanced maintenance solutions for COMAC's C909 and C919 aircraft. The agreement focuses on providing comprehensive hydraulic component repair and overhaul services for these aircraft models, ensuring optimised safety and operational performance as COMAC expands its fleet. Both companies aim to combine their expertise to enhance efficiency and reliability for airlines operating these Chinese-manufactured aircraft. The collaboration draws upon HAECO's proven experience in component MRO services and Liebherr-Aerospace's original equipment manufacturer (OEM) capabilities within China. This synergy is designed to strengthen localised support for the aviation sector, delivering high-quality solutions that meet growing maintenance demands. In addition to hydraulic component support, HAECO and Liebherr-Aerospace have an existing landing gear service agreement for the C909 fleet, further showcasing their established partnership in the Chinese Mainland. This extended cooperation highlights their shared commitment to advancing local MRO services while supporting COMAC's commercial aviation development goals. The new component maintenance agreement not only reflects the increasing need for robust, localised support infrastructure but also demonstrates how partnerships between global service providers and OEMs can deliver cost-effective, high-quality maintenance solutions. As the COMAC C909 and C919 aircraft gain traction in domestic and international markets, the agreement positions both HAECO and Liebherr-Aerospace as key players in supporting the future growth of China's aviation industry.

FINANCIAL NEWS

Triumph Group goes private with Warburg Pincus and Berkshire Partners acquisition

Triumph Group (TRIUMPH) has reported the completion of its acquisition by private equity firms Warburg Pincus and Berkshire Partners, transforming the aerospace and defence supplier into an independent, privately held company. The move is intended to accelerate the company's growth and strengthen its position as a leading provider of mission-critical engineered systems and proprietary components for both OEM and aftermarket customers. As part of the transition, Jorge L. Valladares III has been appointed Chief Executive Officer, succeeding Daniel J. Crowley, who led the company since 2016. Valladares brings decades of aerospace leadership experience, most recently serving as Chief Operating Officer at TransDigm, a global supplier of engineered aircraft components. His appointment is expected to support TRIUMPH's strategic growth as a private company. Blake Gottesman, Managing Director at Berkshire Partners, expressed confidence in the future of Triumph under Valladares' leadership: "TRIUMPH is well-positioned to accelerate its growth as a privately held company, strengthening its position as a highly valued aerospace and defence supplier. We look forward to partnering with Jorge, Warburg Pincus, and the impressive team at TRIUMPH in this next chapter of growth." Outgoing CEO Dan Crowley reflected on TRIUMPH's progress, saying, "I am incredibly proud of the progress that Triumph has made in the past decade and the impact it has had on the industry. Berkshire Partners and Warburg Pincus have strong track records as experienced investors in the sector, generating growth and long-term value creation, and will be great partners to the TRIUMPH team." Warburg Pincus and Berkshire Partners both have extensive experience investing in aerospace, defence, and industrial sectors, with portfolios that have included TransDigm, Consolidated Precision Products, CAMP Systems, Wencor Group, Hexcel, and Amsafe, among others. Their expertise is expected to guide Triumph through its next phase of innovation and expansion.

MTU launches PW800 engine MRO services at Berlin-Brandenburg facility



MTU has welcomed representatives from Pratt & Whitney Canada and the Canadian Embassy in Berlin, to celebrate both the start of PW800 MRO operations and the 40-year partnership between the companies © MTU/ Oliver Lang

MTU Aero Engines has introduced MRO and testing capability for Pratt & Whitney Canada's PW800 turbofan engines at its MTU Maintenance Berlin-Brandenburg facility in Ludwigsfelde, Germany. MTU welcomed representatives from Pratt & Whitney Canada at its facility in Ludwigsfelde to mark the PW800 MRO introduction and to highlight the 40-year partnership between the two companies. Officials from the Canadian Embassy in Berlin also attended. According to MTU Chief Program Officer Michael Schreyögg, the addition of the PW800 capability aligns with MTU's strategy of supporting key business jet engine families. With this development, MTU can now offer maintenance services for over 30 engine types, the largest MRO portfolio worldwide. Following European Aviation Safety Agency (EASA) certification, MTU becomes only the second global facility capable of full PW800 engine overhauls. The PW800 powers some of the most advanced business jets, including the Gulfstream G500 and G600, the Dassault Falcon 6X, and soon the Gulfstream G400. Pratt & Whitney Canada President Maria Della Posta highlighted that the PW800 delivers double-digit improvements in fuel efficiency, emissions and noise over earlier-generation engines, underscoring the significance of MTU's role in supporting its customers. More than 900 PW800 engines have been built, powering over 350 business aircraft in 29 countries, accumulating 630,000 flying hours. MTU already contributes critical components such as the low-pressure turbine module and high-pressure compressor parts and offers on-site service across Europe, the Middle East and Africa. The companies' collaboration dates back to 1985 with the PW300 and PW500 engines, and MTU has delivered 9,000 low-pressure turbine modules to Pratt & Whitney Canada. With PW800 MRO now part of its portfolio, MTU is expanding its position in business aviation engine support while enhancing Pratt & Whitney Canada's global service network.

FINANCIAL NEWS

HEICO acquires avionics company Gables Engineering

HEICO Corporation (HEICO) has announced the acquisition of Gables Engineering, Inc., a long-established leader in advanced avionics controls, for an undisclosed cash sum. The transaction, completed by HEICO's Electronic Technologies Group, is expected to be accretive to HEICO's earnings within one year of the purchase. Founded in 1946, Gables Engineering has built a strong reputation as a specialist designer and manufacturer of avionics systems, including navigation, audio, surveillance, and communication panels. Its products support both original equipment manufacturers (OEMs) and aftermarket operations, serving major airlines, Tier 1 avionics providers, and aircraft manufacturers worldwide. Among its innovations are advanced touchscreen cockpit displays used on aircraft such as the Boeing 737 MAX, illustrating the company's long history of engineering leadership. Gables Engineering operates from a modern 108,000 ft² facility in Coral Gables, Florida, and employs over 200 skilled professionals, including engineers and technicians. Its vertically integrated operations allow it to manage critical engineering and manufacturing functions in-house, maintaining strict quality and reliability standards. Since being founded by Victor P. Clarke almost 80 years ago, the company has become

MRO & PRODUCTION NEWS

EPCOR and Riyadh Air sign long-term APU maintenance deal


Riyadh Air Boeing 787 © *AirTeamImages*

EPCOR, a wholly owned subsidiary of Air France Industries KLM Engineering & Maintenance (AFI KLM E&M), has entered into a long-term agreement with Saudi Arabia's new national carrier, Riyadh Air, to provide full maintenance and support for APS5000 auxiliary power units (APUs) fitted to the airline's Boeing 787 Dreamliner fleet. The agreement is designed to ensure high levels of fleet availability and operational efficiency for Riyadh Air as it pursues ambitious growth plans. EPCOR will deliver a comprehensive maintenance package covering maintenance, repair, overhaul and modification (MROM) services, as well as APS5000 availability solutions, on-wing support, line-replaceable unit (LRU) coverage and advanced predictive maintenance through its Prognos® for APU platform. The support programme was developed through close collaboration between engineering and commercial teams at both companies, resulting in a tailored, end-to-end maintenance solution. Riyadh Air aims to build a world-class operation with high reliability, and the agreement provides long-term technical assurance to support this objective. Heidi Haveman, Managing Director of EPCOR, said the partnership represented more than a traditional service contract, emphasising the trust and shared commitment between the two companies. "This partnership transcends a mere service agreement; it embodies a growing relationship founded on mutual trust and a shared commitment to operational excellence. We are honoured to support Riyadh Air in their endeavour to establish a world-class airline and look forward to leveraging our extensive expertise in APS5000 maintenance to contribute to their visionary goals," she said. The deal underscores Riyadh Air's focus on reliability as it builds its Boeing 787 Dreamliner fleet, while EPCOR strengthens its presence in the Middle East's rapidly expanding aviation market.

FINANCIAL NEWS

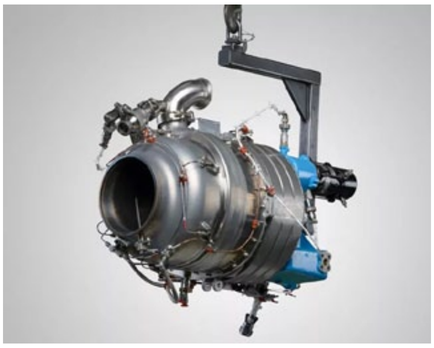
synonymous with pioneering avionics solutions and has supplied generations of airliners and business aircraft with flight-deck equipment that has become an industry benchmark. HEICO Corporation, headquartered in Florida, serves highly specialised sectors across aviation, defence, space, medical, telecommunications, and electronics industries. Through its Flight Support Group and Electronic Technologies Group, the company provides design, production, service, and distribution solutions to a global customer base, including most of the world's airlines, defence contractors, space agencies, and manufacturers of high-tech equipment. The acquisition strengthens HEICO's presence in the avionics controls segment and underscores its ongoing strategy of expanding through strategic purchases while leveraging Gables Engineering's legacy of innovation and market leadership.

Boeing reports US$22.7 billion Q2 revenue, 455 net aircraft orders and US$619 billion backlog

Boeing has reported its second-quarter financial results, reporting total revenue of US$22.7 billion, including US$10.9 billion from its Commercial Airplanes division, primarily driven by increased aircraft deliveries. The operating margin for the division was recorded at (5.1) percent. The company increased production of its 737 programme to 38 aircraft per month and plans to stabilise at that rate before seeking approval to increase output to 42 per month later in the year. Production of the 787 programme has now reached seven aircraft per month. Boeing booked 455 net aircraft orders in the quarter, including significant deals such as 120 787 and 30 777-9 aircraft for Qatar Airways, as well as 32 787-10 aircraft for British Airways. A total of 150 aircraft were delivered during the quarter, contributing to a backlog of over 5,900 aircraft valued at US$522 billion. In its Defense, Space & Security division, Boeing secured a U.S. Air Force contract to build four T-7A Red Hawk production representative aircraft and began ground testing on the first MQ-25 Stingray for the U.S. Navy. This division's backlog grew to US$74 billion, with 22 percent of orders coming from international customers. Operating cash flow for the quarter was US$0.2 billion, supported by higher commercial deliveries and favourable working capital timing. The company held US$23.0 billion in cash and marketable securities, down from US$23.7 billion at the start of the quarter, mainly due to debt repayments and free cash flow usage. Total debt decreased slightly to US$53.3 billion, while Boeing retained access to US$10.0 billion in undrawn credit facilities. Overall, Boeing closed the quarter with a company-wide backlog of US$619 billion, reflecting ongoing strong demand across both commercial and defence markets.

MRO & PRODUCTION NEWS

StandardAero relocates GTCP36 APU MRO programme to UK hub



36 Series Auxiliary Power Unit © Honeywell

StandardAero has completed the relocation of its UK-based Honeywell Aerospace GTCP36 auxiliary power unit (APU) maintenance, repair and overhaul (MRO) programme to its Fleetlands facility in Gosport, UK. The transition is designed to enhance operational efficiency, increase capacity, and reduce turnaround times for customers across Europe, the Middle East and Africa (EMEA). The UK APU repair programme was originally authorised by Honeywell in 1998 at the Portsmouth site of H+S Aviation, which StandardAero acquired in 2021. Moving the GTCP36 line to Gosport builds on the site's role as the primary EMEA hub for the company's MRO services for Honeywell TFE731 and HTF7000 engines and Pratt & Whitney Canada PW300 and PW500 business aviation turbofan engines. StandardAero's support for GTCP36 APUs also extends to its Augusta, Georgia and Maryville, Tennessee facilities in the United States. The company noted that the relocation of the GTCP36 programme to Gosport was carefully managed to minimise any disruption to ongoing customer maintenance work. The integration leverages the Gosport team's engineering expertise and established processes, enabling improved responsiveness to customer needs. The move reflects StandardAero's broader commitment to operational excellence and customer service quality. The transition was executed with strict safety and quality protocols to protect both employees and customers, and was supported by UK-based teams, U.S. employees, and industry partners. The company views the relocation as a significant milestone in strengthening its UK operations and supporting its long-term growth ambitions in the region.

FINANCIAL NEWS

Airbus posts strong first-half commercial performance despite supply chain challenges

Airbus Helicopters' revenues grew 16% to €3.7 billion in the first half of 2025
© A.Pecchi / Airbus Helicopters

Airbus SE has reported consolidated financial results for the first half of 2025, highlighting strong commercial performance despite supply chain challenges affecting aircraft deliveries. Chief Executive Officer Guillaume Faury said the results reflected progress in the Defence and Space division and ongoing issues with engine supply for the A320 programme, which have pushed deliveries to the second half of the year. He welcomed the recent political agreement between the EU and the US to remove tariffs on civil aircraft but confirmed that Airbus' 2025 guidance remains unchanged and excludes tariff impacts. Gross commercial aircraft orders rose sharply to 494 compared with 327 in the first half of 2024. After cancellations, net orders stood at 402 aircraft, up from 310 a year earlier. Airbus' order backlog reached 8,754 commercial aircraft at the end of June 2025. Airbus Helicopters booked net orders for 171 units, down from 233 last year, while Airbus Defence and Space recorded order intake worth €5.1 billion compared with €6.1 billion in 2024. Consolidated revenues increased by 3% to €29.6 billion (H1 2024: €28.8 billion). Deliveries of 306 commercial aircraft, compared with 323 in the same period of 2024, comprised 41 A220s, 232 A320 family, 12 A330s and 21 A350s. Revenues from commercial aircraft activities fell 2% to €20.8 billion due to lower deliveries, while Airbus Helicopters' revenues grew 16% to €3.7 billion on the back of strong programmes and services. Airbus Defence and Space reported a 17% revenue increase to €5.8 billion, driven by higher volumes across all business lines. Consolidated EBIT Adjusted rose to €2,204 million from €1,391 million a year earlier, which included €989 million of charges in the Space Systems business. EBIT Adjusted from commercial aircraft activities was €1,714 million from 1,954 million the previous year, reflecting fewer deliveries but benefiting from favourable hedge rates and lower R&D spending. (€1.00 = US$1.14 at time of publication).

INFORMATION TECHNOLOGY

Ramco Systems (Ramco), a global aviation software provider, has successfully implemented its advanced aviation software platform at **Indamer Technics Private Limited** (Indamer Technics), one of India's leading aviation services companies. Indamer Technics, known for designing and delivering technical, operational and financial solutions to enhance efficiency in both commercial aviation and government sectors, has replaced its legacy IT systems with Ramco's integrated digital solution. The deployment, which includes modules for Maintenance, Engineering, Supply Chain Management, Quality, Contract and Quote Management, Customer Billing and Finance, was completed in just 45 days, enabling a swift transition and rapid adoption across the organisation. Since going live, Indamer Technics has reported significant operational benefits, including improved inventory accuracy and visibility, more efficient tracking of open orders and project progress, faster and more accurate billing turnaround times, and optimised material planning and consumption processes. Indamer Technics is a prominent player in India's MRO industry, with particular expertise in servicing the Airbus A320 family of aircraft. Strategically based in Nagpur, the company provides a comprehensive range of services, including lease return checks, heavy C-checks, structural repairs and aircraft painting. Its operations are backed by a wide range of certifications, including approvals from India's Directorate General of Civil Aviation (DGCA), the United States Federal Aviation Administration (FAA), the Civil Aviation Authority of the Philippines (CAAP), the Civil Aviation Authority of the Cayman Islands (CAACI) and the Bailiwick of Guernsey. This collaboration highlights how advanced software solutions can drive efficiency and competitiveness in India's growing aviation maintenance sector, positioning Indamer Technics for stronger operational performance and enhanced service delivery in the years ahead.

FINANCIAL NEWS

Bombardier on track for 2025 goals with record orders and strong services growth

© Bombardier business jets

Bombardier reported solid financial results for the second quarter of 2025, confirming it is on track to meet its full-year targets. The company recorded a notable rise in demand, particularly from Bombardier Defense, and secured a landmark deal through a firm order for 50 aircraft with 70 options from a new customer. Services revenues grew by 16% year-on-year to US$590 million, supported by an expanding global service network. Recruitment of technicians is ongoing, and facility developments remain on schedule, including a new maintenance site in Abu Dhabi and a large paint facility at London Biggin Hill Service Centre. Aircraft deliveries for the quarter reached 36 Challenger and Global jets, skewed towards Challenger models, bringing first-half deliveries to 59 aircraft, consistent with 2024 levels. Total second-quarter revenues were US$2.0 billion, with adjusted EBITDA at US$297 million and EBIT at US$205 million. Net income stood at US$193 million, while adjusted net income was US$117 million, compared with US$111 million in the same period last year. Diluted EPS rose sharply to US$1.87 from US$0.12, and adjusted EPS reached US$1.11. Free cash flow usage was US$164 million, mainly due to inventory build-up for higher planned deliveries in the second half. Operating cash flow usage totalled US$128 million, with net additions to property, plant, and equipment and intangible assets at US$36 million. The order backlog reached a record US$16.1 billion as of June 30, 2025, up US$1.9 billion from the previous quarter. This included the largest single-quarter business jet order volume in more than ten years, supported by a maintenance services partnership with a new customer. Demand across business jet and defence markets pushed the book-to-bill ratio to 2.3. Liquidity remained strong at US$1.2 billion, with US$811 million in cash and equivalents. Debt management continues as a priority, highlighted by refinancing US$500 million of Senior Notes to extend maturity to 2033. This prudent approach supported a credit upgrade to BB- from S&P Global Ratings, with Moody's revising its outlook to positive.

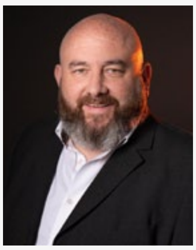
OTHER NEWS

JetBlue and **United Airlines** have completed the U.S. Department of Transportation (DOT) review of their proposed Blue Sky collaboration, allowing the airlines to move forward with implementation. The review, led by Secretary Duffy and Assistant Secretary Edwards, marks a major step toward integrating services designed to expand travel options and enhance loyalty benefits for customers of both carriers. Blue Sky is positioned as a unique partnership that will give passengers more flexibility when booking flights, alongside greater opportunities to earn and redeem loyalty rewards. Beginning this autumn, the collaboration will introduce phased benefits, including reciprocal mileage earning and redemption: United's MileagePlus members will be able to earn and spend miles on most JetBlue flights, while JetBlue's TrueBlue members will gain access to United's extensive domestic and international route network for earning and redeeming points. The partnership will also deliver a smoother booking experience via a traditional interline agreement. Customers will be able to purchase flights across both airlines directly from each carrier's website and app, simplifying access to their complementary networks. Additionally, loyalty programme perks such as priority boarding, access to preferred and extra legroom seats, and same-day standby or flight changes will be extended to passengers travelling on either airline. Looking ahead, JetBlue will make available slots at JFK International Airport, enabling United to operate up to seven daily round trips from JFK Terminal 6 starting in 2027. In return, the two carriers will exchange eight flight timings at Newark Liberty International Airport. United will also transition its ancillary travel sales – covering hotels, car rentals, cruises and travel insurance – to JetBlue's Paisly technology platform, enhancing its digital retailing capabilities. Further details on the implementation schedule of the Blue Sky collaboration are expected to be released in the coming weeks.

OTHER NEWS

Hundreds of flights were delayed across the UK after the air traffic control (ATC) system went down for about 20 minutes on Wednesday, July 30, **the Guardian** has reported. The disruption raised fears of a repeat of the August 2023 outage, when hundreds of thousands of passengers' travel plans were thrown into chaos. Nats, the company responsible for running the UK's air traffic control network, said the incident was caused by a technical fault at its control centre in Swanwick, Hampshire, but stressed that it had been resolved and was not linked to a cyberattack. The **UK National Cyber Security Centre** confirmed there was no indication of hacking. The outage resulted in a cascade of delays, with many aircraft forced to hold or divert, and flight crews ending up out of position. **British Airways** temporarily reduced flights in and out of Heathrow to 32 per hour – down from the usual 45 – until 7.15 pm, after which normal scheduling resumed. Liverpool's John Lennon airport warned that disruption could continue into the evening, while passengers nationwide were advised to check with airlines before travelling. The Guardian reported that **Ryanair** had called for the resignation of Martin Rolfe, Chief Executive of Nats. The airline's Chief Operating Officer, Neal McMahon, said: "It is outrageous that passengers are once again being hit with delays and disruption due to Martin Rolfe's continued mismanagement of Nats." He added that if Rolfe did not resign, the transport secretary, Heidi Alexander, "must act without delay to remove Martin Rolfe and deliver urgent reform of Nats' shambolic ATC service". Alexander acknowledged the incident, warning passengers of "continued disruption" despite the restoration of the system. The Guardian noted that the latest failure comes less than a year after the August 2023 breakdown that disrupted more than 700,000 passengers.

INDUSTRY PEOPLE



Eddie O'Dwyer

• GT Engine Services, part of the STS Aviation Group, has announced the promotion of **Eddie O'Dwyer** to Vice President of Business Development, effective from August 1, 2025. O'Dwyer, who joined GT Engine Services in 2020 as General Manager, has advanced through a series of key leadership positions within the organisation. He became Technical Director in 2021 and was subsequently appointed Chief

© Shutterstock

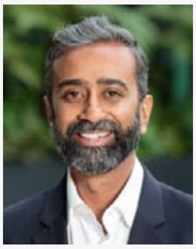
IBA, an aviation market intelligence and advisory company, has reported continued growth in global passenger capacity and shifting aircraft delivery patterns in the first half of 2025. Global Available Seat Kilometres (ASKs), a key measure of passenger capacity, rose by 4.6% compared with the first half of 2024 and stood 9.8% higher than in the same period of 2019, signalling a robust recovery from the pandemic. International travel was the main driver, with international ASKs increasing by 6% year on year. Domestic capacity expanded more modestly by 2% compared with 2024 but remained 16% above 2019 levels, highlighting strong short-haul demand. International capacity also surpassed pre-pandemic levels, up 7%, marking a steady return of long-haul connectivity. The findings were published in IBA's Aviation Barometer, which draws on data from its IBA Insight intelligence platform. It also revealed significant trends in aircraft deliveries. Global aircraft output reached 626 units in the first half of 2025, up 13% on 2024 but still 20% below 2018 levels. Airbus delivered 303 commercial aircraft, a fall of 8% year on year, while Boeing delivered 270, representing a 62% surge due largely to increased 737 MAX production. Narrow-body aircraft continued to dominate deliveries. The A320neo family averaged 39 aircraft per month in the first half of 2025, while the 737 MAX averaged 34 per month, cementing their position as the backbone of global fleets. China remained a strong growth engine. Passenger ASKs from Chinese operators were 16% above 2019 levels, supported by a total of 2.81 million commercial passenger flights in the first half of 2025, compared with 2.72 million in the same period in 2024 and 2.38 million in 2019. IBA said the data reflected not only aviation's ongoing recovery but also structural changes in demand and production patterns globally.

© Heathrow Airport aerial view

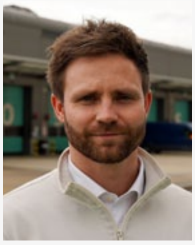
Heathrow has formally submitted proposals for a 100% privately financed third runway, which could be operational within a decade if supported by Government policy. The expansion is expected to deliver at least 30 new daily routes, improved domestic connectivity and greater choice in flight times, while redesigning the airfield for faster departures and more reliable journeys. The plan outlines a north-west runway of up to 3,500m, already backed by Parliament, along with three satellite terminals, an expanded Terminal 2 and a new Terminal T5X. Once completed, capacity would rise to 756,000 flights and 150 million passengers per year, generating a projected 0.43% boost to UK GDP and adding 50% more capacity to the UK's most valuable trading hub, currently enabling over £200bn of annual trade. The investment package totals £48bn and comprises three elements: £21bn for the runway and airfield infrastructure (up from £14bn in 2018 due to construction inflation), £12bn for the new Terminal T5X and stand capacity, and £15bn to modernise the current airport, including the expansion of Terminal 2 and the eventual closure of Terminal 3. Heathrow's sustainability commitments remain central to the project. The airport is targeting net-zero by 2050 and has already reduced flight emissions by around 10% and ground emissions by 15% since 2019, alongside a 41% reduction in its noise footprint since 2006. The expansion includes enhanced rail links, walking and cycling routes, a new road tunnel and upgraded bus and coach facilities. The development is expected to create tens of thousands of jobs during construction and operation, with 60% of supply chain spending benefitting regions outside London and the South-East. A community fund and continued local engagement are also planned. Government feedback is required by September to maintain the delivery schedule. (£1.00 = US$1.32 at time of publication).

INDUSTRY PEOPLE

Commercial Officer in 2024. Throughout his tenure, he has played a pivotal role in strengthening the company's technical capabilities, shaping its commercial strategy and enhancing relationships with its global customer base. Reflecting on his promotion, O'Dwyer expressed pride in the company's achievements to date and enthusiasm for the future, emphasising his commitment to supporting partners worldwide with responsive, high-quality services. **Mark Smith**, President of STS Aviation Group, praised O'Dwyer's contribution to the company's success, noting his technical expertise, commercial acumen and dedication to customer satisfaction. Smith stated that O'Dwyer's appointment is integral to the group's long-term growth plans and positions GT Engine Services strongly for the future.


Nikhil Ravishankar

• Air New Zealand has announced that **Nikhil Ravishankar** will become its next Chief Executive Officer, succeeding **Greg Foran**, who steps down in October 2025 after almost six years in the role. Foran's leadership was marked by steering the airline through one of the most difficult times in aviation history. Ravishankar, currently Air New Zealand's Chief Digital Officer, will officially take over as CEO on October 20, 2025. Over his five years with the airline, he has played a pivotal role in strengthening its technology infrastructure, advancing its loyalty programme and enhancing the overall customer experience. Air New Zealand Board Chair **Dame Therese Walsh** said the appointment signals a fresh era of leadership for the airline, one focused on innovation, connectivity and resilience. The Board undertook an international search, with Ravishankar standing out for his vision, leadership qualities and digital expertise. Walsh emphasised his commitment to delivering excellence, adapting to industry challenges and maintaining the airline's role as a key connector for New Zealand. She highlighted that airlines face evolving challenges, from climate change and shifting customer expectations to technology and cost pressures. Ravishankar's leadership, combining New Zealand values with global experience, was seen as essential to navigating these complexities while continuing to deliver value to customers and stakeholders. Before joining Air New Zealand, Ravishankar held senior roles at Vector and Accenture, bringing a strong background in digital transformation and leadership. His appointment underscores the airline's focus on innovation and future readiness while continuing to serve as a symbol of national pride.


Josh Lane

• IAG Cargo, the cargo division of International Airlines Group, has appointed **Josh Lane** as director of London operations, highlighting the strategic importance of London Heathrow as its global headquarters and busiest hub. The role aims to strengthen operational efficiency and deliver improved customer-focused services. Lane, who previously served as Head of Warehouse at IAG Cargo, was instrumental in launching and managing New Premia, the state-of-the-art handling facility at Heathrow that opened in 2023. Designed to handle high-priority products such as pharmaceuticals, New Premia has boosted speed, reliability and capacity, setting a new benchmark for premium cargo services. In his new position, Lane will oversee all cargo activity at Heathrow, focusing on process efficiency, the adoption of advanced technologies, including artificial intelligence for faster, data-driven decision-making, and service improvements across the operation.


Adriaan Den Heijer

• Air France-KLM has announced the appointment of **Adriaan Den Heijer** as Executive Vice President and Chief Commercial Officer (CCO), effective September 1, 2025. He will succeed **Angus Clarke** and, for an interim period, will also retain his responsibilities as Executive Vice President of Air France-KLM Cargo. Den Heijer will report directly to **Benjamin Smith**, CEO of the Air France-KLM Group. Den Heijer has built an extensive career within the airline group since joining KLM in 1995. He holds a Master of Science degree in Industrial Engineering from the University of Eindhoven and a postgraduate qualification in Certified Financial Management from Amsterdam University. Over three decades, he has held a series of senior commercial and operational positions within KLM, Air France-KLM, and the Cargo division. His experience includes serving as Director KLM Cargo North and West Europe from 2000 to 2004 and General Manager KLM for Greater China based in Hong Kong from 2004. He later became Vice President Pricing & Revenue Management for KLM Europe, followed by Vice President KLM Marketing & Brand. In 2011, Den Heijer was appointed Senior Vice President KLM Ground Services, overseeing passenger, baggage, and aircraft handling at Schiphol Airport. He subsequently moved to lead Pricing & Revenue Management for Air France-KLM, where he developed and implemented pricing and revenue strategies across the group's airlines. Since January 2020, he has served as Executive Vice President of Air France-KLM Cargo, leading its global cargo operations.

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

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

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

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				
LEAP Engines	**Sale / Lease**	**Company**	**Contact**	**Email**	**Phone**
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1B25	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717

Commercial Engines

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW150A	Oct 2024 - Lease	Lufthansa Technik AERO Alzey	Johannes Otto	johannes.otto@lhaero.com	+49-151-589-39560
(2) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW127M	Now - Sale/Lease/Exch.				

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) 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
(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) GTCP36-150	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					
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				